

4.19 Cumulative Impacts

This section summarizes potential cumulative impacts that could result from the Regional Connector Transit Corridor project in combination with identified past, present, and reasonably foreseeable projects. Information in this section is based on the Cumulative Impacts Technical Memorandum prepared for the project contained in Appendix GG, Cumulative Impacts Technical Memorandum, of this EIS/EIR.

This section has been updated since publication of the Draft EIS/EIR based on refinements to the Locally Preferred Alternative (LPA). A vertical line in the margin is used to show where revisions have occurred to this section since publication of the Draft EIS/EIR, excluding minor edits for consistency and correction of formatting and minor typographical errors. Changes in the cumulative impacts analysis since publication of the Draft EIS/EIR consist only of the addition of two additional projects (the Flower Street Fire/Life/Safety Project and The Broad Art Foundation Museum and Pedestrian Plaza) to the list of reasonably foreseeable future projects. Since designation of an LPA, mitigation measures within the specific EIS/EIR section for each environmental resource have been refined and confirmed for the LPA, based on input received during the Draft EIS/EIR public review period. No changes to the NEPA impact findings or CEQA impact determinations were identified as a result of refinements to the LPA or other developments since publication of the Draft EIS/EIR. Mitigation measures listed for the LPA, within the specific EIS/EIR section for each environmental resource, have been carried forward and included in the Mitigation Monitoring and Reporting Program (MMRP) for the LPA, Chapter 8, of this Final EIS/EIR.

The analysis of potential cumulative impacts during construction and operation of the LPA is detailed below in Section 4.19.3.5.

4.19.1 Regulatory Framework

4.19.1.1 NEPA Guidance

An analysis of cumulative impacts is required by NEPA, as defined in 40 CFR 1508.7. The NEPA analysis of cumulative impacts follows the guidance of the Council on Environmental Quality (CEQ) 1997 document, *Considering Cumulative Effects Under the National Environmental Policy Act*. In accordance with this guidance, the significance of impacts is evaluated based on context and intensity. Considerations of context and intensity also include a discussion of the severity of the impacts and the likelihood of their occurrence.

The standards of significance for cumulative impacts depend on “the type of resource being analyzed, the condition of the resource, and the importance of the resource as an issue (as identified through scoping)” (CEQ 1997, p.45). Therefore, the standards of significance used for cumulative impacts are discipline-specific and may follow the same standards of significance established for the direct and indirect impacts of the project on each resource area. For some resources, limited details about other projects may prevent analysis from reaching the level of precision implied in the standards of significance for the direct and indirect impacts.

4.19.1.2 CEQA Guidance

In accordance with CEQA, a significant adverse cumulative impact would occur if an alternative would have environmental effects that are individually limited but cumulatively considerable. “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 or expected growth.

As noted in the State *CEQA Guidelines*, the discussion of cumulative impacts should reflect the severity of the impacts and their likelihood of occurrence, but cumulative impacts do not need to be discussed in as great of detail as project-level impacts. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The *L.A. CEQA Thresholds Guide* provides some guidance for the cumulative analysis for some resource areas, but does not contain specific standards of significance for each resource area with regard to cumulative impacts.

Determining whether a cumulative impact is “considerable” should also consider the effect of mitigation measures in reducing the effect on a resource. Compliance with previously approved plans or mitigation programs may also be a guide to determining that an effect is not significant. Depending on the discipline area, demonstrating that the project is included in a regional plan or projection may be a measure of whether the project is contributing cumulative effects. Regional plans developed by the Southern California Association of Governments (SCAG) such as the Regional Transportation Plan (RTP), the Regional Comprehensive Plan and Guide (RCPG), or the Regional Transportation Improvement Program (RTIP) may provide appropriate thresholds or mitigation measures for particular project-related effects.

4.19.2 Affected Environment

The cumulative context includes the geographic area, timeframe, and/or type of projects that would contribute to the potential cumulative effect. This context differs for each discipline. Each discipline identifies a relevant geographic area for evaluation of direct, indirect, and cumulative impacts. The geographic range considered for the cumulative analysis can vary based on the resource area.

For example, the geographic range over which air quality impacts would occur would not necessarily be the same as the geographic range considered for traffic impacts. In addition, for some disciplines the scope of analysis for cumulative impacts is based on a list of reasonably foreseeable related projects while for others it is based on general trends in demographics or other regional forecasts. The forecast approach was used in the analysis of cumulative operational impacts for the transportation and air quality disciplines. This approach was also used in the analysis of cumulative impacts for the climate change discipline, which combined construction and operational emissions per the South Coast Air Quality Management District's recommendation. The general geographic range used to forecast cumulative conditions for these three disciplines was the SCAG region, which also assumed operation of the rail projects identified in Figure 4.19-2. All other disciplines used the list of reasonably foreseeable related projects as the scope of analysis for cumulative impacts, including the cumulative construction impacts analysis for the transportation and air quality disciplines. For these disciplines, the

general geographic range considered for the cumulative analysis are shown in Figures 4.19-1 and 4.19-3, along with the rail projects identified in Figure 4.19-2.

4.19.2.1 Project Time Frames

Construction Period: 2014 -2019

The construction period is assumed to extend from 2014 to 2019. A worst-case (i.e., maximum potential impact) scenario was assumed for each discipline. For example, it is assumed that all other related projects for which there is no current construction schedule will be under construction during the project construction period. Related projects within the general project area that may be under construction during this project's proposed construction period of 2014 to 2019 are listed in Tables 4.19-3 through 4.19-5.

Year of Opening: 2019

During 2019, any potential effects from operation of the system would begin to be seen. The planning horizon for the project is 2035.

Project Baseline Year: 2035

The future year 2035 is the baseline year for assumptions regarding the No Build Alternative.

4.19.2.2 Current and Reasonably Foreseeable Related Actions

There are two ways to address the question of what is reasonably foreseeable within the project area. The first is to evaluate the project effects in combination with 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. The second method is to generally review a list of past, present, and probable future projects within the project area that are expected to be under construction or in operation during the same time frames as the proposed project. The most appropriate method may vary by discipline.

Forecasts for elements such as population, employment, land use, air quality, and transportation from regional plans were used in the analysis. Regional plans prepared by SCAG and general plans prepared by the City and County of Los Angeles and other nearby cities provided information on trends and forecasts relevant to the impact analysis for specific disciplines.

The following tables identify projects within the general project area that are either anticipated to be completed prior to start of construction in 2014 or which may be under construction during this project's proposed construction period of 2014 to 2019. There are several subcategories identified, including major renovations, new construction, transportation, and utility projects. The locations of the new construction projects are also identified in Figures 4.19-1 through 4.19-3.

The project lists were developed from information available from the Los Angeles Downtown Center Business Improvement District's (DCBID) fourth quarter 2008 project database and the utility district CIP. The Community Redevelopment Agency of Los Angeles (CRA) also maintains lists of potential projects. However, it would appear that the projects listed in the DCBID

database better meet the definition of “reasonably foreseeable”. Many of these potential projects are only in the conceptual planning stages and the timing of construction or operations are unknown. Projects that do not have reported completion dates have been compiled in the tables of projects assumed to be under construction or completed between 2014 and 2019 as a worst-case scenario.

4.19.2.3 Projects Anticipated to be Completed Prior to 2014

Many of the projects identified in Tables 4.19-1, 4.19-2, and 4.19-3 are currently under construction and have identified completion dates prior to 2014. These lists may also include some projects which have recently been completed. The locations of related projects anticipated to be completed prior to 2014 are illustrated in Figure 4.19-1.

Transportation

The following transportation capital improvements within the project area are currently identified as funded under Metro’s 2009 Long Range Transportation Plan and SCAG’s 2008 RTIP. The transit projects listed in this section are anticipated to be completed prior to 2014 and are shown in Figure 4.19-2.

- Metro Gold Line Eastside Extension from Union Station to East Los Angeles and I-605: The first phase of this project was a six mile light rail extension of the Metro Gold Line from its current southern terminus at Union Station eastward to East Los Angeles, which opened in 2009. From Union Station, the tracks cross over the Santa Ana Freeway (US 101) and veer west toward Alameda Street. The tracks then follow along the east side of Alameda Street and come down to grade at the intersection of Temple and Alameda Streets. After crossing Temple Street at-grade, the tracks reach the Little Tokyo/Arts District Station on the northeast corner of 1st and Alameda Streets. The tracks then turn eastward on 1st Street and continue to East Los Angeles. With this extension, the Metro Gold Line will provide service from East Los Angeles to Pasadena. The further extension to I-605 in the San Gabriel Valley is anticipated to open in 2032.
- Eastside Four Quadrant Gate Project: This project, sponsored by Metro, would install rail crossing gates at at-grade intersections located along the portion of the Metro Gold Line to East Los Angeles. This project would include some intersections located along Alameda and 1st Streets in Little Tokyo.
- Metro Expo Line from 7th Street/Metro Center Station to the City of Santa Monica: The first phase of this project is a nine mile light rail line, which will extend from the 7th Street/Metro Center Station to Culver City and is expected to be open in 2011. It will share the boarding platforms at the 7th Street/Metro Center and Pico Stations and the tracks between 7th Street/Metro Center Station and the intersection of Flower Street and Washington Boulevard with the Metro Blue Line. The next phase of this route, which would extend the first phase to the Westside, is scheduled to open by 2016.
- Flower Street Fire/Life/Safety Project: As part of this project, Metro plans to address Fire/Life/Safety concerns along three stations (7th Street/Metro Center Station, Pico Station,

and Grand Avenue Station [Blue Line]) on Flower Street and Washington Boulevard as a result of the expanding LRT system.

In addition to the projects listed above, the Metro Gold Line from Pasadena to Azusa and the Metro Expo Line from Culver City to Santa Monica are expected to be completed prior to 2014. These projects are outside of the project area and may only present potential cumulative impacts for operational considerations in a few disciplines. Some cumulative impacts may be beneficial depending upon the alternative.

Major Renovations

Projects located within the project area that propose to convert offices to residential housing and/or which involve a major renovation of an existing structure are listed in Table 4.19-1.

Table 4.19-1. Major Renovation Projects Anticipated to be Completed Prior to 2014¹

Number	Project Name	Address ¹	Land Use	Units	Completion
CR1	Rowan Building Lofts	460 S. Spring Street	Residential	206	2009 Q4
CR2	Great Republic Lofts	756 S. Spring Street	Residential	72	2009 Q1
CR3	Metropolitan Lofts	315 W. 5 th Street	Residential	84	2009 Q1
CR4	SB Spring	650 S. Spring Street/111 W. 7 th Street	Residential	195	2009 Q1
CR5	El Dorado	416 S. Spring Street	Residential	65	2009 Q4
CR6	SB Tower	600 S. Spring Street	Residential	250	2009 Q2
CR7	Rossllyn Lofts	116 W. 5 th Street	Residential	297	2009 Q4
CR8	308 E. Ninth Street	308 E. 9 th Street	Residential	38	2009 Q1
CR9	Broadway Exchange Building	219 W. 7 th Street/660 Broadway	Residential	68	2009 Q1
CR10	Factory Place Arts Complex	1330 Factory Place	Residential	63	2009 Q1
CR11	655 Hope	655 S. Hope Street	Residential	80	2009 Q3
CR12	Barn Lofts	940 E. 2 nd Street	Residential	39	2009 Q3
CR13	7+Fig	735 S. Figueroa Street	Commercial	N/A	2012 Q3

Note:

¹ All projects are located within the City of Los Angeles.

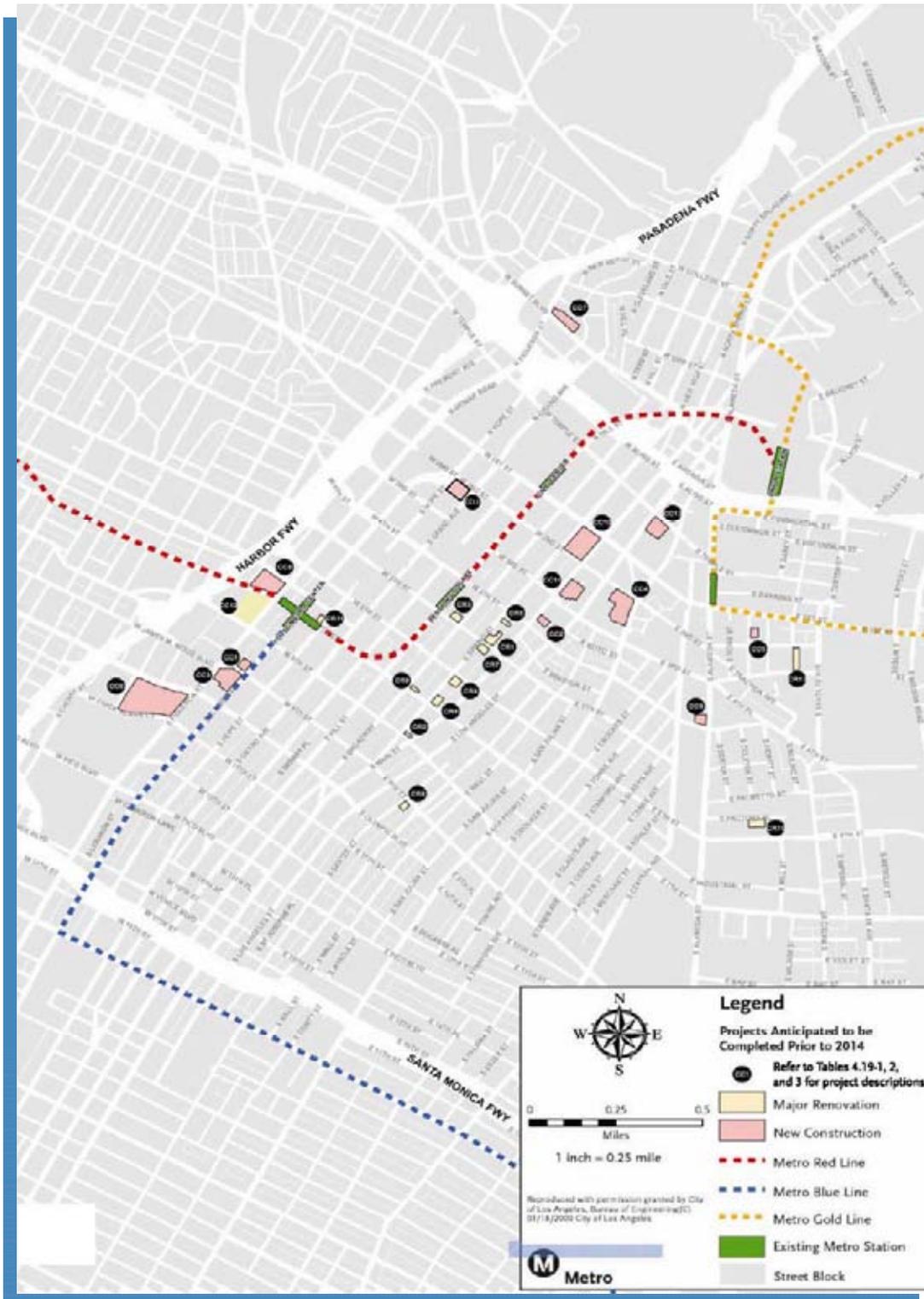


Figure 4.19-1. Projects Anticipated to be Completed Prior to 2014



Figure 4.19-2. Year 2035 Rail Transit Projects

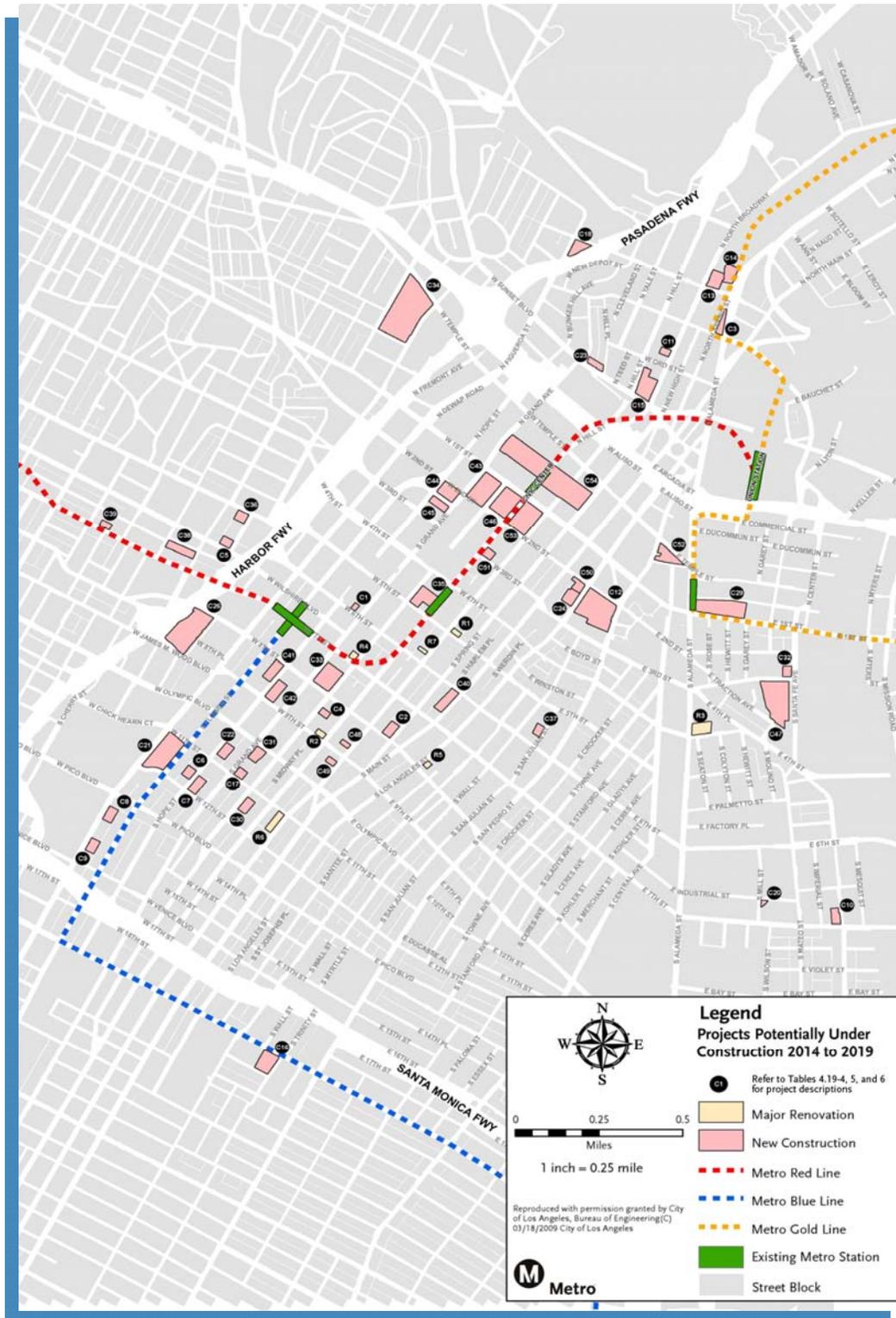


Figure 4.19-3. Projects Potentially Under Construction 2014 to 2019

New Construction

Table 4.19-2 lists new potential construction projects in the project area. New construction encompasses building new structures on vacant lots, as well as any demolition of older structures needed to clear the lots for construction.

Table 4.19-2. New Construction Projects Anticipated to be Completed Prior to 2014¹

Number	Project Name	Address ¹	Land Use	Units	Completion
CC1	717 Ninth	845 S. Flower Street	Residential	214	2009 Q3
CC2	The Medallion	334 S. Main Street	Mixed-Use	200	2009 Q4
CC3	Concerto	900 Figueroa Street	Mixed-Use	629	2009 Q3
CC4	Sakura Crossing	235 S. San Pedro Street	Mixed-Use	230	2009 Q2
CC5	Hewitt-First Lofts	120-130 S. Hewitt Street	Residential	33	2009 Q3
CC6	LA Live	777 W. Chick Hearn Court	Mixed-Use	224	2010 Q1
CC7	The Orsini (Phase III)	867 W. Cesar E Chavez Avenue	Residential	210	2010 Q3
CC8	Alameda and Fourth Condos	4 th & Alameda Street	Residential	52	2011 Q1
CC9	Hanjin Group	7 th and Figueroa	Mixed-Use	unknown	2014

Note:

¹ All projects are located within the City of Los Angeles.

Utility Projects

The City of Los Angeles maintains an extensive project list of public works projects. One utility project has been identified for construction prior to year 2014. This related project involves the development of the District Cooling System proposed by the City of Los Angeles, Department of Water and Power. The District Cooling System would provide air conditioning to office buildings in downtown Los Angeles. The project involves a cooling plant, which would be constructed near 1st Street and Beaudry Avenue with distribution lines located in 1st Street from the cooling plant to San Pedro Street. The projected build out year for this related project is 2014. Given that the project involves operation of a district cooling system with trunk lines in 1st Street, it is unlikely that it would change the existing baseline conditions. No other projects are planned before 2014 within the project area that would change the existing baseline conditions. Most of the planned projects within the City are related to ongoing maintenance or replacement in-kind of existing infrastructure.

4.19.2.4 Projects Potentially Under Construction 2014 to 2019

Tables 4.19-4, 4.19.5, and 4.19.6 show projects which are currently in some stage of conceptual planning, but which do not have a defined schedule. Given the uncertainties of project development compounded by the current economic conditions, the probability that these projects will occur is unknown. It may be reasonable to assume that this compilation of projects represents a worst-case condition for the construction period. The locations of these related projects are shown in Figure 4.19-3.

Transportation

The following transportation capital improvements within the project area are currently identified as funded under Metro's 2009 Long Range Transportation Plan and SCAG's 2008 RTIP. In addition to the projects listed below, the Metro Crenshaw Line and the Metro Purple Line from Wilshire/Western to Westwood will be under construction, although they are located well outside of the project area and are not likely to present construction-related cumulative impacts.

- **Congestion Reduction Demonstration Program:** This program will convert existing high-occupancy vehicle (HOV or carpool) lanes to high-occupancy toll (HOT) lanes, where solo drivers could pay a toll to use the lanes. Several stretches of Los Angeles County freeway HOV lanes have been identified for this pilot program, including the El Monte Busway, which runs parallel to the Santa Ana (US 101) and San Bernardino (I-10) Freeways from Alameda Street to El Monte.
- **SR 110 Auxiliary Lanes:** This project would reconfigure ramp structures and construct northbound and southbound auxiliary lanes on the Harbor Freeway (SR 110) between 8th Street and the Santa Monica Freeway (I-10).
- **Angels Flight Railway Rehabilitation:** This project would involve an easement between Hill and Olive Streets and 3rd and 4th Streets for the construction of a new propulsion system. The rehabilitation will allow for service along the currently inactive rail line to be restored. The Angels Flight is a short funicular (cable) railway that travels the length of one city block up the side of Bunker Hill.
- **Eastside Light Rail Pedestrian Linkages:** This project, sponsored by the City of Los Angeles, would improve pedestrian access to the Metro Gold Line to East Los Angeles stations, including the Little Tokyo/Arts District Station at 1st and Alameda Streets.
- **Fashion District Streetscape Phase II:** This project would provide streetscape and sidewalk enhancements to facilitate increased pedestrian activity between the Fashion District and the 7th Street transit corridor. The Fashion District is roughly bounded by 7th Street, Main Street, San Pedro Street, and the Santa Monica Freeway (I-10).
- **Downtown Los Angeles Alternative Green Transit Modes Trial Program:** This program would offer shared-ride bicycles and neighborhood electric vehicles as an alternative to existing DASH shuttle services for the purpose of accessing City Hall. City Hall is located within the block bounded by 1st, Spring, Temple, and Main Streets.

- Little Tokyo Pedestrian Linkages: This City of Los Angeles project would create sidewalk and crosswalk enhancements to encourage pedestrian activity within the Little Tokyo area. The project also calls for new landscaping and street furniture.
- East Downtown Truck Access Improvements: This City of Los Angeles project calls for roadway improvements, widening, and restriping to facilitate truck access to the industrial area in the southeastern portion of the project area.
- Route 101 Southbound Improvements: This State of California Department of Transportation (Caltrans) project calls for replacement of the southbound Vignes Street and Hewitt Street ramps with new ramps at Garey Street on the northeast corner of the project area.
- Route 101 Pedestrian Bridge Enhancement: This City of Los Angeles project calls for the enhancement of pedestrian bridges across the Santa Ana Freeway (US 101) along the northern edge of the project area.

The following two projects are not currently included in the regional transportation plans listed above; however, these projects are in some stage of planning and could potentially occur during the construction period for the Regional Connector project.

- Resurrection of the Red Car Trolley Services in the Downtown Los Angeles Area: This project seeks to implement a historic streetcar service connecting the South Park, Financial District, South Broadway, and Little Tokyo areas of downtown Los Angeles. The service would be primarily, if not entirely, at-grade and the tracks could potentially be constructed in existing mixed-flow lanes. Though streetcar technology is similar to light rail, the Red Car service would be more local in scope, with stops spaced every two blocks or so.
- Broadway Transit Mall: This project would close part of South Broadway to auto traffic, tentatively from 2nd Street to 9th Street, in order to create a pedestrian and transit mall. Under this plan, only transit buses and delivery trucks would be permitted to drive through the transit mall. Broadway currently experiences among the highest volumes in pedestrian traffic in Los Angeles, and this project would help alleviate crowding on the sidewalks.

The California High-Speed Rail (CAHSR) project proposes to construct a 700-mile long electric-power, steel-wheel-on-steel-rail, high-speed train system from Sacramento to San Diego. The Los Angeles portion of the project would provide a connection between Palmdale and Orange County utilizing existing Metrolink right-of-way to connect to Union Station. The high-speed rail system would likely be built as an elevated guideway connecting to the upper level of Union Station and transitioning to an at-grade system in or near the Burlington Northern Santa Fe/Metrolink rail corridor (LOSSAN rail corridor). The high-speed rail system would either share tracks with existing non-electric trains or operate using dedicated tracks within the LOSSAN rail corridor. Project build out is anticipated for year 2030. The CAHSR project is designed to interface with existing passenger rail service and to provide additional capacity to meet increases in intercity travel demand in California. The Regional Connector project would be constructed and operated in coordination with the CAHSR project. Metro would also coordinate and

interface with the County of Los Angeles portion of the CAHSR project. Metro has designated a high-speed rail coordinator who would handle coordination with the CAHSR authority.

Institutional and Public Facility

Institutional and public facility projects located within the project area are listed in Table 4.19-3.

**Table 4.19-3. Institutional and Public Facility Projects
Expected to be Completed by 2014¹**

Number	Project Name	Address ¹	Land Use
CC10	Police Headquarters Building	1 st Street between Main and Spring	Institution
CC11	Police Headquarters Vehicle Maintenance Facility	Main Street between 2 nd and 3 rd Streets	Institution
CC12	Metropolitan Detention Center	Temple & Los Angeles Street	Institution
CC13	The Broad Art Foundation Museum and Pedestrian Plaza	Southwest corner of Grand Avenue and 2 nd Street	Museum

Note:

¹ All projects are located within the City of Los Angeles.

Major Renovations

Projects located within the project area that propose to convert offices to residential housing and/or which involve a major renovation of an existing structure are listed in Table 4.19-4.

Table 4.19-4. Major Renovation Projects Potentially Under Construction 2014-2019¹

Number	Project Name	Street Address ¹	Land Use	Units
R1	Chester Williams Building	5 th Street & Broadway	Residential	82
R2	Cosavings Building	315 W. 9 th Street	Residential	98
R3	Former Beacon Storage Building	350 S. Alameda Street	Residential	59
R4	Giannini Place	649 S. Olive Street	Residential	100
R5	Gill Lofts	752-756 S. Los Angeles	Residential	9
R6	Herald Examiner	1111 S. Broadway	Mixed-Use	587
R7	Mercantile Arcade Building	541 S. Broadway	Residential	140
R8	Chinatown Lofts	Not Mapped	Mixed-Use	318

Note:

¹ All projects are located within the City of Los Angeles.

**Table 4.19-5. New Residential and Mixed-Use Construction
Projected For 2014-2019¹**

Number	Project Name	Street Address ¹	Land Use	Units
C1	611 Place	611 W. 6 th Street	Mixed-Use	402
C2	751 S. Spring Street	751 S. Spring Street	Residential	257
C3	808 N. Spring Street	808 N. Spring Street	Residential	123
C4	808 S. Olive Street	808 S. Olive Street	Residential	N/A
C5	1027 Wilshire	1027 Wilshire Blvd.	Residential	402
C6	1133 S. Hope Street	1133 S. Hope Street	Residential	159
C7	1150 Grand	1150 Grand Avenue	Residential	374
C8	1340 S. Figueroa Street	1340 S. Figueroa Street	Mixed-Use	N/A
C9	1500 Figueroa	1500 S. Figueroa Street	Mixed-Use	195
C10	AMP Lofts	695 S. Santa Fe Street	Mixed-Use	180
C11	BC Plaza Lofts	711 N. Broadway	Residential	53
C12	Block 8	200 S. Los Angeles Street	Residential	510
C13	Blossom Plaza	900 N. Broadway	Mixed-Use	262
C14	Capitol Milling Building	1231 N. Spring Street	Mixed-Use	40
C15	Chinatown Gateway Plaza	617 N. Broadway	Mixed-Use	280
C16	City Front Place	530 E. Washington Blvd.	Residential	136
C17	Glass Tower	1050 S. Grand Avenue	Residential	128
C18	Hai Wei	871 Figueroa Terrace	Residential	102
C19	Holland Partners Project	Not Mapped	Residential	360
C20	Industrial Lofts	1800 E. Industrial Street	Residential	36
C21	L.A. Central	11th & Figueroa Street	Mixed-Use	860
C22	L.A. Lofts	1024 S. Hope Street	Residential	250
C23	Lucia Tower	Grand Ave & Cesar Chavez	Residential	200

**Table 4.19-5. New Residential and Mixed-Use Construction
Projected For 2014-2019¹ (continued)**

Number	Project Name	Street Address ¹	Land Use	Units
C24	Matsu	2 nd & Los Angeles Street	Residential	N/A
C25	McGregor Company Tower	Not Mapped	Mixed-Use	123
C26	Metropolis Phase I	831 Francisco Street	Mixed-Use	351
C27	Metropolis Phase II	831 Francisco Street	Mixed-Use	388
C28	Metropolis Phase III	831 Francisco Street	Mixed-Use	88
C29	Nikkei Center	1 st & Alameda Street	Mixed-Use	390
C30	Olive Street Lofts	1103 S. Olive Street	Residential	105
C31	Olympic	Olympic & Grand	Residential	150
C32	One Santa Fe	230 S. Santa Fe Avenue	Mixed-Use	440
C33	Opus	718 S. Grand Avenue	Residential	875
C34	Pacific Exchange	233 Beaudry Avenue	Residential	850
C35	Park Fifth	5 th between Hill & Olive Streets	Mixed-Use	790
C36	Piero II	1052 W. 6 th Street	Mixed-Use	340
C37	Renato Apartments	527-531 S. San Julian Street	Residential	123
C38	Residences @ Bixel	1110 Ingraham Street	Mixed-Use	334
C39	Seven West	1401 W. 7 th Street	Residential	62
C40	Shy Barry Tower II	Main & 6 th Street	Residential	700
C41	South Village	8 th & Hope Street	Residential	225
C42	South Village - Park Tower	9 th & Hope Street	Residential	300
C43	The Grand Phase I (Parcel Q)	121 S. Olive Street	Mixed-Use	500
C44	The Grand Phase II (Parcel L)	220 S. Hope Street	Mixed-Use	720
C45	The Grand Phase II (Parcel M2)	236 S. Hope Street	Mixed-Use	720

Table 4.19-5. New Residential and Mixed-Use Construction Projected For 2014-2019¹ (continued)

Number	Project Name	Street Address ¹	Land Use	Units
C46	The Grand Phase III (Parcel W2)	440 W. 1 st Street	Mixed-Use	720
C47	The Yards	875 E. Traction Avenue	Residential	400
C48	Ullman Tower I	Broadway between 8 th & 9 th Streets	Residential	320
C49	Ullman Tower II	Broadway between 9 th Street & Olympic Blvd.	Residential	195
C50	Vibiana Phase II	114 E. 2 nd Street	Mixed-Use	300
C51	Zen	250 S. Hill Street	Residential	302

Note:

¹ All projects are located within the City of Los Angeles.

Table 4.19-6. New Institutional and Public Facility Construction Projected For 2014-2019¹

Number	Project Name	Street Address ¹	Land Use
C52	Children’s Museum and Art Park	Temple & Judge Aiso Street	Public
C53	Federal Courthouse	1 st Street & Broadway	Institution
C54	Proposed Civic Park	Main Street to Grand Avenue	Public

Note:

¹ All projects are located within the City of Los Angeles.

New Construction

Figure 4.19-3 provides a map of the location of new potential construction projects in the project area. New construction encompasses building new structures on vacant lots, as well as any demolition of older structures needed to clear the lots for construction.

Utility Projects

No major utility projects have been identified within the project area during the construction period of 2014 to 2019. The City of Los Angeles maintains an extensive list of public works projects. However, there do not appear to be many projects planned after 2014 within the City and there do not appear to be any planned within the project area. Most of the planned projects within the City are related to ongoing maintenance or replacement in-kind of existing infrastructure.

4.19.2.5 Projects Potentially Under Construction post-2019

The existing databases and long-range plans do not include any reasonably foreseeable projects beyond 2019. For potential cumulative impacts beyond the year of opening, trend information on land use, and population and employment growth from adopted regional plans have been used. The cumulative impacts analysis includes positive impacts as well as adverse effects, particularly with respect to the enhancements in regional mobility that may be represented by the build alternatives when compared to the No Build Alternative.

4.19.3 Environmental Impacts/Environmental Consequences

Impact conclusions for all of the alternatives are based on the thresholds identified above in Section 4.19.1. Appendix GG, Cumulative Impacts Technical Memorandum, summarizes the potential cumulative impacts that could result from the Regional Connector Transit Corridor project in combination with the identified past, present and reasonably foreseeable projects for the following resource areas:

- Transit, Traffic, Circulation, and Parking
- Land Use
- Displacement and Relocation
- Community and Neighborhood
- Visual and Aesthetics
- Air Quality Impacts and Health Risk Assessment
- Climate Change
- Noise and Vibration
- Ecosystems and Biological Resources
- Geotechnical/Subsurface/Seismic/Hazardous Materials
- Water Resources
- Energy
- Cultural Resources
- Parklands and Other Community Facilities
- Economic and Fiscal
- Safety and Security

- Growth-Inducing
- Environmental Justice

Cumulative impacts are analyzed in more detail in each of the technical memoranda prepared for each resource area, which are contained in Appendix L through Appendix EE of this EIS/EIR. For more information about potential cumulative impacts see the resource specific technical memoranda. Cumulative impacts and related mitigation measures for each of the resource areas identified above that would occur with implementation of the alternatives are described in Chapters 3 and 4 of this EIS/EIR. The following provides a summary of the significant and unavoidable cumulative adverse effects/impacts for each alternative as discussed in Chapters 3 and 4.

4.19.3.1 No Build Alternative

The No Build Alternative would not involve any construction. Therefore, the No Build Alternative would add no incremental contribution to cumulative impacts, if any, with the exception of transit systems. Cumulative transit impacts associated with the No Build Alternative would be adverse as this alternative would not close the gap in the rail transit system and would not provide the travel time and convenience benefits for transit users associated with the build alternatives. There would be a negative transit impact upon those that rely on the public transit system, for east-west and north-south travel through the downtown area. This would result in an adverse cumulative transit impact.

4.19.3.1.1 NEPA Finding

The No Build Alternative would result in an adverse cumulative transit effects. All other cumulative effects would not be adverse.

4.19.3.1.2 CEQA Determination

The No Build Alternative would result in a significant cumulative transit impact.

4.19.3.2 TSM Alternative

With implementation of mitigation, the TSM Alternative would not contribute to any cumulative impacts, with the exception of transit systems. Cumulative transit impacts associated with the TSM Alternative would be adverse as this alternative would not close the gap in the rail transit system and would not provide the travel time and convenience benefits for transit users associated with the build alternatives. There would be a negative transit impact upon those that rely on the public transit system, for east-west and north-south travel through the downtown area. This would result in an adverse cumulative transit impact.

4.19.3.2.1 NEPA Finding

The TSM Alternative would result in an adverse cumulative transit effect. All other cumulative effects would not be adverse.

4.19.3.2.2 CEQA Determination

The TSM Alternative would result in a significant cumulative transit impact.

4.19.3.3 At-Grade Emphasis LRT Alternative

Even with implementation of possible mitigation measures, construction of the At-Grade Emphasis LRT Alternative could result in a considerable contribution to cumulative construction impacts associated with bus transit, traffic circulation, and pedestrian and bicycle movements. Given the related projects that could be under construction during the same time as the proposed alternative, construction of the alternative could result in a considerable contribution to cumulative construction impacts on activity levels and revenue of businesses along the alignment.

Construction and operation of the At-Grade Emphasis LRT Alternative would result in a considerable contribution to adverse cumulative impacts at 11 intersections during the AM peak hour and 15 intersections during the PM peak hour. Refer to Section 3.4.2.2.2 of Chapter 3, Transportation Impacts and Mitigation, of this Final EIS/EIR for further information.

Although regional construction emissions under the At-Grade Emphasis LRT Alternative would be significant and unavoidable, operation of this alternative would reduce regional vehicle miles traveled (VMT), which would reduce emissions generated by motor vehicles and provide a net beneficial impact to air quality. Refer to Section 4.5.3 of Chapter 4, Environmental Analysis, Consequences, and Mitigation, of this Final EIS/EIR for further information.

Cumulative impacts to all other environmental resources are anticipated to be less than significant, or less than significant after mitigation.

Development of this alternative would result in the following beneficial impacts. The At-Grade Emphasis LRT Alternative would result in a significant beneficial impact to transit systems compared to the No Build and TSM Alternatives. With implementation of this alternative, transit patrons could travel from east-west or north-south without having to make a transfer in the downtown area. A number of intersections would improve with operation of the At-Grade Emphasis LRT Alternative over the No Build Alternative by virtue of a reduction in delays. During the AM peak hour, seven intersections show delay improvements and eight intersections show delay improvements in the PM peak hour. Refer to Section 3.3.3.2.2 of Chapter 3, Transportation Impacts and Mitigation, of this Final EIS/EIR for further information.

The alignment passes near several potential development sites, and plans for these sites include high-density employment and residential facilities. The At-Grade Emphasis LRT Alternative combined with other projects could help reduce the adverse effects of these land use changes within the project area by providing a better alternative to driving, which would be a beneficial land use effect.

Implementation of the At-Grade Emphasis LRT Alternative would result in a decrease in highway VMT, which would subsequently result in a net decrease in energy consumption measured in both British Thermal Units (BTUs) and barrels of oil. This net decrease in BTUs and barrels of oil would result in a beneficial impact to energy resources.

Potential beneficial economic impacts associated with the At-Grade Emphasis LRT Alternative include improved accessibility and mobility for the region, which would potentially encourage greater economic activity; and beneficial impacts for businesses and employees traveling to and from work.

4.19.3.3.1 NEPA Finding

Construction of the At-Grade Emphasis LRT Alternative would result in a considerable contribution to cumulative effects associated with bus transit, traffic circulation, pedestrian and bicycle movements, and activity levels and revenue of businesses along the alignment.

Operation of the At-Grade Emphasis LRT Alternative would result in a considerable contribution to adverse cumulative effects at 11 intersections during the AM peak hour and 15 intersections during the PM peak hour. Refer to Section 3.4.2.2.2 of Chapter 3, Transportation Impacts and Mitigation, of this Final EIS/EIR for further information.

All other cumulative effects would not be adverse, or not adverse after mitigation.

In addition, the At-Grade Emphasis LRT Alternative would result in regional VMT reductions, which would result in beneficial effects to air quality and energy consumption. The At-Grade Emphasis LRT Alternative would also result in beneficial effects to transit systems, several intersections within the project area, residential land uses, and accessibility and mobility in the region, which would potentially encourage greater economic activity.

4.19.3.3.2 CEQA Determination

Construction of the At-Grade Emphasis LRT Alternative would result in a considerable contribution to cumulative impacts associated with bus transit, traffic circulation, pedestrian and bicycle movements, and activity levels and revenue of businesses along the alignment.

Operation of the At-Grade Emphasis LRT Alternative would result in a considerable contribution to significant cumulative impacts at 11 intersections during the AM peak hour and 15 intersections during the PM peak hour. Refer to Section 3.4.2.2.2 of Chapter 3, Transportation Impacts and Mitigation, of this Final EIS/EIR for further information.

All other cumulative impacts would be less than significant, or less than significant after mitigation.

In addition, the At-Grade Emphasis LRT Alternative would result in regional VMT reductions, which would result in beneficial impacts to air quality and energy consumption. The At-Grade Emphasis LRT Alternative would also result in beneficial impacts to transit systems, several intersections within the project area, residential land uses, and accessibility and mobility in the region, which would potentially encourage greater economic activity.

4.19.3.4 Underground Emphasis LRT Alternative

With incorporation of possible mitigation measures, construction of the Underground Emphasis LRT Alternative could still result in a considerable contribution to cumulative construction impacts associated with bus transit, traffic circulation, and pedestrian and bicycle movements.

Given the related projects that could be under construction during the same time as the proposed alternative, construction of the alternative could result in a considerable contribution to cumulative construction impacts on activity levels and revenue of businesses along the alignment.

Implementation of the Underground Emphasis LRT Alternative would result in a considerable contribution to significant cumulative impacts at two intersections (Alameda Street/2nd Street and Flower Street/4th Street) during the AM peak hour and three intersections (Judge John Aiso Street/1st Street; Alameda Street/2nd Street; and Judge John Aiso Street/Temple Street) during the PM peak hour. Refer to Section 3.4.2.2.3 of Chapter 3, Transportation Impacts and Mitigation, of this Final EIS/EIR for further information.

In areas where new underground TBM segments would be constructed, mitigation for paleontological resources would not be feasible. Therefore, cumulative construction impacts to paleontological resources would be significant and unavoidable.

Although regional construction emissions under the Underground Emphasis LRT Alternative would be significant and unavoidable, operation of this alternative would reduce regional VMT, which would reduce emissions generated by motor vehicles and provide a net beneficial impact to air quality.

Cumulative impacts to all other environmental resources are anticipated to be less than significant, or less than significant after mitigation.

Development of this alternative would result in the following beneficial impacts. The Underground Emphasis LRT Alternative would result in a significant beneficial impact to transit systems compared to the No Build and TSM Alternatives. With implementation of this alternative, transit patrons could travel from east-west or north-south without having to make a transfer in the downtown area. A number of intersections would improve under the Underground Emphasis LRT Alternative from the No Build Alternative by virtue of a reduction in delays. During the AM peak hour, five intersections show delay improvements and eight intersections show delay improvements in the PM peak hour. It should also be noted that the inclusion of the Regional Connector would increase the person-carrying capacity through the downtown transportation environment without adversely impacting overall traffic operations.

The alignment passes near several potential development sites, and plans for these sites include high-density employment and residential facilities. The Underground Emphasis LRT Alternative combined with other projects could help reduce the adverse effects of these land use changes within the project area by providing a better alternative to driving, which would be a beneficial land use effect.

Implementation of the Underground Emphasis LRT Alternative would result in a decrease in highway VMT, which would subsequently result in a net decrease in energy consumption measured in both BTUs and barrels of oil. This net decrease in BTUs and barrels of oil would result in a beneficial impact to energy resources.

Potential beneficial economic impacts associated with the Underground Emphasis LRT Alternative include improved accessibility and mobility for the region, which would potentially encourage greater economic activity; and beneficial impacts for businesses and employees traveling to and from work.

4.19.3.4.1 NEPA Finding

With incorporation of possible mitigation, construction of the Underground Emphasis LRT Alternative would still result in a considerable contribution to cumulative effects associated with bus transit, traffic circulation, pedestrian and bicycle movements, and activity levels and revenue of businesses along the alignment.

Operation of the Underground Emphasis LRT Alternative would result in a considerable contribution to adverse cumulative effects at two intersections (Alameda Street/2nd Street and Flower Street/4th Street) during the AM peak hour and three intersections (Judge John Aiso Street/1st Street; Alameda Street/2nd Street; and Judge John Aiso Street/Temple Street) during the PM peak hour.

In areas where new underground TBM segments would be constructed, mitigation for paleontological resources would not be feasible and thus cumulative construction effects to paleontological resources would be unavoidable.

All other cumulative effects would not be adverse, or not adverse after mitigation.

In addition, the Underground Emphasis LRT Alternative would result in regional VMT reductions, which would result in beneficial effects to air quality and energy consumption. The Underground Emphasis LRT Alternative would also result in beneficial effects to transit systems, several intersections within the project area, residential land uses, and accessibility and mobility in the region, which would potentially encourage greater economic activity.

4.19.3.4.2 CEQA Determination

With incorporation of possible mitigation, construction of the Underground Emphasis LRT Alternative would still result in a considerable contribution to cumulative impacts associated with bus transit, traffic circulation, pedestrian and bicycle movements, and activity levels and revenue of businesses along the alignment.

Operation of the Underground Emphasis LRT Alternative would result in a considerable contribution to significant cumulative impacts at two intersections (Alameda Street/2nd Street and Flower Street/4th Street) during the AM peak hour and three intersections (Judge John Aiso Street/1st Street; Alameda Street/2nd Street; and Judge John Aiso Street/Temple Street) during the PM peak hour.

In areas where new underground TBM segments would be constructed, mitigation for paleontological resources would not be feasible and thus cumulative construction impacts to paleontological resources would be significant and unavoidable.

All other cumulative impacts would be less than significant, or less than significant after mitigation.

In addition, the Underground Emphasis LRT Alternative would result in regional VMT reductions, which would result in beneficial impacts to air quality and energy consumption. The Underground Emphasis LRT Alternative would also result in beneficial impacts to transit systems, several intersections within the project area, residential land uses, and accessibility and mobility in the region, which would potentially encourage greater economic activity.

4.19.3.5 Locally Preferred Alternative

The thresholds identified in Section 4.19.1 above were used for evaluating whether the LPA would contribute to cumulative impacts. With incorporation of mitigation measures, construction of the LPA could still result in a considerable contribution to cumulative construction impacts associated with bus transit, traffic circulation, and pedestrian and bicycle movements.

Implementation of this alternative would result in a considerable contribution to a cumulative impact at one intersection (Flower Street/4th Street) during the AM peak hour.

Although regional construction emissions under the LPA would be significant and unavoidable, operation of this alternative would reduce regional VMT, which would reduce emissions generated by motor vehicles and provide a net beneficial impact to air quality.

In areas where new underground TBM segments would be constructed, which include the non-station portions of the alignment beneath 2nd Street and beneath Flower Street north of 4th Street, mitigation for paleontological resources would not be feasible. Therefore, cumulative construction impacts to paleontological resources would be significant and unavoidable.

The LPA would not result in a considerable contribution or would not result in a considerable contribution after mitigation to cumulative impacts for all other environmental resources.

Development of this alternative would result in the following beneficial impacts. The LPA would result in a significant beneficial impact to transit systems compared to the No Build and TSM Alternatives. With implementation of this alternative, transit patrons could travel from east-west or north-south without having to make a transfer in the downtown area. A number of intersections would improve under the LPA compared to the No Build Alternative by virtue of a reduction in delays. During the AM peak hour, four intersections show delay improvements and seven intersections show delay improvements in the PM peak hour. Refer to Section 3.3.5.2.2 of Chapter 3, Transportation Impacts and Mitigation, of this Final EIS/EIR for further information. It should also be noted that the inclusion of the Regional Connector would increase the person-carrying capacity through the downtown transportation environment without adversely impacting overall traffic operations.

The alignment passes near several potential development sites, and plans for these sites include high-density employment and residential facilities. The LPA combined with other projects could

help reduce the adverse effects of these land use changes within the project area by providing a better alternative to driving, which would also be a beneficial land use effect.

Implementation of the LPA would result in a decrease in highway VMT, which would subsequently result in a net decrease in energy consumption as measured in both BTUs and barrels of oil. This net decrease in BTUs and barrels of oil would result in a beneficial impact to energy resources.

Potential beneficial economic impacts associated with the LPA include improved accessibility and mobility for the region, which would potentially encourage greater economic activity; and beneficial impacts for businesses and employees traveling to and from work.

4.19.3.5.1 NEPA Finding

With implementation of mitigation, construction of the LPA will still result in a considerable contribution to cumulative effects associated with bus transit, traffic circulation, and pedestrian and bicycle movements.

Operation of the LPA would result in a considerable contribution to an adverse cumulative effect at one intersection (Flower Street/ 4th Street) during the AM peak hour.

Although regional construction emissions under the LPA would be adverse and unavoidable, operation of the LPA would result in regional VMT reductions, which would result in beneficial effects to air quality and energy consumption.

In areas where new underground TBM segments would be constructed, mitigation for paleontological resources would not be feasible and thus cumulative construction effects to paleontological resources will be unavoidable.

All other cumulative effects would not be adverse, or not adverse after mitigation.

The LPA would also result in beneficial effects to transit systems, several intersections within the project area, residential land uses, and accessibility and mobility in the region, which would potentially encourage greater economic activity.

4.19.3.5.2 CEQA Determination

With implementation of mitigation, construction of the LPA would still result in a considerable contribution to cumulative impacts associated with bus transit, traffic circulation, and pedestrian and bicycle movements.

Operation of the LPA would result in a considerable contribution to a significant cumulative impact at one intersection (Flower Street/ 4th Street) during the AM peak hour.

Although regional construction emissions under the LPA would be significant and unavoidable, operation of the LPA would result in regional VMT reductions, which would result in beneficial impacts to air quality and energy consumption.

In areas where new underground TBM segments would be constructed, mitigation for paleontological resources would not be feasible and thus cumulative construction impacts to paleontological resources would be significant and unavoidable.

All other cumulative impacts would be less than significant, or less than significant after mitigation.

The LPA would also result in beneficial impacts to transit systems, several intersections within the project area, residential land uses, and accessibility and mobility in the region, which would potentially encourage greater economic activity.

4.19.4 Mitigation Measures

4.19.4.1 Updates to the Candidate Mitigation Measures from the Draft EIS/EIR

The Draft EIS/EIR included candidate mitigation measures for review and comment by the public, agencies, and other stakeholders. Since publication of the Draft EIS/EIR, Metro has adjusted and added specificity to the candidate mitigation measures for each environmental resource presented in the Draft EIS/EIR. The final LPA mitigation measures, shown in the specific EIS/EIR section for each environmental resource, are included in the MMRP for the LPA, Chapter 8, of this Final EIS/EIR, and supersede candidate mitigation measures identified in the Draft EIS/EIR.

4.19.4.2 Final Mitigation Measures for the Locally Preferred Alternative

Mitigation measures listed for the LPA contained within the specific EIS/EIR section for each environmental resource have been carried forward and included in the MMRP for the LPA, Chapter 8, of this Final EIS/EIR. They are the final committed mitigation measures for the LPA.