5. CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. CEQA Guidelines Section 15130(a) requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Thus, the cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflects "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute." CEQA Guidelines Sections 15130(b)(1)(A) and (B) include two methodologies for assessing cumulative impacts. One method is a list of past, present, and probable future projects producing related or cumulative impacts. The other method is a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for reducing GHG emissions. The methodology used for the Proposed Project is identified within the discussions for the specific resources.

Methodology

The assessment presented below addresses the potential combined effect of the Proposed Project in combination with the Related Projects or in combination with adopted growth projections. Cumulative impacts for each environmental resource are assessed using the following approach:

1. Decide if the Related Projects list or Plans/Projections method is more appropriate for the environmental resource.
2. Identify the study area for the cumulative impact analysis, which may depend on the impact criterion.

3. Determine whether the Related Projects or Plans/Projections growth and development would result in a significant cumulative impact.
4. If a significant cumulative impact results, determine whether the Proposed Project's contribution to the significant cumulative impact would be less than significant due to implementation of proposed mitigation measures.

The methodology for each resource is identified within the specific discussions below. Cumulative impacts are first determined by assessing whether the Proposed Project combined with the Related Projects could result in a significant cumulative impact. If it is determined that Proposed Project combined with the Related Projects could result in a significant cumulative impact, then the Proposed Project's incremental contribution is evaluated to determine whether it would be cumulatively considerable. If the combined impact of the Proposed Project with the Related Projects would not be significant, no analysis of the Proposed Project's incremental contribution is necessary.

Table 5.1 shows the significance of the Proposed Project's impacts on each environmental topic evaluated in the Draft EIR.

Table 5.1. Impact Summary for Cumulative Analysis

Environmental Topic	Impact?	Potential for Cumulative Impact?
Agricultural and Forestry Resources Land Use and Planning Mineral Resources Population and Housing Public Services Recreation Utilities and Service Systems	None	No
Biological Resources Geology and Soils Hazards and Hazardous Materials Hydrology and Water Quality	Less-Than-Significant with Regulatory Compliance	No – Refer to Chapter 4 Other Environmental Considerations for Additional Analysis of Biological Resources, Geology and Soils, and Hydrology and Water Quality Yes - Hazards and Hazardous Materials is further assessed below due to existing site conditions.
Air Quality Energy Resources Greenhouse Gas Emissions Transportation and Traffic	Less-Than-Significant	Yes – Further Assessed Below
Aesthetics Tribal Cultural Resources	Less-Than-Significant with Mitigation	Yes – Further Assessed Below
Cultural Resources (Historic Resources Only) Noise and Vibration	Significant	Yes – Further Assessed Below

Source: Terry A. Hayes Associates Inc., 2018.

Chapter 3.0 Environmental Impacts in this Draft EIR includes a detailed analysis of environmental topics where the Proposed Project would potentially result in a significant impact. Environmental topics where the Proposed Project would not have the potential to cause significant impacts or would have a less-than-significant impact with regulatory compliance are addressed in Section 4.1 Effects Determined Not to Be Significant of this Draft EIR. The cumulative impacts analysis below addresses the same environmental topics that were evaluated in Chapter 3 (i.e., aesthetics, air quality, cultural resources, energy resources, greenhouse gas emissions, hazards and hazardous materials, noise and vibration, and tribal cultural resources). The Draft EIR also includes a detailed assessment of cumulative traffic conditions due to the rapid and ongoing development of the Arts District.

Related Projects

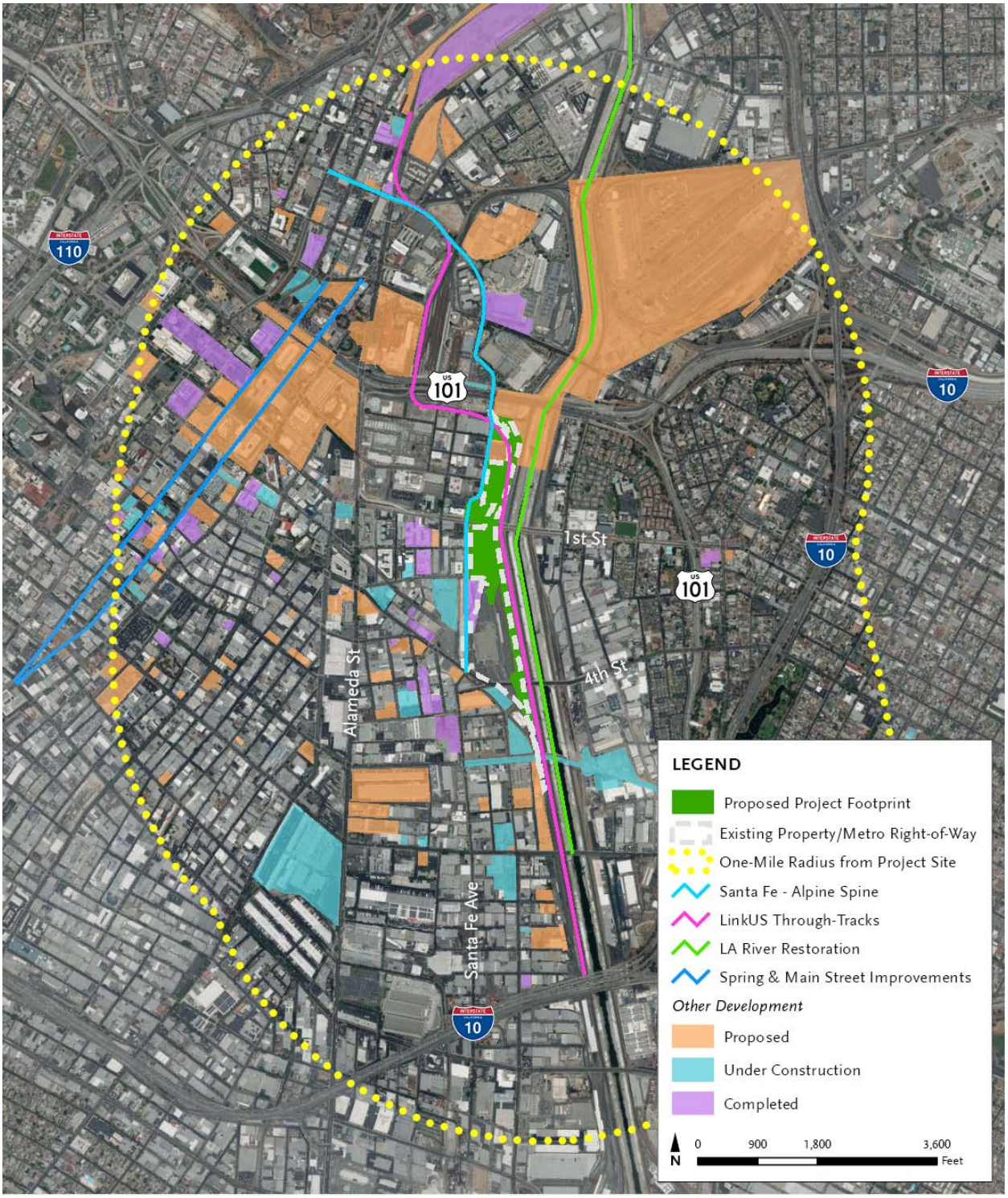
Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project Site's vicinity within the same timeframe as the Proposed Project. In this context, "Related Projects" includes past, present, and reasonably probable future projects. Related Projects associated with this growth and located within one mile of the Project Site are depicted graphically in Figure 5.1 and listed in Table 5.2 Related Projects of particular relevance to the Proposed Project are discussed below. In addition, the Rail Yard will host some construction activities related to the Purple Line Extension, such as rail welding operations.

- Emergency Security Operations Center (ESOC) – Metro is designing and building a new ESOC on Metro-owned property in the Arts District located at 410 Center Street. The facility will be four stories and 80,000 square feet. The construction of this building is anticipated to begin in Spring 2019 and finish in Winter 2020.

- Location 64 MOW Building – Metro is constructing a three-story, 86,000-square-foot building to provide a space for repair and maintenance activities for the Red and Purple Line tracks, track signals, subway train control, communication, and fire protection and security systems. In addition to housing the Red and Purple Lines' non-revenue maintenance staff, the new facility will house the Rail Operations – Maintenance of Way Group and a section of Metro's Rails Parts Storage Group. This building is located at 590 South Santa Fe Avenue and is scheduled to be constructed by Spring 2019.

- West Santa Ana Branch (WSAB) Transit Corridor Project – Metro proposes a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast Los Angeles County. Metro is currently completing an Alternatives Analysis to identify the optimal terminus point in downtown Los Angeles. An alternative under study includes a 6th Street Station near the Project Site. WSAB is anticipated to break ground in 2022 and be completed in 2028.

Figure 5.1 Cumulative Impact Study Area



Source: Terry A. Hayes Associates Inc., 2018.

Table 5.2. Related Projects

Project Name	Location	Description	Status
Emergency Security Operations Center	410 Center Street	A four-story, 80,000-square-foot Metro facility.	Approved
Location 64 MOW Building	590 South Santa Fe Avenue	A three-story, 86,000-square-foot building to provide a space for repair and maintenance activities for the Red and Purple Line tracks, track signals, subway train control, communication, and fire protection and security systems.	Under Construction
WSAB Transit Corridor Project	Downtown Los Angeles and Southeast Los Angeles County	A new 20-mile light rail transit line.	Proposed
6th Street Viaduct Replacement	6th Street between Boyle Avenue and Mateo Street	Redevelopment of the bridge with ten concrete arches which rise and fall through the span of the bridge and a variety of multimodal access.	Under Construction
6th Street Park, Arts, River and Connectivity Improvements Project	The space will connect Boyle Heights, the Arts District and the Los Angeles River	Community and recreational facilities.	Proposed
LinkUS Through-Tracks	Union Station	New run-through tracks over US -101, reconfiguration of track entry and rail yard. New passenger concourse with retail, food, and other amenities.	Proposed
Eastside Access Improvements: 1st & Central Project	Alpine Street between Hill Street and Main Street; Vignes Street between Main Street and Ramirez Street; Ramirez Street between Vignes Street and Commercial Street; Santa Fe Avenue between Commercial Street and 4th Street	Metro proposes a program of streetscape, pedestrian safety, and bicycle access improvements in a one-mile radius around the Metro Regional Connector Gold Line 1st/Central station. The project will also implement the Santa-Fe Alpine Spine segment of the Connect US Plan. The project includes bike lanes, crosswalks, street trees, and street lighting.	Proposed
High Speed Rail - Los Angeles to Anaheim Project	Union Station and rail tracks east of the Project Site	High speed rail service.	Proposed
LA River Restoration	Los Angeles River	A reimagining of several parts of the Los Angeles River to include open space, play areas, public art, new connections, and development.	Proposed
Spring Street and Main Street Improvements	Spring Street between 1st and 9th Streets and Main Street between Cesar Chavez Avenue and 9th Street	Updated crosswalks and intersections for pedestrians and new protected bike lanes.	Proposed
101 Freeway Cap	U.S. 101 – Four blocks between Grand Avenue and Los Angeles Street	Part of the Park 101 urban design vision to seek rejuvenation with green space.	Proposed
110 S. Boyle	110 South Boyle Avenue	A 14,000-square-foot lot, featuring some combination of affordable housing and retail space.	Proposed

Project Name	Location	Description	Status
1800 E. 7th	1800 East 7th Street	125 live-work apartments and 8,000 square feet of ground-floor retail space.	Proposed
2057 E. 7th	2057 East 7th Street	A new hotel, as well as event space, a rooftop pool deck, and other ancillary functions within 53,000 square feet of floor space.	Proposed
2110 Bay	2110 Bay Street	A 1.8-acre mixed-use complex. Three-building development featuring 110 live/work units (including 11 restricted affordable units) as well as 113,000 square feet of creative offices and nearly 51,000 square feet of ground-floor shops and restaurants.	Proposed
2143 Violet	2143 Violet Street	A 13-story building featuring 509 live-work units and approximately 288,000 square feet of commercial space.	Proposed
2144 E. Violet Street	2144 E. Violet Street	A 0.54-acre site that would be nine stories and featuring nearly 91,000 square feet of office space, 6,100 square feet of ground-floor commercial space and a 274-car garage.	Proposed
2159 E. Bay Street	2159 East Bay Street	A proposed mid-rise building would feature approximately 222,000 square feet of offices, in addition to commercial space and a 444-car parking garage.	Proposed
222 W. 2nd	222 West 2nd Street	A 30-story building featuring 107 condominiums, 534,000 square feet of offices and approximately 7,200 square feet of ground-floor commercial space.	Proposed
330 S. Alameda	330 South Alameda Street	A project consisting of 186 live-work apartments, in addition to 22,000 square feet of retail space and 402 parking spaces.	Proposed
405 S. Hewitt	405 South Hewitt Street	An 11-story, 190-foot tall building that would feature 255,000 square feet of offices above nearly 15,000 square feet of ground-floor commercial space. The project site also includes the 7,800-square-foot museum building.	Proposed
The Terraces	420 East 3rd Street	Proposed upgrades to "The Terrace" include the conversion of a fifth-floor parking deck and a seventh-floor roof into private open space for tenants and guests.	Proposed
Main Tower	433 South Main Street	A 12-story building featuring 196 studios, one- and two-bedroom dwellings, approximately 6,300 square feet of ground-floor commercial space and underground parking for 167 vehicles and 334 bicycles.	Proposed
440 S. Broadway	440 South Broadway Street	An addition of up to two new floors to an existing parking structure, would allow for expanded commercial uses while still retaining some of the existing 220 parking spaces.	Proposed
4th and Spring	Northwest corner of 4th Street and Spring Street	An 11-story, 131-foot-tall building that would feature 315 guest rooms with 81 parking spaces, meeting rooms and amenities.	Proposed
508 E 4th St.	508 East 4th Street	A seven-story structure featuring 40 units of affordable housing and support services.	Proposed
520 S. Mateo	520 South Mateo Street	A two-acre site, would consist of 600 live-work condominiums and approximately 60,000 square feet of commercial floor area.	Proposed

Project Name	Location	Description	Status
527 S. Colyton St.	527 South Colyton Street	310 residential condominiums, 11,375 square feet of retail space, 11,700 square feet of production space and a 394-car garage.	Proposed
600 S. San Pedro	600 South San Pedro Street	A 19-story, mixed-use building feature 303 residential units and 20,000 square feet of commercial uses.	Proposed
6th at Central	601 S. Central Avenue	Eight-story mixed-use building features 236 studios, one- and two-bedroom apartments above 12,000 square feet of commercial space.	Proposed
623 5th Street	609-623 East 5th Street	A 14-story, 150-unit low-income housing complex.	Proposed
Produce LA	640 Santa Fe Avenue	Approximately 107,000 square feet of leasable space, in addition to ground-floor retail and restaurant uses.	Proposed
641 S. Imperial	641-653 Imperial Street	140 live/work units and approximately 14,700 square feet of ground-floor commercial space with 162 parking spaces on four underground levels.	Proposed
643 N. Spring Street	643 North Spring Street	Mid-rise structure featuring 203 residential units and slightly over 21,000 square feet of ground-level retail space.	Proposed
649 Lofts	Northwest corner of 7th Street and Wall Street	Seven-story building, with 54 studio apartments and 25,000 square feet of ground-floor commercial space, which will feature a clinic, as well as parking for 25 vehicles.	Proposed
668 S. Alameda	668 South Alameda Street	A seven-story building consisting of 475 live/work units, and 50,000 square feet of ground-floor retail space.	Proposed
670 Mesquit	670 Mesquit Street	A project with approximately 1.8 million square feet of development, including 308 market rate and affordable housing units, a 236-key hotel and approximately 136,000 square feet of commercial space.	Proposed
6AM	6th Street and Alameda Street	A 14.57 acres mixed-use live/work complex. A 430,000-square-foot hotel, 250,000 square feet of office space, a 29,000-square-foot school, a 23,000-square-foot gallery and 128,000 square feet of shops and restaurants.	Proposed
731 E. 5th Street	731 East 5th Street	Eight-story building featuring 50 low-income housing units	Proposed
7th & Maple	Corner of 7th Street and Maple Street	A 33-story building that would feature 452 residential units which includes 19 live/work lofts. There would also be a partial underground garage with 561 vehicle parking.	Proposed
850 N. Mission	850 N. Mission Rd.	Affordable housing on a vacant 50,000-square-foot lot.	Proposed
940 E. 4th Street	940 East 4th Street	A mixed-use building with 93 live/work units and approximately 20,000 square feet of commercial space.	Proposed
Arts District Center	5th Street, Colyton Street, and Seaton Street	An approximate one-acre site, featuring a mixed-use development.	Proposed
Beacon Tower	Corner of 4th Street and Hill Street	33-story tower which would include 428 residential units and approximately 2,900 square feet of ground-floor commercial space.	Proposed
Broadway Mall	440 South Broadway	Current plans for redevelopment is unknown.	Proposed

Project Name	Location	Description	Status
Budokan	229-249 South Los Angeles Street	An approximately one-acre site with 16,000 square feet of open space, a commercial kitchen, a mezzanine with a viewing deck and outdoor children's play area, two community rooms and a rooftop garden space.	Proposed
Challenge Cream and Butter Warehouse	929 East 2nd Street	Addition of 64,467 square feet to an existing 47,065-square-foot building that includes a food market, cafe, restaurant, retail and other uses.	Proposed
Chinatown Lofts	1101 North Main Street	Six-story, 318-unit building including 18 live/work spaces at ground-level.	Proposed
Chinatown Park	639 North Hill Street	A 0.5-acre green space in addition to the existing Chinatown library.	Proposed
Civic Center Redesign	Civic Center	An attempt to reinvigorate the Civic Center by introducing housing, retail space and a potential hotel.	Proposed
College Station	Spring Street and College Street	Low-rise complex featuring 770 apartments above approximately 51,000 square feet of ground-level commercial space and parking accommodations for 1,179 vehicles and 899 bicycles.	Proposed
East 5th Mixed Use	719 and 823 East 5th Street	Residential units and ground-floor commercial space.	Proposed
Elysian Park Lofts (Phase 1 & 2)	1030–1380 North Broadway and 1251 North Spring Street	Approximately 920 residential units, including 17 live-work units, approximately 17,941 square feet of retail uses, and approximately 5,465 square feet of leasing offices.	Proposed
Lotus 77	118 Astronaut Ellison S. Onizuka Street	A project with 77 single-level lofts, with a 2,500-square-foot ground floor retail space.	Proposed
First and Broadway Park	1st Street and Broadway	A park design with mixed hardscape and greenery, with a two-floor restaurant, a beer garden, and photovoltaic structures.	Proposed
FLOR 401 Lofts	Northeast corner of 7th Street and Wall Street	A six-story building featuring 100 residential units.	Proposed
Flower Market	755 South Wall Street	A redevelopment project of the Downtown Flower Market. Renovation of the northern building would occur, and the southern building would be demolished and replaced with a 15-story mixed-use building.	Proposed
Former Lucia Tower	469 North Grand Avenue	22-stories with 323,661 square feet of space and six levels of underground parking.	Proposed
Grand Avenue Project	1st Street and Grand Avenue	39-story tower with 113 condos and 323 apartments.	Proposed
Hill and Ord	708 North Hill Street	Seven-story, 250,000-square-foot building with 162 residential units and approximately 5,000 square feet of ground-floor commercial space.	Proposed
LA River Gateway	4 miles between Elysian Hills and 7th Street	300 acres of open space and 36,620 housing units.	Proposed
Lamp Lodge	656-660 South Stanford Avenue	Redevelopment project which would increase the building size and create 82 units of supportive housing.	Proposed
Little Tokyo Galleria	333 South Alameda Street	994 residential units and 100,000 square feet of commercial space.	Proposed
Maxwell Coffee Factory	405 South Mateo Street	56,635 square feet of leasable office space.	Proposed

Project Name	Location	Description	Status
Medallion 2.0	3rd Street and Main Street	400 units in four separate 13-story towers.	Proposed
Consolidated Correctional Treatment Facility	429, 433, 441, 506, 510, and 550 East Bauchet Street; 1000 and 1020 North Vignes Street	Maximum of 3,885 beds, as well as other support functions.	Proposed
Merced Theater	301 West Main Street	The projects would feature upgrades including earthquake safety, plumbing and electrical infrastructure. The project upgrades would also include a studio space which would accommodate a 70-person audience.	Proposed
Music Center Plaza	135 North Grand Avenue	The project would feature upgrades in aesthetics, functionality, and double the capacity of the plaza from 2,500 to 5,000.	Proposed
Old Bank District Museum	Corner of 4th Street and Main Street	To redevelop the Bank House Garage, Hellman Building, and Farmers and Merchants Bank to create a sprawling museum complex.	Proposed
Parker Center Replacement	150 North Los Angeles Street	27-story tower replacing Parker Center and would have 713,000 square feet of office space and 37,000 square feet of retail space.	Proposed
Possible Site Development	Cesar E Chavez Avenue, Spring Street, and Main Street	2-acre vacant parking lot to be developed on with a mixed-used complex.	Proposed
Sears, Roebuck & Co	Olympic Boulevard and Soto Street	23-acre site which would introduce retail, office, and residential space.	Proposed
SP7	Corner of 7th Street and San Pedro Street	Seven-story building featuring 81 apartments and various residential amenities.	Proposed
Spring and Alpine	Corner of Alpine Street and Spring Street	Seven-story building with 122 residential units above 4,200 square feet of retail and three levels of underground parking.	Proposed
The Industrial	Alameda Street and Industrial Street	Five-story mixed-use building with 346 apartments.	Proposed
Times Mirror Square	202 West 1st Street	37- and 53-story tower with 1,127 residential units and 34,527 square feet of commercial space.	Proposed
Towne Plaza	785 South Towne Avenue	Converting the upper floors into 60 apartment units.	Proposed
Union Station	Union Station	Upgrade with an above-grade concourse	Proposed
Union Station Esplanade	Union Station	Part of the Union Master Plan and would add a tree-line esplanade, an expanded pedestrian plaza and a new park and civic space.	Proposed
Weingart Center Housing	566 South San Pedro Street	14-story tower and 200 permanent supportive housing units.	Proposed
3rd and Traction	Corner of 3rd Street and Traction Avenue	40,000 square feet of combined retail and restaurant space. It would retain four residential live/work units.	Under Construction
419 S. Spring Street	419 South Spring Street	180 guest rooms, as well as 4,200 square feet of restaurant space at the building's ground level.	Under Construction
500 S. Santa Fe	500 South Santa Fe Avenue	100,000 square feet of office space, 199 parking spaces and a rooftop amenity deck.	Under Construction

Project Name	Location	Description	Status
950 E Third	950 East 3rd Street	Five- and six-story buildings containing 472 studios, one- and two-bedroom apartments and 22,000 square feet of ground-floor commercial space.	Under Construction
AMP Lofts	695 South Santa Fe Avenue	Seven-story building, featuring 320 live-work apartments, approximately 20,000 square feet of ground-floor commercial space and underground parking for 420 vehicles.	Under Construction
HW Hellman Building	125 West 4th Street	188 live-work apartments above ground-level commercial space and a basement bar.	Under Construction
Capitol Milling Company	1231 North Spring Street	Five-building complex to be converted into creative offices, shops and restaurants.	Under Construction
Ford Factory Building	777 Santa Fe Avenue	254,000 square feet of office space and 60,000 square feet of ground-level retail and restaurant space.	Under Construction
Grant Building	355-361 South Broadway	Office Spaces	Under Construction
Institute of Contemporary Art, Los Angeles (ICA LA)	1717 East 7th Street	7,000 square feet of exhibition space, a kitchen-cafe and a store.	Under Construction
La Plaza Cultural Village	Broadway and Cesar E Chavez Avenue	Five- and eight-story buildings featuring 355 residential units, 43,000 square feet of ground-floor commercial space and amenities such as a swimming pool and multiple rooftop decks.	Under Construction
Regional Connector – Little Tokyo/Arts District Station	1st Street and Central Street	Metro Station	Under Construction
Perla on Broadway	400 South Broadway	35-story mixed-use development, 7,000 square feet of ground-level retail and restaurant space.	Under Construction
Patsaouras Plaza Busway Station	Union Station East	New transit busway station/pedestrian bridge for the Metro Silver line and other transit buses operating in the El Monte Busway.	Under Construction
Soho Warehouse	1000 South Santa Fe Avenue	A luxury members-only 70,000-square-foot hotel.	Under Construction
The Walnut	7th Street and Mill Street	57 live/work apartments above ground-floor commercial space.	Under Construction
Title Insurance Building	433 South Spring St	11-story, approximately 300,000 square feet of creative office space.	Under Construction
Topaz	550 South Main Street	Seven-story building 159 apartments above approximately 23,000 square feet of ground-level commercial space.	Under Construction
Wakaba LA	232 East 2nd Street	240 residential units and 16,000 square feet of commercial space	Under Construction
117 Winston St.	117 Winston Street	Mixed-Use Residential building	Completed
353 S. Broadway	3535 South Broadway	Six-story office space.	Completed
3rd and Garey	3rd Street and Garey Street	Ice Cream Parlor	Completed
420 Boyd St.	420 Boyd Street	Five-story office space.	Completed

Project Name	Location	Description	Status
The Broadway Lofts DTLA	430 South Broadway	Hotel, Bars & Restaurant space	Completed
A+D Museum	900 East 4th Street	Museum	Completed
Arthouse Lofts	1200 South Santa Fe Avenue	53-unit live-work spaces, 13,000 square feet of ground-floor retail space.	Completed
Arts District Brewing Company	828 Traction Avenue	17,000-square feet brewery business.	Completed
Arts District Park	501 South Hewitt Street	Children's Play Area, Picnic Area	Completed
AT MATEO	Mateo Street and Palmetto Street	130,000 square feet of retail & restaurants, 100,000 square feet of modern creative office, 540 car parking structure	Completed
Ava Little Tokyo	200 South Los Angeles Street	570-unit condominiums, 280-unit apartments and 50,000 square feet of retail space	Completed
Baltimore Hotel	501 South Los Angeles Street	Affordable housing	Completed
King Edward Hotel	713 East 5th Street	47 unit single-room occupancy hotel	Completed
Leland Hotel	116 East 5th Street	Affordable Housing	Completed
Chinatown Metro Apartments	808 and 810 North Spring Street	123-units of affordable senior housing	Completed
Coca-Cola Building	963 East 4th Street	Five-story, 150,000-square-foot office space	Completed
Federal Courthouse	312 North Spring Street	12-story, 600,000-square-feet courthouse	Completed
Gateways Apartments	505 South San Pedro Street	108 low-income housing units	Completed
Grand Park	200 North Grand Avenue	12-acre rejuvenated open park space	Completed
Hall of Justice	211 West Temple Street	Conserved government building in the LA Civic Center	Completed
Hauser, Wirth & Schimmel Gallery	901 East 3rd Street	100,000 square feet gallery	Completed
Hotel Rosslyn	112 West 5th Street	264 rooms	Completed
Italian Hall	644 North Main Street	A museum and exhibition within Little Italy.	Completed
Jia Apartments	639 North Broadway	Six-story, luxury apartments.	Completed
LA Historic Park Upgrade	1245 North Spring Street	34-acre park reinvigoration	Completed
Lotus Garden	715 Yale Street	Eight-stories with 60 units.	Completed
Medallion	300 South Main Street	300-unit apartments with a retail and restaurant.	Completed
Metro Bike Hub	Western portion of Union Station	The Metro Bike Hub with 200 bicycle parking available.	Completed
Mikado Hotel	331 ½ East 1st Street	3 guest rooms, with shared restrooms and 42 micro-suites.	Completed
New Pershing Apartments	108 East 5th Street	69 units of permanent supportive and affordable housing.	Completed

Project Name	Location	Description	Status
Regent Theater	448 South Main Street	Theater	Completed
ROW DTLA	787 Alameda Street	1,300,000 square feet of office space.	Completed
Santa Cecilia Apartments (Affordable)	117 South Boyle Avenue	Four-story building with 80-unit of affordable housing and 4,000 square feet of ground-floor commercial space.	Completed
Spring Street Park	426 South Spring Street	A park	Completed
Star Apartments	240 East 6th Street	Six-story building with 102-unit for formerly homeless individuals.	Completed
Vibiana Lofts	222 South Main Street	Eight-story building, 237 apartments above 4,000 square feet of ground-floor commercial space.	Completed

Source: Terry A. Hayes Associates Inc., 2018.

- 6th Street Viaduct Replacement Project – The City of Los Angeles is replacing the 6th Street Viaduct over the Los Angeles River to address the former bridge's structural deterioration. The new viaduct will feature lit arches, protected bike lanes, and wider sidewalks. The project will also provide bike/pedestrian ramps and stairs on both sides of the bridge deck to the recreational and open space below the viaduct that will be included in the Sixth Street PARC project (see below) Construction of the new viaduct has begun and is anticipated to be substantially complete in 2020.

- 6th Street PARC – The 12-acre 6th Street Park, Arts, River and Connectivity Improvements Project is located under and adjacent to the new 6th Street Viaduct. The space will connect Boyle Heights, the Arts District and the Los Angeles River. The proposed project generally includes components noted in the Los Angeles River Revitalization Master Plan. Improvements may include the following: landscaping/planting; irrigation; open spaces; public art; tunnel rehabilitation; a performance area; public gathering/assembly areas; synthetic soccer field(s) and field lighting; basketball or other sports court(s); some perimeter and some field fencing; bicycle path connections; parking spaces; roadway lighting; pedestrian and bicycle path lighting; skateboard park; storm water improvements; utility connections (electrical and plumbing); office/concession/ community building(s); dog park and related amenities; playground; safety bollards; equipment and maintenance storage unit; drinking fountains; signage; soccer warm-up and stretching zones; stationary exercise equipment; typical park site furnishings (i.e., benches, tables, bike racks, kiosks, etc.); restrooms; and retaining walls. Terracing may occur on the River channel bank adjacent to the proposed Arts Plaza and/or on the opposite River bank. This project is anticipated to be completed in 2020.

- Link Union Station (Link US) Project – Metro proposes a conversion of Union Station from a dead-end station into a run-through station that would result in increased rail service capacity and improved transit connectivity and pedestrian access. The project would add a new loop for operational flexibility, construct a new passenger concourse with retail amenities for an improved passenger experience, and facilitate one-seat rides to regional destinations.

- Eastside Access Improvements: 1st & Central Project – Metro proposes a program of streetscape, pedestrian safety, and bicycle access improvements in a one-mile radius around the Metro Regional Connector Gold Line 1st/Central station. The project will also implement the Santa-Fe Alpine Spine segment of the Connect US Plan. The project includes bike lanes, crosswalks, street trees, and street lighting.

5.1. AESTHETICS

New development in the Arts District is changing the aesthetic of the neighborhood. The Arts District community has expressed an interest in the propagation of the District's visual character towards the north. The visual character of the neighborhood is best addressed within the cumulative context of Related Projects. The following subsections define the geographic area for the impact analyses.

Scenic Vistas

As explained in Section 3.1 Aesthetics, the Project Site is not within a scenic vista. Views of the Project Site are limited to those from adjacent buildings, and panoramas are not available on the Project Site. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Scenic Resources within State Scenic Highway Corridors

As explained in Section 3.1 Aesthetics, the Project Site and its surroundings are not within the viewshed of the closest scenic highway (i.e., Arroyo Seco Parkway [State Route 110]). Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Visual Character or Quality

The Proposed Project would introduce a ventilation shaft building at the end of Commercial Street, install landscaped buffers, street lighting, and street trees along Center Street, demolish the National Cold Storage facility, and partially remove the Citizens Warehouse/Lysle Storage Company building. The main views that would change during the Proposed Project's construction and operation would be those from Center Street, the US-101 freeway, 1st Street Bridge, and from the community east of the Los Angeles River. At the same time, Related Projects in the area (in particular, the ESOC Project, the Santa Fe – Alpine Spine Project, and the run-through tracks of the Link US Project) would modify the area's visual character and quality from the three aforementioned vantage points. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a cumulative impact related to visual character or quality.

The Proposed Project's ventilation shaft building would be consistent with the industrial visual character of its surroundings. With a height of 32 feet the ventilation shaft building would be similar in height to buildings on Commercial Street and Jackson Street, and shorter than the four-story ESOC Project that would obstruct views of the ventilation shaft building from Center Street. Furthermore, due to its rail yard-serving purpose, it would be compatible with the existing Division 20 Rail Yard and the run-through tracks of the Link US Project, which would fork around the ventilation shaft building. Therefore, the proposed ventilation shaft building's incremental contribution to the potentially significant cumulative impact on Center Street and the US-101 freeway is not cumulatively considerable.

The Proposed Project's landscaped buffers, street lighting, and street trees would noticeably change the streetscape of Center Street. These modifications were proposed in consideration of the Santa Fe – Alpine Spine Project, which would, among other actions, install bike lanes and cycle tracks, implement traffic calming improvements, modify sidewalks for accessibility, and introduce new shade trees, ornamental street lights, and continental crosswalks on Center Street. Moreover, the ESOC Project would widen adjacent sidewalks, provide landscaping, and plant trees in the vicinity. As explained in Section 3.1 Aesthetics, these streetscape improvements would soften and enhance the urban environment and increase Center Street appeal to pedestrians and bicyclists. Therefore, there is no potential for the Proposed Project's landscaped buffers, street lighting, and street trees to combine with past, present, and reasonably probable future projects to create a cumulative impact on Center Street.

As mentioned above, the Arts District community has expressed an interest a propagation of the District's visual character towards the north. The flat, concrete walls of the National Cold Storage facility is not characteristic of the Arts District's many brick face buildings. Consequently, its demolition would not hinder the northward visual expansion of the Arts District. Additionally, since the partial removal of the Citizens Warehouse/Lysle Storage Company building would occur on its eastern side (i.e., the side that faces away from the Arts District), it would not contribute to or inhibit the change in visual quality or character of the Arts District. Therefore, there is no potential for these proposed demolitions to combine with past, present, and reasonably probable future projects to create a cumulative impact in the Arts District.

Light and Glare

The Proposed Project, in conjunction with the related Santa Fe – Alpine Spine Project would provide street lighting along Center Street. However, since there is already a moderate level of ambient nighttime light on this street, the additional street lighting would not contrast enough with its surroundings to create a bright point-source of glare. Furthermore, there are no light-sensitive uses in this area and the Proposed Project would not add lighting to Santa Fe Avenue that would affect OSF. Light and glare associated with Related Projects west of Santa Fe Avenue or Center Street would be separated from the Proposed Project by intervening buildings. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact in the Arts District.

5.2. AIR QUALITY

The following analysis assesses the Proposed Project for potential cumulative long-term air quality impacts in the context of adopted plans and projected growth. California is divided geographically into 15 air basins for the purpose of managing the air resources of the State at a regional level. Each air basin generally has similar meteorological and geographic conditions throughout. Each local district is responsible for preparing the portion of the State Implementation Plan applicable within their boundaries.

The Proposed Project is located in the South Coast Air Basin. As such, the Basin is the appropriate study area for evaluation of cumulative impacts for air quality. The Basin is currently designated as in nonattainment of the federal and State ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$. Therefore, there is an ongoing cumulative impact associated with these air pollutants. The potential for the Proposed Project to contribute to a permanent cumulative impact is assessed through consistency with air quality plans.

The SCAQMD has responsibility for managing the Basin's air resources and is responsible for bringing the Basin into attainment for federal and State air quality standards. To achieve this goal, the SCAQMD prepares/updates the Basin's AQMP every four years. The "on-road emissions" AQMP budgets are developed based on the regional planning documents that are prepared by SCAG. The Proposed Project is included in the 2016-2040 RTP/SCS under Project ID 1TL0703. The 2016-2040 RTP/SCS was found by FHWA and FTA to be in conformity with the State Implementation Plan on June 1, 2016.

Per CEQA Guidelines Section 15130 (d), where a project is included in an approved regional plan (among other land use plans) that adequately address the effected resource area, no additional analysis is required. Because the Proposed Project is listed in the region's currently conforming the 2016-2040 RTP/SCS, permanent emissions associated Proposed Project emissions would not be cumulatively considerable.

Short-term construction emissions are typically assessed using the project list approach. Accounting for the existing environmental conditions, SCAQMD promulgated guidance that an individual project can emit allowable quantities of these pollutants without significantly contributing to the cumulative impacts. SCAQMD has indicated that the project-level thresholds may be used as an indicator to determine if project emissions contribute considerably to an existing cumulative impact.[1] Therefore, the Proposed Project would be considered cumulatively considerable if its implementation resulted in daily emissions of VOC, NO_X, PM_{10}, or $PM_{2.5}$ that exceeded applicable SCAQMD mass daily thresholds of significance during construction activities. As discussed in Section 3.2 Air Quality, the Proposed Project would not generate emissions that would exceed the significance thresholds during construction. As the Proposed Project does not exceed any project-specific construction significance thresholds, it would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Noxious odors are generally limited to the immediate area surrounding the source. Land use and industrial operations commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project Site is located within an urbanized, industrial/manufacturing area. However, Metro is not aware of existing noxious

[1] SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA*, August 2003.

odors adjacent to the Project Site and noxious odors were not observed during site visits. In addition, trains would be powered by electric propulsion and do not constitute mobile sources of air pollutant emissions. Implementation of the Proposed Project would not generate new stationary or mobile sources of odorous air pollutant emissions, nor move any existing sources of odors closer to sensitive receptors near the Project Site. Therefore, the Proposed Project combined with other past, present, and reasonably probable future projects would not create a significant cumulative impact.

5.3. CULTURAL RESOURCES

Historical Resources

The following analysis assesses the Proposed Project for potential cumulative impacts to historical resources in the context of the related projects. The analysis addresses two types of cumulative impacts: 1) the cumulative impact to an individual resource due to the alterations or changes to that resource potentially caused by the Proposed Project and Related Projects over time, and 2) the cumulative impact due to the progressive loss of individual resources within a community, study area, or historic district. The Proposed Project would result in significant impacts on three historical resources, including alteration of the 1st Street Bridge over the Los Angeles River, demolition of the National Cold Storage facility, and substantial alteration of the still-extant portion of the Citizens Warehouse/Lysle Company Storage building (former additions to the James K. Hill & Sons Pickle Works building). These significant impacts may be cumulative when considering the effects of the Related Projects on cultural resources.

There would be a cumulative effect on the series of concrete arched historic bridges that span across the Los Angeles River in the related project area. The 1st Street Bridge was widened by 26.3 feet in 2011 for the Metro Gold Line Eastside Extension and would be altered again by the Proposed Project. The 6th Street Viaduct Replacement Related Project resulted in the demolition of the 6th Street Viaduct. In addition, the MOW Building 64 Related Project is under construction, and will introduce an 86,000 square foot building near the 4th Street Bridge, altering its setting. The further alteration of the 1st Street Bridge by the Proposed Project would result in a cumulatively considerable contribution to a significant cumulative impact to the concrete arched historic bridges over the Los Angeles River, including the 1st Street, 4th Street, and 6th Street Bridges.

The Citizens Warehouse/Lysle Company Storage Company building is the extant part of the Pickle Works historical resource, which was demolished in 2011 for the Metro Gold Line Eastside Extension. The Proposed Project would further substantially alter the remaining Citizens Warehouse/Lysle Company Storage Company building. The Proposed Project's impact to the Citizens' Warehouse/Lysle Company Storage Company building is significant; therefore, the cumulative impact to this resource is also significant.

None of the Related Projects would affect the National Cold Storage facility. Therefore, the Related Projects would not contribute to a cumulative impact to that resource. However, the Proposed Project would result in the demolition of the National Cold Storage facility, which would be a significant impact.

Regarding the progressive loss of historical resources in the community, new and future development in the Arts District from the many Related Projects in the vicinity of the Project Site is causing the substantial alteration or demolition of historical resources in the Arts District and is substantially altering the setting of those historical resources that remain in the Arts District. The Proposed Project's impact to the 1st Street Bridge, the National Cold Storage facility, and the Citizens Warehouse/Lysle Storage Company building is significant. Therefore, the Proposed Project contributes to the broader cumulative impact related to the loss and alteration of historical resources in the Arts District.

As stated in Section 3.3 Cultural Resources, proposed mitigation measures to reduce Proposed Project impacts on historical resources include design modifications to the 1st Street Bridge, stabilization and partial preservation of the Citizens Warehouse/Lysle Storage Company building, and historical documentation of the National Cold Storage facility. However, the Proposed Project's impact would still be significant on all three historical resources after mitigation. Therefore, the Proposed Project, after mitigation, would result in a cumulatively considerable contribution to significant cumulative impacts to historical resources.

Archaeological Resources

The following analysis assesses the Proposed Project for potential cumulative impacts to archaeological resources in the context of the Related Projects. As discussed in Section 3.3 Cultural Resources, archaeological resources that could be impacted by Project construction activities include potential subsurface archaeological materials that may exist in the vicinity of the Project Site. The cumulative impacts analysis for archaeological resources is based on the cumulative projects list method of cumulative analysis. These projects shown in Figure 5.1 and listed in Table 5.1. are located within and in close proximity to the Proposed Project. Most of the Related Projects are development or transportation projects, whose construction could include excavation that could disturb buried archaeological resources and human remains, if extant. Although much of the Project Site is developed and paved, there is a potential for buried archaeological deposits to exist. The potential for an individual project to impact significant archaeological resources is unknown but it is possible that cumulative growth and development in downtown Los Angeles could have impacts on significant archaeological resources. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact.

However, potential impacts to buried archaeological resources that may be encountered during construction of the Proposed Project would be mitigated to a less-than-significant-level with implementation of mitigation measures. Additionally, the Related Projects may also include mitigation measures that would minimize or reduce potential impacts to a less-than-

significant level. Therefore, the Proposed Project, with mitigation, would not make a cumulatively considerable contribution to significant cumulative impacts to archaeological resources.

Paleontological Resources

The following analysis assesses the Proposed Project for potential cumulative impacts to paleontological resources in the context of the Related Projects. Other Related Projects could require excavation to depths containing fossil bearing sediments and could result in the destruction of fossil resources, a potentially significant impact. All of the Proposed Project footprint has already been disturbed at the surface by past excavations and construction, and much of the subsurface sediments were probably disturbed as well. However, ground-disturbing activities for the Proposed Project may impact sediments up to approximately 25 feet below ground surface within the project limits, and earthwork to these depths could impact paleontologically sensitive geological deposits such as native (i.e., undisturbed) Pleistocene or older sediments.

However, potential impacts to any paleontological resources that may be encountered during construction of the Proposed Project would be mitigated to a less-than-significant-level. Additionally, the Related Projects may also include mitigation measures that would minimize or reduce potential impacts to a less-than-significant level. Therefore, the Proposed Project, after mitigation, would not make a cumulatively considerable contribution to significant cumulative impacts to paleontological resources.

5.4. ENERGY RESOURCES

In 1974, the Legislature adopted the Warren-Alquist State Energy Resources Conservation and Development Act (PRC Section 25000 et seq.). The Act created what is now known as the California Energy Commission and enabled it to adopt building energy standards. At that time, the Legislature found the “rapid rate of growth in demand for electric energy is in part due to wasteful, uneconomic, inefficient, and unnecessary uses of power and a continuation of this trend will result in serious depletion or irreversible commitment of energy, land and water resources, and potential threats to the state’s environmental quality.” The same year that the Legislature adopted the Act, it also added Section 21100(b)(3) to CEQA, requiring environmental impact reports to include “measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” While California is a leader in energy conservation, the importance of addressing energy impacts has not diminished since 1974. Given the need to avoid the effects of climate change, energy use is an issue that California is addressing. As the California Energy Commission’s 2016 Integrated Energy Policy Report explains, "Energy fuels the economy, but it is also the biggest source of greenhouse gas emissions that lead to climate change. Despite California’s leadership, Californians are experiencing the impacts of climate change including higher temperatures, prolonged drought, and more wildfires. There is an urgent need to reduce GHG emissions and increase the State’s resiliency to climate change." Therefore, total energy use is considered a statewide impact. Energy consumed by the Proposed Project combined with past, present, and reasonably probable future projects

could contribute to this impact. The following analysis assesses the Proposed Project for potential cumulative impacts to energy resources in the context of Related Projects.

The Proposed Project and Related Projects would combine to utilize regional energy resources for construction activities. As discussed in Section 3.4 Energy Resources, although it is difficult to measure the energy used in the production of construction materials such as asphalt, steel and concrete, it is reasonable to assume that the production of construction materials would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Compliance with Metro policies would result in the use of sustainable materials and recycled content, when feasible, that would reduce energy consumption during construction activities. Furthermore, the Proposed Project would incorporate BMPs outlined in Metro's Green Construction Policy, and sustainable practices for energy efficiency, water efficiency and conservation, material conservation, and resource efficiency would be incorporated into the Proposed Project as outlined in Metro's Sustainability Plan requirement. It is assumed that Related Projects would comply with local, regional, and State requirements to reduce wasteful, inefficient, or unnecessary use of energy resources (e.g., Los Angeles Green Building Code). Construction activities would not result in the wasteful, inefficient, or unnecessary use of energy resources, create energy utility system capacity problems, create problems with the provision of energy services, or result in a significant impact associated with the construction of new energy facilities or the expansion of existing energy facilities. Therefore, the cumulative impact is less than significant.

Operational activity could combine with Related Projects to exceed available energy supplies or require new infrastructure. As discussed in Section 3.4 Energy Resources, it is anticipated that additional electricity use would be less than 0.2 percent of the LADWP total use of 63,014 megawatt-hours per day. The Proposed Project would not place a disproportionate burden on LADWP supply or off-site electrical infrastructure. In addition, the Proposed Project would represent approximately 0.2 percent or less of available natural gas supplies. The Proposed project would not significantly contribute to regional energy use. In addition, the Proposed Project would not require the construction of new energy-related infrastructure off the Project Site.

The Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. The Purple Line Extension would extend the existing Metro Purple Line heavy rail transit subway from its current terminus at Wilshire/Western Station to a new western terminus near the Veterans Affairs West Los Angeles Medical Center. According to the Record of Decision, the Metro Purple Line Extension, "will reduce congestion by providing reliable, higher speed transit service. During peak periods, rail operating speeds are faster than speeds for a comparable trip by automobile, providing more reliability in travel time variation. The improved convenience of transit improvements in the corridor would encourage use of a public transit alternative that would reduce daily vehicle trips, VMT, and congestion on roadways."[2] Importantly for regional

[2]FTA, *Environmental Record of Decision for the Westside Subway Extension*, August 9, 2012.

energy consumption, the Proposed Project would assist in reductions in regional VMT and energy consumption.

Overall, the Proposed Project would be designed and constructed in accordance with State, City, and Metro green building standards that would serve to reduce the Proposed Project's energy demand. The Proposed Project does not conflict with Metro design criteria or California Code of Regulations Title 24 (including Part 1 - California Building Standards Administrative Code, Part 2 - California Building Code, Part 6 - California Energy Code, Part 11 - California Green Building Standards Code (CAL Green Code), and Part 12 - California Reference Standards Code). In addition, energy demand would be within the existing and planned electricity and natural gas capacities. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

5.5. GREENHOUSE GAS EMISSIONS

The State of California, through AB 32 and SB 32, has acknowledged that GHG emissions are a statewide impact. Emissions generated by the Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative in nature and should be analyzed in the context of CEQA's existing cumulative impacts analysis. The Office of Planning and Research acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less-than-significant level as a means of avoiding or substantially reducing the cumulative impact of a project. The following analysis assesses the Proposed Project for potential cumulative impacts related to greenhouse gas emissions in the context of Related Projects. In particular, this includes the Metro Purple Line Extension.

As discussed in Section 3.5 Greenhouse Gas Emissions, the GHG analysis determined that the Proposed Project would not result in significant impacts and would be consistent with applicable GHG plans, policies, and regulations. Standard construction procedures would be undertaken in accordance with the Metro Green Construction Policy and SCAQMD and CARB regulations applicable to heavy duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to equipment maintenance and inspections standards and emissions standards, as well as diesel fleet requirements related to idling restrictions, would ensure that construction of the Proposed Project would not conflict with GHG emissions reductions efforts. Additionally, Metro selection criteria gives competitive preference to construction products and services that conserve natural resources (e.g., recycled materials).

Indirect GHG emissions during operation of the Proposed Project would result from the increase in provision of energy resources, including electricity, natural gas, and water. GHG emissions are indirectly generated through the production of electricity, the burning of natural gas, and generating the electricity used for conveyance of water throughout the LADWP distribution system. GHG emissions would be primarily be generated through employee trips

and the use of electricity and natural gas. As discussed in Section 3.5 Greenhouse Gas Emissions, the Proposed Project would not generate significant GHG emissions. The Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. According to the Record of Decision, the Metro Purple Line Extension, "will reduce congestion by providing reliable, higher speed transit service." Metro has determined that annual regional GHG emissions would be reduced by approximately 33,215 $MTCO_2e$ as a result of the Purple Line Extension. Additionally, existing energy resource consumption at the Project Site currently generates approximately 7,452.3 $MTCO_2e$ annually. As the effects of GHG emissions on regional and global climate change are cumulative in nature, it is appropriate to consider the net change in regional GHG emissions resulting from implementation of the Proposed Project in conjunction with the Purple Line Extension. Ultimately, implementation of the Proposed Project and the Purple Line Extension would reduce regional GHG emissions by approximately 19,959.9 $MTCO_2e$. The Proposed Project combined with Related Projects would improve Metro Red and Purple Line service thereby promoting decreased vehicles miles traveled. There is no potential for the Proposed Project to interfere with State and regional GHG reduction targets. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

5.6. HAZARDS AND HAZARDOUS MATERIALS

The following analysis assesses the Proposed Project for potential cumulative impacts related to hazards and hazardous materials in the context of Related Projects.

Significant Hazard to the Public or Environment

Construction

The potential for a cumulative impact would be limited to the Related Projects within 500 feet of the Project Site that may share haul routes with the Proposed Project. As discussed in Section 3.6 Hazards and Hazardous Materials, there are multiple contaminated properties near the Project Site resulting from operations of the former Aliso Street MGP. Additionally, the Project Site is known to contain contaminated soils from two centuries of rail activity, and demolition activities may release asbestos and lead. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a cumulative impact. Regulatory compliance would ensure that the Proposed Project would not create a significant hazard to the public or the environment. This would also mitigate the Proposed Project's potential to contribute to the cumulative impact. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Operations

The potential for a cumulative impact would be limited to hazards and hazardous materials in the areas within 500 feet of the Project Site. The Proposed Project combined with past, present, and reasonably probable future projects would most likely involve the occasional use,

storage, and disposal of hazardous materials that could include limited quantities of vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a potentially significant cumulative impact.

All hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled by staff members with safety training. Therefore, the Proposed Project's is not expected to result in the release of hazardous materials that would affect off-site uses. Consequently, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Release of Hazardous Materials from Upset or Accident Conditions

Construction

Construction activities that involve substantial subsurface disturbance may present issues for subterranean utilities or methane under the Project Site. The potential for a cumulative impact would be limited to the Related Projects within 500 feet of the Project Site as upset and accident conditions are site-specific effects. The analysis of the Project Site in Section 3.6 Hazards and Hazardous Materials assessed the potential risk associated with utility relocation and methane. Most of the necessary relocations, modifications, or protective work would be completed prior to the commencement of other construction activities. Nonetheless, there is a low probability that the Proposed Project, and some Related Projects may encounter similar upset or accident conditions, such as explosions, related to utility relocation or methane. Regulatory compliance would ensure that the Proposed Project would not create a significant upset or accidental hazardous condition. Regulations would also minimize the Proposed Project's potential to contribute to the cumulative impact. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Operations

The analysis of the Project Site in Section 3.6 Hazards and Hazardous Materials assessed the potential risk associated with the occasional use, storage and disposal of hazardous materials. Operations of the Proposed Project would not include the use or storage of chemicals that have the potential to result in an offsite upset or accidental event. Furthermore, as this is a site-specific impact limited to direct disturbance of the Project Site, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Hazardous Conditions at a School

Construction

The potential for a cumulative impact during construction would be limited to areas within one-quarter mile of the Project Site. There are three schools within one-quarter mile of the Project Site: 1) Felicitas & Gonzalo Mendez High School, 2) Utah Street Elementary School,

and 3) SCI-Arc. The high school and the elementary school are located across the Los Angeles River, and away from project-related haul routes, and would thus not encounter any project-related hazardous materials. However, SCI-Arc is located near construction activities. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a potentially significant cumulative impact. Regulatory compliance would ensure that hazardous materials are kept away from SCI-Arc. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Operations

All hazardous materials would be required to be contained, stored, and used in accordance with manufacturers' instructions and handled by staff members with safety training. Therefore, the Proposed Project's is not expected to result in the release of hazardous materials that would affect off-site uses. Consequently, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Safety Hazard near a Public Airport

The Project Site is not located within two miles of a public airport. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Safety Hazard near a Private Airstrip

The Project Site is not located within two miles of a private airstrip. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Emergency Plans

As discussed in Section 3.6 Hazards and Hazardous Materials, the emergency/disaster routes nearest to the Project Site are 4th Street, which runs through the Project Site, Alameda Street approximately one-half mile to the west, Soto Street approximately one mile to the east, Cesar Chavez Avenue and US-101 freeway directly adjacent to the northwest, and Interstate 10 approximately one-half mile to the south. The Proposed Project would not require the permanent closure of these streets and would not impede emergency vehicle access to the Project Site or surrounding area. Per State and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the Proposed Project and Related Projects. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Wildland Fires

As discussed in Section 3.6 Hazards and Hazardous Materials, no portion of the Project Site is within or near a Wildfire Hazard Area. Accordingly, the Project Site and the surrounding

area would not be subject to wildland fires. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

5.7. NOISE AND VIBRATION

Exposure to Excessive Noise Levels

Construction

Noise is, by definition, a localized phenomenon that is significantly reduced in magnitude as distance from the source increases. For construction impacts, only the Project Site's immediate surroundings are included in the cumulative context, as it would be the most vulnerable to construction noise. The Arts District is a rapidly growing area and contains many of the Related Projects. Some of these Related Projects are close to one another, and it can be argued that these projects in combination would create an existing cumulative construction impact in the vicinity of the Project Site.

Construction noise levels depend on the number of pieces and type of equipment, their general condition, the number of times each piece operates per day, the presence or absence of noise-attenuating features such as walls and berms, and the location of the construction activities relative to the sensitive receivers. As discussed in Section 3.7 Noise and Vibration, project-related daytime noise levels would exceed the 70 dBA L_{eq} and 80 dBA L_{max} limits at OSF during all analyzed phases of construction activity and during building demolition at the north end of OSF. Similarly, nighttime noise levels would exceed the limits at OSF. Construction noise levels typically attenuate at a rate such that they would not combine to produce a cumulative noise impact when the development site is 1,000 feet or more away from another construction site. However, this short-term increase in noise levels could occur simultaneously with construction activities, including truck traffic, associated with developments less than 1,000 feet from the Project Site (e.g., ESOC). Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is cumulatively considerable.

Operations

The Proposed Project would not result in significant noise exposure at OSF with mitigation measures. However, the Proposed Project combined with existing Division 20 activities and the passenger and freight rail tracks east of the Rail Yard have the potential for cumulative noise impacts. The geographic extent for cumulative noise impacts includes other planned projects or developments that could affect sensitive receptors affected by the Proposed Project. In this context, Section 3.7 Noise and Vibration identified potentially significant noise levels on the east side of OSF. The analysis includes all future noise sources such as turnback tracks, yard tracks, and storage tracks, track-related wheel squeal, use of horns, TPSS unit, and light maintenance. The analysis also includes existing and future rail activity on the commuter and freight tracks adjacent and east of the Rail Yard that would also affect OSF receptors. The Link US through-tracks is the Related Project with the most potential to affect

cumulative noise levels at the east side of OSF. Other Related Projects are not in the direct line-of-sight of OSF impacts (e.g., projects located within the Arts District) or do not include significant sources of operational noise (e.g., LA River Restoration). Link US proposes to improve rail connectivity by constructing new run-through tracks over the US-101 freeway. Link US would also be constructed to accommodate the California High Speed Rail Project through Union Station. New tracks associated with Link US would connect to existing tracks to the east of OSF. It is not anticipated that Link US would create substantial noise impacts on OSF because of their separation (being approximately 500 feet away or further from each other) and the existing baseline background train noise. In addition, trains adjacent to the Project Site travel at low speeds as they are approaching or departing from Union Station or freight yards. Low train speeds do not typically generate significant noise levels. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Exposure to Excessive Ground-Borne Vibration

Construction

Construction vibration effects are typically localized and instantaneous events. As shown in Table 3.7-10 in Section 3.7 Noise and Vibration, the theoretical worst-case maximum vibration level for the purposes of determining potential impacts is 75 feet from the equipment. At this distance, a roller would generate 85 VdB at 50 feet. The significance thresholds applicable to the Proposed Project are a maximum vibration level of 72 VdB for Category 2 (residential), 78 VdB for Category 3 (institutional) land uses, and 65 VdB for recording studios. The Proposed Project, in combination with Related Projects, is not considered likely to result in the exposure of on-site or off-site sensitive receivers to excessive vibration due to the localized nature of vibration impacts and the fact that not all construction would occur at the same time and at the same location. Only sensitive receivers located near each construction site would be potentially affected by each activity. For the combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously within 75 feet of any sensitive receiver. The timing and location requirement is not anticipated to occur between Related Projects and the Proposed Project. There is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Operations

Permanent vibration effects are typically localized and instantaneous events. As discussed in Section 3.7 Noise and Vibration, existing vibration is not readily perceptible in the community adjacent to the Project Site and there is no existing cumulative impact. Furthermore, the Proposed Project would not result in a permanent vibration impact. There is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Exposure to Excessive Noise Levels Associated with Public Airports

The potential for a cumulative impact related to excessive public airport noise is site-specific. The nearest public airport is Hawthorne Municipal Airport, located approximately 10 miles southwest of the Project Site. Accordingly, the Proposed Project would not expose people working or residing near the Project Site to excessive noise levels from a public airport or public use airport. There is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Exposure to Excessive Noise Levels Associated with Private Airstrips

The Proposed Project and Related Projects are not within the proximity of a private airstrip. There is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

5.8. TRIBAL CULTURAL RESOURCES

As discussed in Section 3.3 Cultural Resources, the Project Site's surroundings are known to have high sensitivity related to archaeological resources. The potential for an individual project to affect significant cultural resources is unknown but it is possible that cumulative growth and development in the Arts District and the rest of downtown Los Angeles could have impacts on significant archaeological resources. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact.

AB 52 requires that a lead agency consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a project prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. Mitigation measures would ensure compliance with AB 52 by mitigating inadvertent impacts to potential subsurface archaeological deposits or tribal cultural resources, including tribal monitoring during construction activities, and ensuring the appropriate disposition of human remains, if encountered. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

5.9. TRAFFIC AND TRANSPORTATION

Cumulative traffic and transportation projects would be affected by Related Projects. The continued addition of residential development to the Arts District would likely add pressure to the roadway network through new single-occupancy vehicle trips.

Construction

Cumulative traffic conditions during construction could be affected by the temporary addition of trucks and worker vehicles to the roadway network. The Proposed Project contribution to construction-related cumulative traffic impacts is described below.

As discussed in Chapter 4.0 Other Environmental Considerations, it is anticipated that there would be a maximum of 50 truck trips per day during portal widening activities and an average of three truck trips per day throughout the 1st year of construction, followed by a gradual reduction to 25 to 30 truck trips per day. Assuming an eight-hour day, and an even distribution of haul trips, the maximum haul activity would be 12 trucks per hour. Trucks would likely travel between the US-101 freeway and the Project Site via Commercial and Center Streets. One truck every 10 minutes in each direction is not expected to significantly affect operating conditions along Commercial and Center Streets. In addition, it is estimated that there would be approximately 16 peak-hour worker trips per day. The peak-hour trips would be spread throughout the hour resulting in an average of approximately one trip every four minutes, or less than one trip per light cycle.

A detailed traffic study was not conducted for the Proposed Project due to the minimal and temporary peak hour traffic generation. It is acknowledged that the Arts District has congested roadways, especially during peak traffic hours. Both the Related Projects and the Proposed Project itself would add to this congestion during construction periods. The Santa Fe – Alpine Spine Project would necessitate road closures during the addition of cycle tracks and bike lanes. However, it is not expected that these road closures would be long-term; the provision of cycle tracks and bike lanes typically involves very minor surface-level construction activities such as lane striping and curb and bollard installation. It is anticipated that the Proposed Project's construction-related traffic would temporarily add a maximum of 12 truck trips and 16 passenger vehicles to the roadway network. It is not anticipated that this level of activity, spread across hourly traffic light cycles, would contribute to cumulative traffic impacts. In addition, there is ample parking on the Project Site for construction workers and workers would be prohibited from parking on public streets. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Operations

It is not anticipated that long-term operations of the Proposed Project would generate significant traffic that would contribute to cumulative impacts. There would be approximately 107 additional employees arriving through a combination of single-occupancy vehicles, carpools, and public transit. The majority of these employees would be operating trains during the day. The peak periods typically used to assess potential traffic impacts are from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. During operations, train operators and maintenance workers would arrive and depart the Project Site outside of these hours as the peak traffic hours coincide with peak train activities. Since operations at the new MOW building at 100-120 North Santa Fe Avenue would replace some of the displaced functions of the existing Division 20 Rail Yard, the new building's employees would not generate new trips. In addition, operational activities would not interfere with access or parking associated with businesses on Commercial Street. Furthermore, the Santa Fe – Alpine Spine Project's cycle tracks, bike lanes, and traffic-calming improvements, in combination with the streetscaping activities of the Santa Fe – Alpine Spine Project, the ESOC Project, and the Proposed Project, would encourage active transportation in the vicinity of the Project Site. In addition, various

plans identified in Table 5.1 and a transit station at Sixth Street considered as part of the WSAB Transit Corridor Project would promote alternative modes of transportation in the area. The combined effect of these alternative transportation incentives would offset some of the added single-occupancy vehicle trips. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.