Section 1.0 | Executive Summary

This Executive Summary is intended to provide the reader with a concise summary of the Los Angeles Aerial Rapid Transit Project (proposed Project) and its potential environmental effects. LA Aerial Rapid Transit Technologies LLC, as the Project Sponsor, is proposing the Los Angeles Aerial Rapid Transit Project. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency for the proposed Project in accordance with the California Environmental Quality Act (CEQA).

The Project Sponsor is proposing the proposed Project, which would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system in downtown Los Angeles. This Final Environmental Impact Report (Final EIR) has been prepared to satisfy the requirements of the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). This Final EIR is intended to assist Metro in making decisions regarding the adoption of the proposed Project. All references or citations in this Final EIR to the Draft Environmental Impact Report (Draft EIR) refer to the version of the Draft EIR as originally released for public review and comment on October 17, 2022, and not as modified by this Final EIR.

The proposed Project would connect LAUS to the Dodger Stadium property via an aerial gondola system. The proposed Project would also include an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed Project would provide an aerial rapid transit (ART) option for visitors to Dodger Stadium, while also providing access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, Elysian Park, and Solano Canyon, and the Los Angeles State Historic Park, to the regional transit system accessible at LAUS. The aerial gondola system would consist of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. The proposed Project would provide pedestrian improvements, including hardscape and landscape improvements, as well as amenities at the Los Angeles State Historic Park. The ART system has the ability to overcome grade and elevation issues between LAUS and Dodger Stadium, and would provide safe, zero emission, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways. The proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

1.1 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

In accordance with CEQA Guidelines Sections 15088, 15089, and 15132, Metro, as Lead Agency, has prepared this Final EIR for the proposed Project proposed by the Project Sponsor. This section provides an overview of the purpose of this Final EIR for the proposed Project. This Final EIR has been prepared to comply with the requirements of CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.).

This Final EIR is intended to assist Metro in making decisions regarding the adoption of the proposed Project. It is required by CEQA Guidelines section 15132 to include the Draft EIR or a revision of the draft;

comments and recommendations received on the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to comments received regarding the Draft EIR; and any other relevant information added by the lead agency.

Refinements to the proposed Project since circulation of the Draft EIR, as well as corrections and additions to the Draft EIR, are provided in Section 5.0, Corrections and Additions, of the Final EIR. The Final EIR also contains comments received on the Draft EIR and their responses, as well as updates and clarifications to the text and graphics.

As described in Section 3.0, Project Description, Section 5.0, Corrections and Additions, Section 6.0, Responses to Comments, of the Final EIR, the proposed Project's refinements and corrections and additions are the result of public comments and community outreach conducted as part of the Draft EIR circulation conducted pursuant to CEQA Guidelines Section 15105. Such modifications would not be considered "significant new information" pursuant to CEQA Guidelines Section 15088.5 as the modifications have been made to portions of the proposed Project alignment already described in the Draft EIR and have been made as a result of lengthy public outreach and discourse such that the public has not been deprived of a meaningful opportunity to comment upon a substantial adverse environmental effect of the proposed Project or a feasible way to mitigate or avoid such an effect. As shown in Section 5.0, Corrections and Additions, of this Final EIR, the refinements to the proposed Project would not alter the conclusions of the Draft EIR regarding the potentially significant impacts of the proposed Project or result in any new or substantially more severe significant environmental impacts.

1.2 ENVIRONMENTAL REVIEW PROCESS AND COMMUNITY OUTREACH

Notice of Preparation and Scoping Meetings

In accordance with CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed to notify agencies, organizations, and individuals that Metro planned to prepare a Draft EIR, and to request input on the environmental analysis to be performed. The 45-day comment period began on October 1, 2020, and concluded on November 16, 2020 for a 46-day comment period. As part of the EIR scoping process, Project information was made available to the public online through two primary means: 1) a virtual "open house;" and 2) an online virtual scoping meeting. The virtual open house was accessible to reviewing parties and the public throughout the public review period. The virtual open house and online virtual scoping meeting were made accessible through Metro's project website at metro.net/aerialrapidtransit. The NOP and Project fact sheet were posted in the virtual open house, and the virtual scoping meeting was provided in English, Spanish, and Cantonese.

The online virtual scoping meeting was held on October 22, 2020, and included an overview of the proposed Project, an overview of the CEQA process, and the Project timeline for environmental review. The public was also able to submit questions and comments during the online meeting. A recording of the scoping meeting was posted on the Metro website following the meeting.

A total of 305 comments, composed of 8 agency comments, 20 organization comments, 226 individual comments, and 51 comments during the online virtual scoping meeting, were received in response to the NOP. In addition, an estimated 741 individuals visited the virtual open house and 75 individuals attended the online virtual scoping meeting. The NOP, and the public comments received during the 46-day review period for the NOP, are included in Appendix A of the Draft EIR.

The NOP included two potential alignment alternatives being considered for the proposed Project: the Spring Street Alternative and the Broadway Alternative. Due to feedback received during the scoping process, the Broadway Alternative is now being considered as the proposed Project. The Spring Street Alternative is discussed in Section 4.0, Alternatives, of the Draft EIR.

Draft EIR Public Review Period

Following the public scoping period and NOP release, Metro began developing the Draft EIR. Metro released the Draft EIR for the proposed Project on October 17, 2022, for a 60-day public review period ending on December 16, 2022. On November 15, 2022, Metro extended the public review period an additional 30 days for a 90-day public review period ending on January 17, 2023. Notice of the release of the Draft EIR, the extension of the public review period, and the public meetings was provided to agencies and interested parties in several ways in compliance with CEQA, as discussed in detail in Appendix A, Public Outreach Report, of the Final EIR.

Metro held a total of eight public meetings immediately before, during, and after the 90-day Draft EIR public review period, including two community information sessions prior to the release of the Draft EIR. Following the release of the Draft EIR for public review, Metro held two informational workshops (one virtual and one in person), and four public hearings (two virtual and two in-person). All informational workshops and public hearings offered Spanish, Cantonese, and Mandarin interpretation, and, following a request for a Taishanese interpreter, the final two public hearings also offered Taishanese interpretation. Metro also provided materials in English, Spanish, Chinese (Traditional), and Chinese (Simplified), both as printed materials at the in-person public meetings, and electronically on Metro's project webpage and the SB 44 website.

An estimated 715[1] attendees participated in the eight public meetings. Metro received 1,132 comments during the Draft EIR public review period via U.S. mail, email, voicemail, and by submitting written and/or oral comments at the four public hearings.

Refer to Appendix A, Public Outreach Report, of this Final EIR, for detailed discussion of the Draft EIR public review period. Refer to Appendix B, Public Hearing Transcripts, and Appendix C, Public Comments on the Draft EIR, of this Final EIR, for copies of all public comments received on the Draft EIR during the public review period, and Section 6.0, Responses to Comments, for responses to comments received on the Draft EIR.

Prior to the release of the Final EIR, Metro hosted two pre-Final EIR release public meetings to provide an update on the proposed Project, with one held virtually via Zoom webinar, and one held in-person in the Project area. Project materials and information were provided at both the in-person meeting and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, Cantonese, and Taishanese. Upon the completion of the Final EIR and other required documentation, the Metro Board of Directors may adopt the findings relative to the proposed Project's environmental effects after implementation of mitigation measures, certify the Final EIR, and approve the proposed Project.

[1] The total number of attendees is based on the Zoom webinar attendees for virtual meetings and sign-in sheets for in-person meetings. Because attendees at in-person meetings were not required to sign in, the in-person estimates may not reflect the actual total number of attendees at the in-person meetings.

1.3 PROJECT OBJECTIVES

The overall purpose of the proposed Project is to provide a direct transit connection between LAUS and the Dodger Stadium property via an aerial gondola system and improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the neighborhoods along the proposed alignment and the region's rapidly growing regional transit system at LAUS. ART is a proven, zero emission, safe, sustainable, high-capacity, and highly efficient form of transportation that would function as both a reliable rapid transit system and first/last mile connector. The proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

The proposed Project objectives are as follows:

1. Expand mobility options for transit riders through a direct connection between LAUS and Dodger Stadium, a regional event center.
2. Attract new transit riders to the Metro system through a unique experience of an aerial transit system connecting to Dodger Stadium.
3. Improve the Dodger Stadium visitor experience by providing efficient, high-capacity, and faster alternative access to Dodger Stadium.
4. Enhance safety of neighborhoods adjacent to Dodger Stadium by reducing the number of vehicles in the area.
5. Reduce transportation related pollution and greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.
6. Increase connectivity of people to the region's public transportation hub at LAUS and the Dodger Stadium property.
7. Improve transit rider experience by providing unique scenic views of the Los Angeles area to ART passengers and Dodger fans.
8. Bring a world class aerial transit system to the Los Angeles area.
9. Enhance community connectivity by providing first/last mile transit and pedestrian access to areas that have historically been underserved, including the Los Angeles State Historic Park and Elysian Park.
10. Identify comparable, affordable, and accessible fare opportunities for community and Los Angeles State Historic Park and Elysian Park access.
11. Minimize the Project's environmental footprint through the integration of sustainability and environmentally-friendly design features into the materials, construction, operations, and maintenance of the proposed Project.
12. Provide a sustainable form of transit by operating the ART system with the use of zero emission electricity with battery storage backup in order to reduce GHG emissions and improve air quality.
13. Maximize the Project's alignment along the public ROW and publicly owned property and minimize aerial rights requirements over private properties, taking into account existing and future adjacent land uses.

1.4 PROJECT OVERVIEW

The proposed Los Angeles Aerial Rapid Transit Project (proposed Project) would connect Los Angeles Union Station (LAUS) to Dodger Stadium property via an aerial gondola system. The proposed Project would also include an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed Project would provide an aerial rapid transit (ART) option for visitors to Dodger Stadium, while also providing access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, Elysian Park, and Solano Canyon, and the Los Angeles State Historic Park, to the regional transit system accessible at LAUS. The aerial gondola system would be approximately 1.2 miles and consist of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. The proposed Project would provide pedestrian improvements, including hardscape and landscape improvements, as well as amenities at the Los Angeles State Historic Park. The ART system has the ability to overcome grade and elevation issues between LAUS and Dodger Stadium and provide safe, zero emission, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways. The proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

Established aerial gondola transit systems worldwide, such as in La Paz, Bolivia, and Mexico City, Mexico, are being used as rapid transit for the urban population that they serve. The proposed Project would employ a Tricable Detachable Gondola system (also known as "3S").[2] 3S Gondola system cabins carry approximately 30 to 40 passengers, more than monocable systems, allowing for higher capacity passenger transport. Similar to the systems used in Koblenz, Germany, Phu Quoc, Vietnam, and Toulouse, France, the proposed Project is expected to provide a smoother, more stable ride than would a monocable system.

1.5 PROJECT LOCATION

The proposed Project is located in the City of Los Angeles, situated northeast of downtown Los Angeles. Figure 1-1 shows the regional location of the proposed Project. The proposed Project would commence adjacent to LAUS and El Pueblo de Los Angeles (El Pueblo) and terminate at Dodger Stadium, with an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed Project would include three stations, a non-passenger junction, and three cable-supporting towers at various locations along the alignment. As shown in Figure 1-2, the proposed Project location would generally be located within public right-of-way (ROW), or on publicly owned property, following Alameda Street and then continuing along Spring Street in a northeast direction through the community of Chinatown to the southernmost corner of the Los Angeles State Historic Park. The alignment would then continue northeast over the western edge of the Los Angeles State Historic Park and the Los Angeles County Metropolitan Transportation Authority (Metro) L Line (Gold) to the intersection of

[2] The naming convention for this system is derived from the German word "seil", which translates in English to "rope". Hence, Tricable Detachable Gondola systems are known as a "3S" systems due to the use of three ropes, or cables

North Broadway and Bishops Road. At this intersection, the proposed Project alignment would turn and continue northwest following Bishops Road toward its terminus at Dodger Stadium, located in the Elysian Park community. Figure 1-2 provides an overview of the proposed Project location, and Figure 1-3 provides an overview of the proposed Project alignment.

1.6 PROPOSED PROJECT ALIGNMENT AND COMPONENTS

The proposed Project "alignment" includes the suspended above-grade cables and cabins following the position of the Project components along the proposed alignment from Alameda Station to Dodger Stadium Station. The proposed Project alignment and locations, heights, widths, sizes, and design of the Project components are approximate and may change slightly during final design based on the discretionary entitlements, reviews, and approvals required for implementation of the proposed Project.

The proposed Project alignment would extend approximately 1.2 miles, beginning near El Pueblo and LAUS on Alameda Street. The proposed Alameda Station would be constructed over Alameda Street between Los Angeles Street and Cesar Chavez Avenue, adjacent to the Placita de Dolores and planned LAUS Forecourt. The location of the Alameda Station was selected because it maximizes the proposed alignment over public ROW and publicly owned property and minimizes aerial rights over private properties. The Alameda Station location was also selected because of its high visibility and proximity to LAUS and El Pueblo, safe and convenient pedestrian connection to and from the LAUS passenger terminal and El Pueblo, as well as adjacency to public space for passenger access. The location is also compatible with Metro's plans at LAUS, including the planned LAUS Forecourt and Esplanade Improvements Project. Additional considerations include minimizing impacts to historic and archaeological resources.

From Alameda Station, the proposed Project alignment would remain primarily above the public ROW and publicly owned property with portions above private property, and travel north along Alameda Street to the proposed Alameda Tower, which would be constructed on the Alameda Triangle, a portion of City ROW between Alameda Street, North Main Street, and Alhambra Street.

From Alameda Tower, the proposed Project alignment would continue north along Alameda Street and cross Alpine Street. The proposed Alpine Tower would be constructed at the corner of Alameda Street and Alpine Street on City-owned property. In the process of selecting tower locations, the proposed Project prioritizes the use of public property and minimizes private land acquisition, and also considers the proposed Project's relationship to existing adjacent and potential future land uses. Technical considerations of tower locations also includes optimizing the height of the towers and minimizing the number of towers. Additionally, the proposed Project limits the bend on the towers to less than two degrees.

From Alpine Tower, the proposed Project alignment would follow the public ROW and continue over the elevated Metro L Line (Gold). North of College Street, Alameda Street becomes Spring Street, and the proposed alignment would generally follow Spring Street in a northeast trajectory until it reaches the southernmost point of Los Angeles State Historic Park, where the proposed Chinatown/State Park Station would be constructed partially on City ROW and partially within the boundaries of the Los Angeles State Historic Park. The Chinatown/State Park Station location minimizes the proposed Project's footprint within the Los Angeles State Historic Park.

The alignment then crosses over the western edge of the Los Angeles State Historic Park and the Metro L Line (Gold) tracks. The Chinatown/State Park Station location avoids adjacent private properties while maintaining transit access to surrounding communities within a half mile walkshed to transit, including the Park, Chinatown, Mission Junction including William Mead Homes, Los Angeles River, and North Broadway.

The proposed Project alignment would continue traveling north towards the intersection of North Broadway and Bishops Road. Broadway Junction would be located at the northern corner of the intersection of North Broadway and Bishops Road (1201 North Broadway). From Broadway Junction, the proposed Project alignment would travel northwest primarily along Bishops Road, with portions above private property, crossing over SR-110 towards Dodger Stadium. The proposed Stadium Tower would be located on hillside private property north of Stadium Way between the Downtown Gate entrance road to Dodger Stadium and SR-110. The northern terminus of the system would be located in a parking lot at the Dodger Stadium property, where the proposed Dodger Stadium Station would be constructed.

Alameda Station

Alameda Station would be located on Alameda Street adjacent to the planned LAUS Forecourt and Placita de Dolores between Los Angeles Street and Cesar E. Chavez Avenue. The station would be approximately 173 feet long, 109 feet wide, and 78 feet high at its tallest point, with the passenger loading platform approximately 31 feet above Alameda Street. Vertical circulation elements (i.e., elevators, escalators, stairs) for pedestrian access, which would also serve as queuing areas to the station, would be introduced at-grade north of the Placita de Dolores in a proposed new pedestrian plaza at El Pueblo on the west in an area currently used as a parking and loading area for El Pueblo. On the east, vertical circulation elements would be introduced at-grade from the planned LAUS Forecourt. Installation of the vertical circulation elements may include removal of approximately 12 trees, removal of parking and loading for El Pueblo, and installation of landscaping and hardscape.

Alameda Tower

Alameda Tower would be located on the Alameda Triangle, a City ROW between Alameda Street, North Main Street, and Alhambra Avenue consisting of a small green space flanked on all sides by roadways. Alameda Tower would be 195 feet tall with the cable suspended 175 feet above-ground. The Alameda Tower would require the removal of approximately 10 trees and vegetation. Implementation of Alameda Tower would include reuse and integration of the existing pavers located at the Alameda Triangle, as well as landscape and hardscape updates to the Alameda Triangle.

Alpine Tower

Alpine Tower would be located on a City-owned parcel, currently being used as non-public parking storage for City vehicles, at the northeast corner of Alameda Street and Alpine Street, adjacent to the Metro L Line (Gold). Alpine Tower would be 195 feet tall at its tallest point, with the cable suspended 175 feet above ground. Alpine Tower would also include the installation of landscaping and hardscaping near the base of the tower.

Chinatown/State Park Station

Chinatown/State Park Station would be located adjacent to Spring Street in the southernmost portion of the Los Angeles State Historic Park. The southern portion of the station would be located on City ROW, while the northern portion of the station would be integrated into the southern boundary of the Los Angeles State Historic Park. The station would be approximately 200 feet long, 80 feet wide, and 98 feet tall at its tallest point, with the passenger boarding platform approximately 50 feet above-grade. Access to the boarding platform would be from the mezzanine via elevators and stairs. Comprised of three levels, elevators and stairs from the ground level would lead up to a mezzanine, 27 feet above-grade, and ramps for the queuing area would lead up to the boarding platform, which is 50 feet above-ground.

Chinatown/State Park Station would also include Park amenities, including approximately 740 square feet of concessions, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions and restrooms. Additionally, Chinatown/State Park Station would include a mobility hub where passengers would be able to access a suite of first and last mile multi-modal options, such as a bike share program. Pedestrian access enhancements could include pedestrian improvements between Metro's L Line (Gold) Station and Chinatown/State Park Station consistent with the Connect US Action Plan, including hardscape and landscape improvements, shade structures, and potential seating, as well as support for the future Los Angeles State Historic Park bike and pedestrian bridge. Chinatown/State Park Station would require the removal of approximately 30 trees and vegetation; however, it would include the installation of landscaping and hardscaping, including integration of the granite pavers. The aerial rights requirements for the proposed Project would require the additional removal of approximately 51 trees within the Los Angeles State Historic Park; however, the proposed Project would include the installation of replacement trees. Chinatown/State Park Station would provide passenger access to Chinatown, the Los Angeles State Historic Park, and to nearby neighborhoods and land uses, including the Mission Junction neighborhood, which includes the William Mead Homes public housing complex.

Broadway Junction

Broadway Junction is a non-passenger junction that would be located at the intersection of North Broadway and Bishops Road. The junction would primarily be located on privately-owned property with a portion of the junction and overhead cable infrastructure cantilevered and elevated above the public ROW. The existing commercial building located at 1201 N. Broadway would be demolished. Broadway Junction would be approximately 227 feet long, 60 feet wide, and 98 feet high at its tallest point, with the platform approximately 50 feet above the ground. Vertical circulation elements (i.e., elevators and stairs) would be installed on the northwest side of the junction for staff and maintenance access to the platform. Broadway Junction would require the removal of approximately 25 trees and vegetation.

Stadium Tower

Stadium Tower would be located on hillside private property north of Stadium Way between the Downtown Gate and SR-110 and would stand 179 feet tall with the cable suspended 159 feet above-ground. Stadium Tower would also include removal of approximately 10 trees and vegetation, however, it would include the installation of landscaping near the base of the tower. The surrounding fire buffer area around the Stadium Tower would include the removal of approximately 45 significant trees and vegetation.

Dodger Stadium Station

Dodger Stadium Station would be located in the southeast portion of the Dodger Stadium property near the Downtown Gate. This station would be approximately 194 feet long, 80 feet wide, and 74 feet high at its tallest point. Cabins at this station would arrive and depart from an at-grade boarding platform, with the passenger queuing area also at-grade. Dodger Stadium Station would include a subterranean area below the platform for storage and maintenance of cabins, as well as staff break rooms, lockers, and parts storage areas. The cabins would be transferred between the station platform and the subterranean area by way of a cabin elevator. Automated parking and controls would manage the process of storing cabins or returning them to service. Cabins would be returned to and stored at Dodger Stadium Station when the system is not in use.

Restrooms for passenger use would be located at the station. Dodger Stadium Station would also include a pedestrian connection to Dodger Stadium, including hardscape and landscape improvements and potential seating.

Dodger Stadium Station would be located adjacent to Dodger Stadium in a portion of the existing parking lot. The proposed Project would provide a mobility hub where outside of game day periods, passengers would be able to access a suite of first and last mile multi-modal options, such as a bike share program and individual bike lockers, to access Elysian Park and other nearby neighborhoods, including Solano Canyon. The Project Sponsor would coordinate with the Los Angeles Dodgers on maintaining security for Dodger Stadium and the surrounding surface parking areas.

Implementation of Dodger Stadium Station would require the removal of parking spaces, as well as removal of approximately 33 trees and vegetation, however, it would include the installation of replacement landscaping.

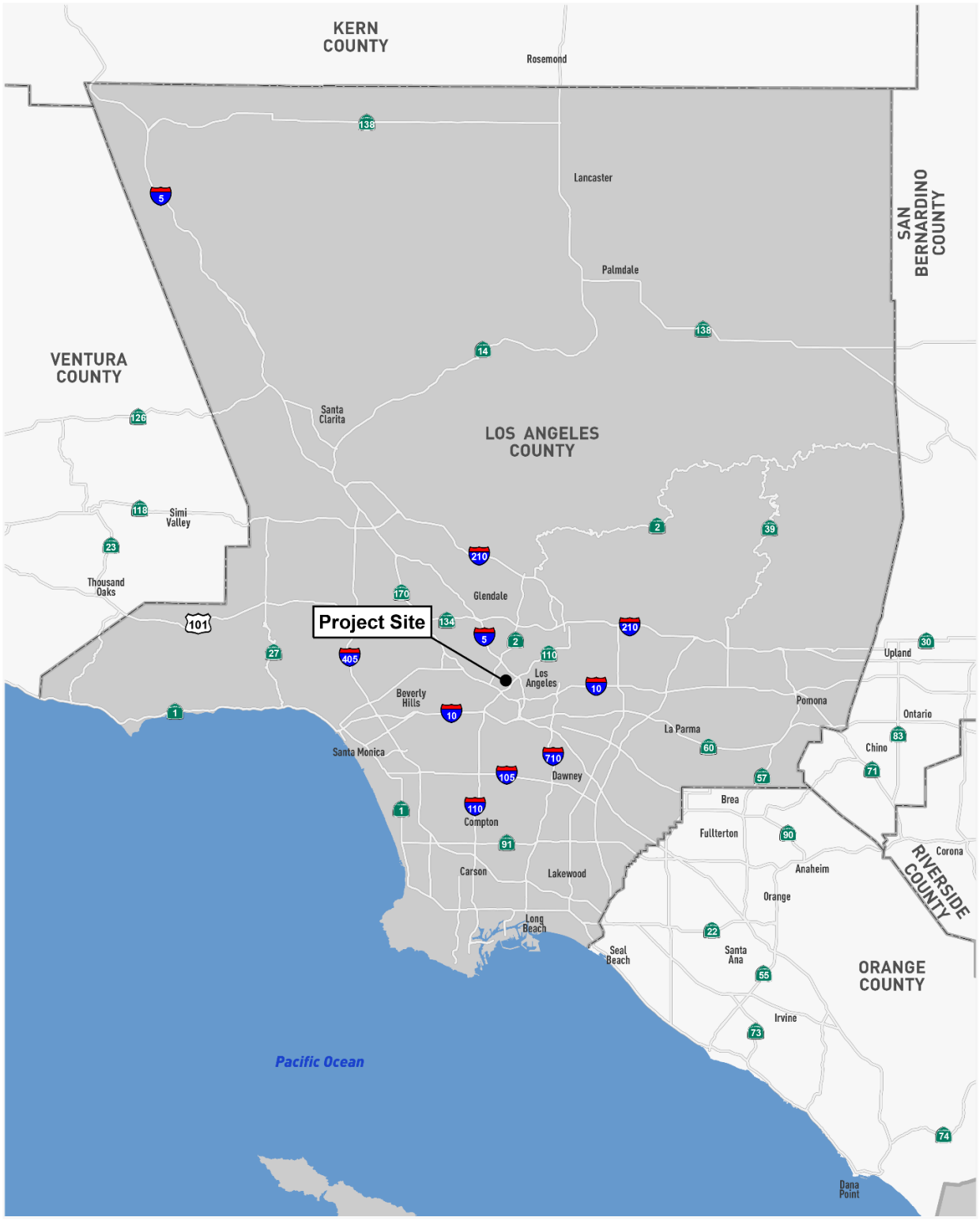

Figure 1-1: Regional Location Map

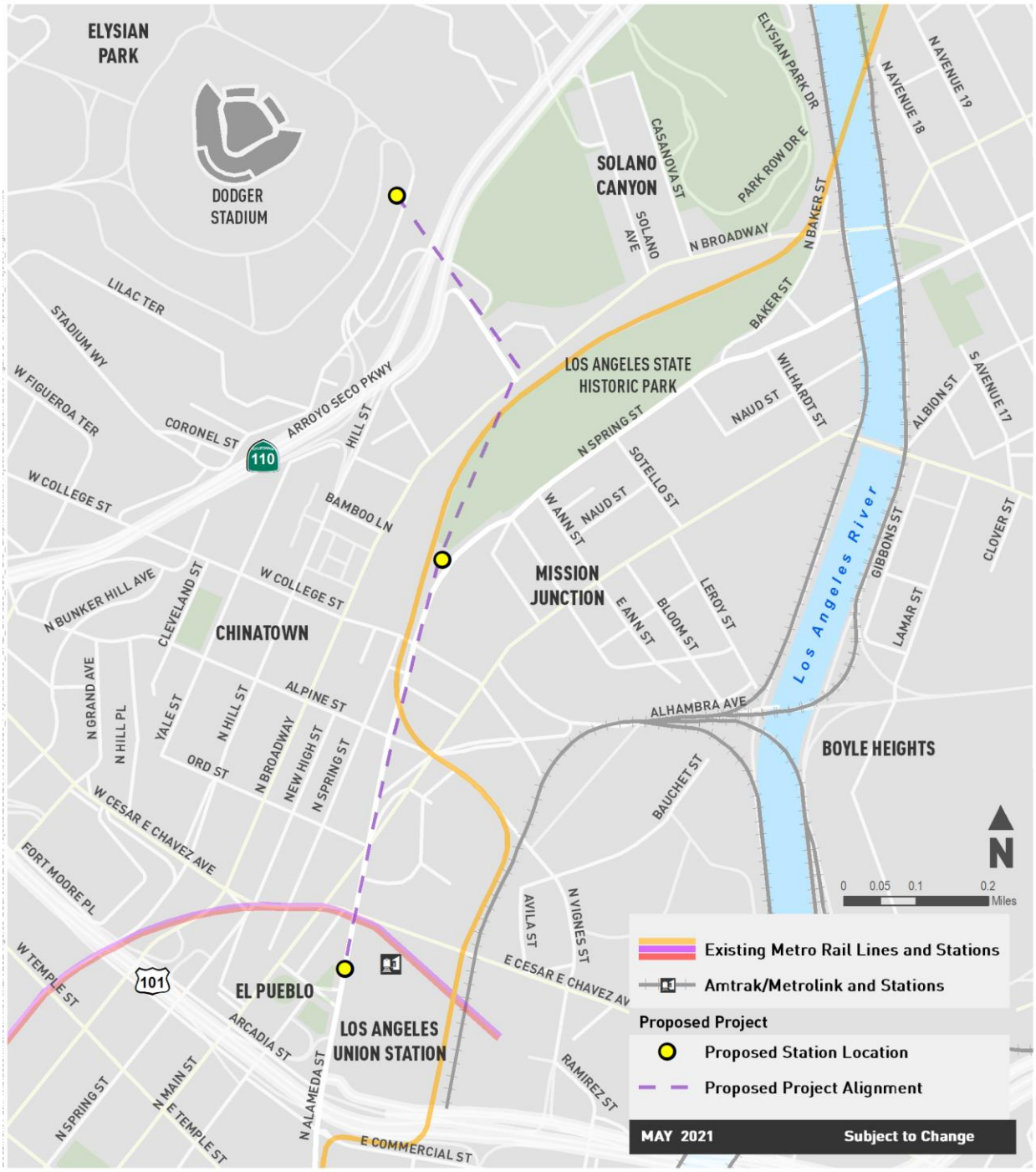

Figure 1-2: Proposed Project Location

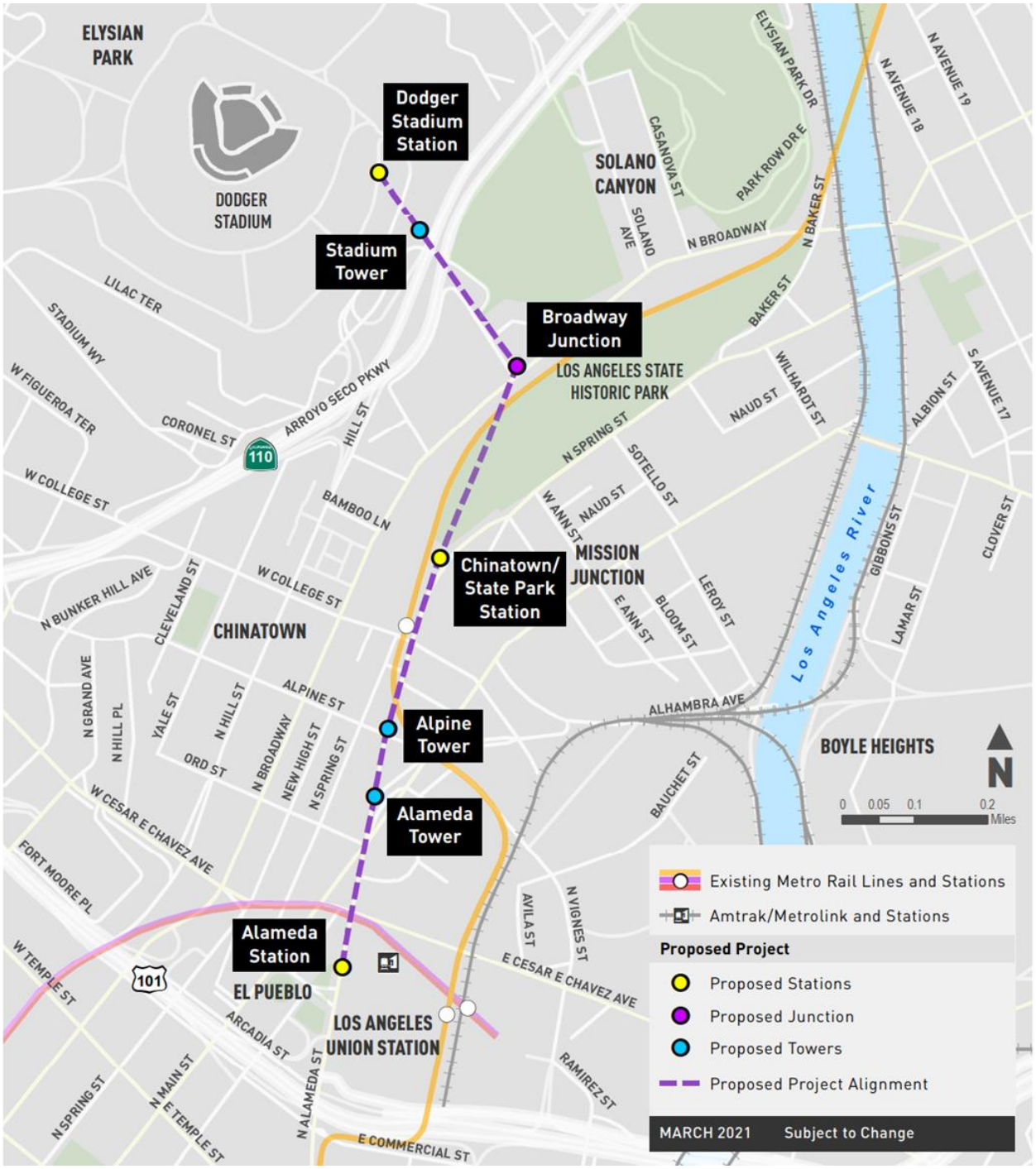

Figure 1-3: Proposed Project Alignment

1.7 SYSTEM OPERATIONS

Typical Operating Logistics

During operations, the cabins would travel on a continuous loop between Alameda Station and Dodger Stadium Station. Cabins would pass through passenger stations at roughly one foot per second (less than one mile per hour) to allow for unloading and loading. If needed, a cabin could be stopped to accommodate passenger boarding. After the cabins pass through the unload/load zones, the doors would close, and the cabins would accelerate to match the line speed of the haul rope before reattaching to the haul rope.

At Alameda Station, arriving cabins (southbound) would decelerate, doors would open, and passengers would unload. The cabins would execute a U-turn in the station before passing through the load zone (for northbound passengers), load passengers (if any), close doors, then accelerate to be reattached to the haul rope.

At Chinatown/State Park Station, cabins would detach from the rope and decelerate to the station speed. Since passenger access would be provided at this station, the cabins would decelerate to about one foot per second (less than one mile per hour) and the doors would open. After traveling through the unload and load zones, the cabin doors would close, and the cabins would accelerate to line speed and then reattach to the haul rope.

At Broadway Junction, where passenger unloading or loading is not proposed, the cabins would detach from the haul rope, decelerate to a speed of approximately six mph, execute a slight turn to follow the alignment, and then re-accelerate and reattach to the haul rope. Alameda Station to Broadway Junction and Broadway Junction to Dodger Stadium Station systems come together at Broadway Junction. When the cabins detach from the haul rope in the Junction, their move from one haul rope to the other haul rope would not be perceptible by passengers.

At Dodger Stadium Station, the cabins would decelerate, doors would open, and passengers would unload. Since Dodger Stadium Station would be an end station, the cabins would execute a U-turn in the station before passing through the load zone (for southbound passengers), load passengers (if any), close doors, then accelerate and reattach to the haul rope. As described above, gondola cabins would enter, traverse, and depart stations under fully automated control. Operation of the proposed Project would require approximately 20 personnel. Station attendants would be located within each station to assure safe boarding or to execute stops, if necessary. Attendants would also provide customer interaction and observation; if a passenger needs special assistance, an attendant may either further slow or stop a cabin. A separate operator would sit in a control booth and monitor screens, which would show activities in each cabin and station, as well as the system controls.

Queueing and Ticketing/Fare Checking

Queueing areas would be built into and as necessary, adjacent to, each of the stations to provide a gathering place for passengers waiting to enter the stations, thereby preventing crowding of sidewalks and walkways by passengers around stations. Queueing for Alameda Station would occur in the planned LAUS Forecourt area on the east side of Alameda Street, and north of the Placita de Dolores in a proposed new pedestrian plaza at El Pueblo on the west side of Alameda Street. At Chinatown/State Park Station,

queueing would occur on the mezzanine and boarding platform levels. At Dodger Stadium Station, the queueing area would be located on the north side of the station in a designated queueing area adjacent to the station.

Ticketing for the proposed Project would use either a chip-based card system or electronic ticketing that could be purchased and saved on a personal mobile device. Using these types of technologies would allow for contactless fare checking at the stations. Riders would pre-purchase their ticket prior to entering the boarding platform and fares would be checked using a card reader/scanner.

Signage

Similar to other transit projects that incorporate signage, the proposed Project would include signage to support wayfinding for transit passengers including information about transit connections and other important information to facilitate transit usage. Private funding for the proposed Project is anticipated to be supported by naming rights and sponsorship revenues, and such sponsors would be recognized in Project signage, which would be designed consistent with applicable Metro, City, and State approval requirements. Such signage may include identification and other static signs, electronic digital displays and/or changeable message light-emitting diode (LED) boards that include both transit information and other content, which may include off-site advertising that generates proceeds to support transit system costs and operations. The digital signage would be limited to Alameda Station and Dodger Stadium Station. Signage would be architecturally integrated into the design of the ART system including its stations, the junction, towers, and cabins. No digital signage is proposed on the exterior of the cabins. Signage proposed for the exterior of the cabins is static, non-illuminated naming rights signage. In addition, directional and pedestrian signage would be placed adjacent to and throughout the proposed Project as necessary to facilitate access and safety, including along the pedestrian improvements between Metro's L Line (Gold) Station and the pedestrian connection between Dodger Stadium Station and Dodger Stadium. Project signage would be illuminated by means of low-level external lighting, internal lighting, or ambient light. Exterior lights would be directed onto signs to minimize off-site glare. Signage would be in conformance with all applicable requirements of the Los Angeles Municipal Code (LAMC), and in accordance with LAMC, lighting intensity will be minimized in order to avoid negative impacts to adjacent residential properties.

Lighting

Project lighting would include low-level lighting for security and wayfinding purposes adjacent to and within the stations, junction, towers, within cabins, at the vertical circulation, and areas for ticketing, fare checking, and queueing. In addition, low-level lighting to accent signage, architectural features, landscaping, adjacent pedestrian plazas, Chinatown/State Park Station mobility hub, and potential Dodger Stadium Station mobility hub would be installed at the stations, junction, and towers. Lighting would also be provided underneath the elevated stations and junction. Lighting for the pedestrian access enhancements, including the pedestrian improvements between Metro's L Line (Gold) Station and the pedestrian connection between Dodger Stadium Station and Dodger Stadium, would include new pole lights for security and wayfinding purposes, as well as low-level lighting to accent signage and landscaping.

Lighting would be low-level and primarily integrated within the architectural features. Exterior lighting would be shielded or directed toward the areas to be lit to limit spillover onto adjacent properties and off-site uses and would meet all applicable LAMC lighting standards.

Maintenance

The proposed Project would require routine maintenance that would be performed by the system operator. The overall system would be observed on a daily basis as part of the startup routine.

Routine maintenance activities would generally take place during overnight periods or other scheduled down time. Cabins and their associated grips and hangers would be maintained in the shop at Dodger Stadium Station. A work carrier cabin would be provided to facilitate work at tower equipment. Annual maintenance activities may require crane access at tower locations, including the potential to require the temporary closing of traffic lanes.

Rope maintenance schedules would be determined through a combination of system design and periodic monitoring. The haul rope would need replacement approximately every five to 10 years. This would require pulling a new haul rope, which would take up to two weeks to complete.

On a periodic basis, the system would undergo formal testing as prescribed by Cal/OSHA and appropriate ropeway standards. This formal testing is required by standards to occur at least every seven years. It is anticipated that the system would be closed to riders for up to two days during the formal testing events.

Backup power would be provided by battery storage located at each station and tower and the non-passenger junction. The battery storage system would be tested on a regular basis and would provide backup power to allow unloading of the system in the event of a power grid failure.

Safety Systems and Ancillary Elements

The proposed Project would be designed to minimize operational disruptions resulting from equipment issues, which are often predictable and avoidable. The proposed Project would focus on avoiding such issues through preventative maintenance and by including redundant equipment.

Operational disruptions resulting from equipment issues would be minimized through robust design and periodic and preventative maintenance. Robust design is an approach where, after the design requirements are engineered, extra design factors are incorporated into the system. Information from other modern urban aerial rapid transit systems, as well as the operating history of this system would be taken into account to schedule preventative and periodic maintenance. Combining experience from other systems with historical data from this system's operation would provide an evolving and robust maintenance program. The documentation would reflect daily, weekly, monthly and annual activities. Daily activities would largely focus on inspections to verify normal operation of components prior to public operations. Longer-term activities would generally focus on maintaining, replacing, or rebuilding components. Maintenance recommendations including inspection procedures and scheduled activities are required to be provided by the equipment provider. Compliance with those recommendations is required by Cal/OSHA, the authority responsible for regulating passenger ropeways in California.

To account for the possibility of potential mechanical issues that could potentially interrupt operations, the system would design and implement redundancies. Examples of redundancies include installation of two independent motors so that if the primary motor fails, the second motor would be utilized to unload

passengers from the system. Additional redundancies could include elements such as bullwheels, brakes, and conveyors.

Emergency Operations Plan

Safety and emergency procedures would be separated into two types: personal events and equipment events. The proposed Project would be designed to minimize service interruptions resulting from either type of event.

For personal events, such as a medical situation, operators would have the ability to contact local security, law enforcement or other emergency response agencies. In addition to attendants at each station, the system would include video surveillance and audio communications in each station and in each cabin. These features would allow for control room operators to see and communicate with passengers at any point in their trip.

In stations, surveillance would also serve to provide equipment monitoring. By observing operations from the control room, the equipment monitoring could allow for faster resolution of any system alarms or faults and may facilitate identification of unscheduled maintenance needs. Video surveillance at towers would be primarily for the purpose of equipment monitoring and diagnosis.

An Emergency Operations Plan would be prepared as part of the proposed Project and would include emergency response protocols and safety procedures developed in conjunction with the operator, system provider, and local authorities (e.g., LAFD and LAPD). The plan would consider a wide range of scenarios for which default operational responses would be determined. In addition, the plan will include communication protocols with local authorities for further instruction and coordination.

The plan would also address the unlikely scenario where the system cannot be moved to unload passengers normally at stations.

System components would be equipped with security features to ensure system safety. The gates and entrances to the stations would be locked at night and would be equipped with security features to prevent entrance by unauthorized personnel. The towers would have no publicly accessible gates or entrances and would be inaccessible to unauthorized personnel. Maintenance doors at the base of the towers will be secured at all times and only accessible by authorized personnel. The system components will be equipped with security cameras to monitor activity at stations, the junction, the towers, and in each cabin.

Power Requirements

Operational power requirements can be separated into two categories: normal operations and emergency operations. Power requirements for the proposed Project would be provided by the City of Los Angeles Department of Water and Power's (LADWP) Green Power Program, through a connection to their power grid, and would include the power to operate the gondola system and the non-gondola system components (i.e., lights, ventilation, escalators, elevators). When operating at capacity, normal operations are estimated to require a total of approximately 2.5 megawatts of power.

Power requirements for emergency operations consist of the energy needed for operations in the event of a power grid failure. The proposed Project would include the installation of backup battery storage at each station, tower, and junction to provide backup power to allow unloading of the system in the event

of a power grid failure. The total backup power required to allow unloading of the system is 1.4 megawatts.

Sustainability Features

The proposed Project would provide a sustainable, high-capacity zero emission ART option for visitors to Dodger Stadium, while also providing access between Dodger Stadium, the surrounding communities, and the regional transit system accessible at LAUS. ART technology is quiet, and the proposed Project would reduce VMT and congestion, leading to reduced GHG emissions and improved air quality.

The proposed Project's stations, junction, towers, and gondola cabins would incorporate energy efficient, sustainable, water and waste efficient, and resilient features, as feasible. The proposed stations and junction are designed to be open-air buildings, allowing for passive ventilation strategies and providing direct access to outdoor air and natural daylight, while also providing adequate shade protection from heat. The cabins would be ventilated to enhance air quality for passengers.

The design intent and structural strategy for the stations and towers also provide an efficiency of materials. The steel plate tower forms have been designed as "Monocoque" structures, where structure, form, and finish are unified. Materials for the stations, junction, and towers would be locally sourced where possible, and would include recycled content where possible. Light-toned finish materials will also serve to minimize heat island concerns.

The proposed Project would be designed to comply with all applicable state and local codes, including the City of Los Angeles Green Building and Low-Impact Development (LID) Ordinances.

Construction

Construction of the proposed Project is anticipated to begin as early as 2024 and take approximately 25 months, including construction, cable installation, and system testing. The detailed construction procedures informing the environmental impact analyses are included in Appendix B, Construction Assumptions, of the Draft EIR. A summary of the construction activities is provided below. Construction of the Project components may partially overlap in schedule, especially since construction would occur at several physically separated sites.

Utility relocations would occur prior to construction of the proposed Project components and would be coordinated directly with the utility providers. Following utility relocations, construction would commence. Detailed information on utilities relocations is included in Appendix B, Construction Assumptions, of the Draft EIR.

During construction, some parking spaces at Dodger Stadium would be temporarily closed for construction of the Dodger Stadium Station and for overall Project construction, trailers, laydown and staging areas, and construction worker parking.

Construction of more than one Project component would occur at the same time, with consideration of available materials, work crew availability, and coordination of roadway closures. Table 1-1 below includes the estimated duration to complete construction of each of the proposed Project components, the maximum depths of drilled piles, the maximum depth of excavation, the amount of excavation, and the amount of materials (soils and demolition debris) to be exported for each component of the proposed Project.

Table 1-1: Proposed Project Construction Details

Component	Construction Duration	Maximum Construction Area	Maximum Depth of Drilled Piles	Maximum Depth of Excavation	Amount of Excavation	Amount of Materials Exported
Alameda Station	17 months	55,600 sq. ft.	125 feet	10 feet	2,728 cubic yards	2,295 cubic yards
Alameda Tower	12 months	40,600 sq. ft	120 feet	10 feet	2,850 cubic yards	2,292 cubic yards
Alpine Tower	11 months	38,700 sq. ft.	120 feet	10 feet	3,606 cubic yards	2,887 cubic yards
Chinatown/State Park Station	19 months	69,000 sq. ft.	80 feet	10 feet	6,267 cubic yards	4,567 cubic yards
Broadway Junction	19 months	65,000 sq. ft.	120 feet	7 feet	6,407 cubic yards	5,379 cubic yards
Stadium Tower	12 months	23,500 sq. ft.	120 feet	7 feet	1,286 cubic yards	1,202 cubic yards
Dodger Stadium Station	20 months	142,600 sq. ft.	55 feet	42 feet	44,313 cubic yards	44,001 cubic yards

Following completion of construction, the gondola cables would be installed, followed by system testing and inspections.

Working hours would vary to meet special circumstances and restrictions, but are anticipated to be consistent with the City's allowable construction hours of Monday through Friday between 7:00 a.m. to 9:00 p.m. and Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m. While not anticipated, approval would be required from the City of Los Angeles Board of Police Commissioners for any extended construction hours and possible construction on Sundays.

Anticipated closures would include lane closures in which lanes would be closed 24-hours a day during certain phases of construction, or alternating closures during certain phases of construction, in which closures would occur during construction hours for approximately 10 hours a day, and roads would reopen during non-construction hours for approximately 14 hours a day. For alternating closures, during non-construction hours, steel plates would be placed over construction sites to the extent feasible in order to allow for vehicular and pedestrian circulation. The closures and hours would vary between location and phase of construction. The proposed Project would implement a Construction Traffic Management Plan that would include detours and ensure that emergency access is maintained throughout all construction activities.

1.8 REQUIRED PERMITS AND APPROVALS

The Project EIR will provide environmental clearance as needed for all of the potential discretionary entitlements, reviews, and approvals required for implementation of the proposed Project including, but not necessarily limited to, the following:

California Department of Transportation (Caltrans)

1. Pursuant to the California Streets and Highways Code section 660, approval from Caltrans through an encroachment permit and/or other agreement, form of permission, or approval(s) to access, construct, and/or operate the Project within/over the State transportation system right of way.

California State Parks

2. Approvals determined necessary by the California Department of Parks and Recreation for the Project could include, but not necessarily be limited to:
    a. Pursuant to Government Code section 14666, an easement and/or aerial easement, to construct and operate the Project within/over the Los Angeles State Historic Park.
    b. Pursuant to Public Resources Code section 5003.17, a lease or other agreement, to construct and operate the Project within/over the Los Angeles State Historic Park.
    c. Pursuant to Public Resources Code Section 5003 and Government Code Section 14666, a right of entry, to construct the Project within/over the Los Angeles State Historic Park.
    d. Pursuant to Public Resources Code section 5002.2, an amendment to the Los Angeles State Historic Park General Plan.

California Division of Occupational Safety and Health (Cal/OSHA)

3. Pursuant to Title 8, California Code of Regulations sections 3150 through 3191, approvals from the Amusement Ride & Tramway Division, including a Certificate of Construction.

Los Angeles County Metropolitan Transportation Agency (Metro)

4. Approvals determined necessary by Metro for the Project, could include, but not necessarily be limited to, the following:
    a. Pursuant to Public Utilities Code section 130252, submittal, review, and approval of proposed plans for design, construction, and implementation of the Project.
    b. Pursuant to Public Utilities Code section 130521 and Civil Code section 801, an easement or other agreement or approval to authorize the construction and operation of the Project within a portion of Los Angeles Union Station.
    c. Pursuant to Public Utilities Code section 130521, an encroachment permit or other agreement or approval to authorize construction and operation of the Project within any Metro L Line (Gold) right-of-way.

City of Los Angeles

5. Approvals determined necessary by the City for the Project, could include, but not necessarily be limited to, the following:
    a. Pursuant to Charter section 390 and Los Angeles Administrative Code section 13.4, to the extent applicable, to be processed by the Department of Public Works, Bureau of Engineering and the Department of Transportation, a franchise agreement to operate "upon, over, under, or along any street, highway or other place in the City of Los Angeles."
    b. Pursuant to Los Angeles Administrative Code section 22.109, to the extent applicable, approval of the design from the Cultural Affairs Commission for the Project components located within the public right-of-way.

c. Approvals, to the extent applicable, to be processed by the Department of City Planning, could include, but not necessarily be limited to, the following:

   i. Pursuant to LAMC section 11.5.7, the creation of a Specific Plan to provide for consistent application of Project design standards, limitations, and operational measures.

   ii. Pursuant to LAMC sections 13.11 and 12.32.S, a "SN" Sign District for a comprehensive set of sign regulations on the Project site to permit signage consistent with applicable City requirements.

   iii. Pursuant to LAMC section 12.24.M, a Plan Approval under the existing 1960 Dodger Stadium Conditional Use Permit ("CUP") to allow Stadium Tower and Dodger Stadium Station. CUP Condition 4 provides for collaboration "in devising mass transportation service to the Stadium site which will be sufficiently efficient to encourage patronage thereof and thus reduce the number of private automobiles driven to the Stadium events."

   iv. Relief from the River Implementation Overlay District, to allow for Alameda Station, Alameda Tower, and Alpine Tower.

   v. Relief from the Cornfield Arroyo Seco Specific Plan to allow for Chinatown/State Park Station.

d. Pursuant to Government Code sections 65864 through 65869.5, a Development Agreement between the Project Sponsor and the City of Los Angeles for 20 years.

Other discretionary and ministerial permits, approvals, consultations, and coordination will or may be required, including, but not limited to, temporary street closure permits, demolition permits, grading permits, excavation permits, archaeological permits, encroachment permits, building permits, dewatering permits, stormwater permits, noise variances, work hour variances, haul routes, sign permits, any operational agreements, consultation with the State Historic Preservation Officer and other agencies, and any applicable permits or clearances related to water and/or energy infrastructure or emergency access.

1.9 PROJECT COST AND FUNDING

Section 4.0, Costs and Financing, of the Final EIR, provides detail as to the capital, operating, and maintenance costs and planned sources of funding for the proposed Project.

Capital cost estimates for the proposed Project are based on conceptual engineering drawings. Further technical refinements to the proposed Project and the potential selection of alternative designs during the approval process may impact capital costs. The capital costs are estimated at $385 - 500 million. Construction of the proposed Project assumes prevailing wages pursuant to a Project Labor Agreement.

Based upon the proposed service levels, the proposed Project operations and maintenance costs are projected at approximately $8 - 10 million per year (inclusive of capital reserve funds). Operation and maintenance costs are proposed to be fully funded out of Project revenues. Operations and maintenance costs assume prevailing wages. These costs are estimated in 2021 dollars.

The primary source of capital funding for the proposed Project would be bond financing serviced by revenue from the proposed Project. The revenue available for bond servicing is net of the costs of operation and maintenance costs represented in the above section. The primary sources of revenue for

the proposed Project are farebox revenues and naming rights sponsorship revenue, after which operating costs are deducted. The bond financing for the proposed Project assumes the independent credit rating of the proposed Project. The proposed Project is not seeking Metro funding. In addition, no other sources of public funding have been sought or committed to the proposed Project.

1.10 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Based on the analysis contained in Section 3.0, Environmental Setting, Impacts, and Mitigation, of the Draft EIR, the proposed Project would result in significant and unavoidable impacts with regard to:

Noise and Vibration:

- **Construction Noise** – Project-level and cumulative noise impacts to noise-sensitive receptors from on-site construction activities.
- **Construction Vibration** – Project-level and cumulative human annoyance vibration impacts to adjacent sensitive receptors.

The proposed Project would not result in any significant and unavoidable operational impacts. Detailed analysis is provided in Section 3.0, Environmental Impact Analysis, of the Draft EIR.

1.11 ALTERNATIVES TO REDUCE SIGNIFICANT IMPACTS

CEQA Guidelines Section 15126.6(a) requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The CEQA Guidelines emphasize that the selection of project alternatives should be based primarily on the ability to reduce significant impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly." The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed. Based on an analysis of these alternatives, an environmentally superior alternative is identified. Refer to Section 4.0, Alternatives, of the Draft EIR, for discussion of alternatives to the proposed Project.

No Project Alternative

In accordance with the CEQA Guidelines, the No Project Alternative assumes that no new development would occur within the Project site. CEQA Guidelines Section 15126.6(e)(3)(B) states that, "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of this analysis, the No Project Alternative assumes that the proposed Project would not occur within the Project site. This would result in no ART connections between the neighborhoods noted above. Additionally, VMT and vehicle congestion would not be reduced, and the associated reduction in GHG emissions and air quality improvements would not take place. The existing uses on the Project site would continue as under existing conditions.

Spring Street Alignment Alternative

Similar to the Project, the Spring Street Alignment Alternative would provide an ART option for visitors to Dodger Stadium, while also providing access between Dodger Stadium, the surrounding communities, and

the regional transit system accessible at LAUS. The Spring Street Alignment Alternative would include three stations, a non-passenger junction, and four cable-supporting towers at various locations along the alignment. The Spring Street Alignment Alternative would include the following components in common with the proposed Project: Alameda Station, Alameda Tower, Alpine Tower, Stadium Tower, and Dodger Stadium Station. In addition to these components, the Spring Street Alignment Alternative would also include the following components that would be unique to this alternative: Spring Street Junction, State Historic Park Station, and Bishops Tower.

The Spring Street Alignment Alternative would commence adjacent to LAUS and El Pueblo de Los Angeles (El Pueblo) and extend approximately 1.3 miles to its termination at Dodger Stadium. The Spring Street Alignment Alternative would begin near El Pueblo and LAUS on Alameda Street at the proposed Alameda Station, which would remain the same as the proposed Project. From the Alameda Station, the Spring Street Alignment Alternative would follow the same alignment as the proposed Project, remaining primarily above the public right-of-way (ROW). The Spring Street Alignment Alternative would continue north along Alameda Street and cross Alpine Street, where the proposed Alpine Tower would be constructed, and would follow the public ROW and continue over the elevated Metro L Line (Gold). The alignment would continue beyond College Street to the southernmost point of Los Angeles State Historic Park, where the proposed Spring Street Junction would be constructed. From the Spring Street Junction, the proposed alignment would continue to the proposed State Historic Park Station within the Los Angeles State Historic Park. At this location, the Spring Street Alignment Alternative would turn northwest over the Los Angeles State Historic Park and the Metro L Line (Gold) to Bishops Tower. From Bishops Tower, the Spring Street Alignment Alternative would cross over SR-110 to the proposed Stadium Tower. The northern terminus of the system would be the same as the proposed Project, being located in a parking lot at the Dodger Stadium property, where the proposed Dodger Stadium Station would be constructed.

Transportation Systems Management Alternative

The Transportation Systems Management (TSM) Alternative would enhance the existing Union Station Dodger Stadium Express (DSE) service to determine if the DSE could increase capacity. In order to meet service frequencies similar to the proposed Project, a minimum of 6 buses loading simultaneously would be required, which cannot be physically accommodated in the existing location for the Union Station DSE, and an off-site loading facility would need to be developed to accommodate the new level of bus activity. Furthermore, the existing DSE service operates up to 8 buses per hour, while the TSM Alternative would require 77 buses per hour.

In addition to a new off-site loading facility, operational changes would be required on surrounding streets to accommodate the increased congestion from the TSM Alternative. Additional loading facilities would also be required at Dodger Stadium, including dedicated bus only lanes, to accommodate the increased level of DSE service.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the “no project” alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. Selection of an

environmentally superior alternative is based on a comparison of the alternatives to determine which among the alternatives would reduce or eliminate the impacts associated with the Project to the greatest degree. The comparative impacts of the Project and the Project Alternatives are summarized in Table 4-3, Alternative Impact Comparison, which is located in Section 4.0, Alternatives, of the Draft EIR.

Of the alternatives analyzed in the Draft EIR, the No Project Alternative would be considered environmentally superior because it would not involve new development and assumes on-site uses would continue to operate similar to existing conditions. Although the No Project Alternative would not meet any of the Project Objectives, it would avoid all of the Project's significant impacts, including the Project's significant and unavoidable construction noise and vibration impacts. Conversely, the No Project Alternative would not result in ART connections between the neighborhoods noted above. Additionally, VMT and vehicle congestion would not be reduced, and the associated reduction in GHG emissions and air quality improvements would not take place.

However, the CEQA Guidelines require that the Draft EIR identify an environmentally superior alternative other than the No Project Alternative. Because the TSM Alternative would also avoid the Project's significant and unavoidable impact with respect to construction noise and vibration without the need for mitigation, and would reduce the range of impacts to the greatest extent listed in Table 4-3, it is deemed the Environmentally Superior Alternative. However, the TSM Alternative would not meet the majority of the Project's Objectives in full or in part. Conversely, the Spring Street Alignment Alternative would meet all of the Project Objectives.

1.12 DESIGN AND USE OPTIONS

Refer to Section 6.0, Design and Use Options, of the Draft EIR, for discussion of design and use options.

Design Option A

Design Option A would include a shift in the overall Project alignment between the Broadway Junction and Dodger Stadium Station to avoid aerial rights requirements over 451 E. Savoy Street. Under Design Option A, the Project alignment would shift to be further west from 451 E. Savoy Street, which would result in the alignment crossing over a small portion of Cathedral High School. This Design Option includes changes to the Project components of Broadway Junction, Stadium Tower, and Dodger Stadium Station. The Broadway Junction under Design Option A would have similar dimensions but would shift approximately 4 degrees to avoid aerial rights over 451 E. Savoy Street. The location of Stadium Tower would shift 115 feet to the west/northwest. Dodger Stadium Station would also shift further south to accommodate the shift in the Project alignment.

Design Option A would require six additional piles, as well as an additional 1,090 cubic yards (CY) of excavation and 463 additional CY of materials to be exported at Stadium Tower. Design Option A at Dodger Stadium Station would add eight piles, and an additional 27,492 CY of excavation and materials to be exported. The shift at Dodger Stadium Station would also result in the realignment of the Dodger Stadium perimeter roadway, which would require utility relocations. A total of six to eight weeks of additional time for utility relocation and an additional four weeks for construction of the Stadium Tower would be needed. Four additional weeks of construction activities for the Dodger Stadium Station would also be required to complete Design Option A.

Design Option B

In response to stakeholder feedback, who asked the Project Sponsor to assess the potential to reduce the number of towers along Alameda Street from two to one, Design Option B would include a 50-foot overall height increase at the Alameda Tower, and the removal of Alpine Tower. Design Option B would also require additional private aerial rights requirements due to the increased bend on the Alameda Tower that would result in gondola cables and cabins in closer proximity to private property. Design Option B would also require an additional 30 drilled piles and an increased pile cap thickness from five feet to eight feet, as well as an additional 1,260 CY of excavation and materials to be exported. A total of eight additional weeks of construction for the Alameda Tower would be required to complete Design Option B.

Design Option C

In response to stakeholder feedback, who asked the Project Sponsor to consider a taller Chinatown/State Park Station to increase the height of cabins entering and exiting the station along Spring Street, Design Option C would include a 35-foot overall height increase at the Chinatown/State Park Station. Design Option C would require drilled piles that are 100 feet deep, and an increase in pile cap thickness from six feet to eight feet. The maximum depth of excavation would increase by two feet and would result in an additional 717 CY increase in the amount of excavation and a 1,396 CY increase in the amount of materials to be exported. A total of eight additional weeks of construction for the Chinatown/State Park Station would be required to complete Design Option C.

Use Option D

In response to stakeholder feedback, Use Option D would substitute a non-passenger junction for the proposed Chinatown/State Park Station. As the station would be substituted for a junction, features that would be applicable to passengers would not be included in this Use Option, such as a passenger mezzanine and vertical circulation elements. This Design and Use Option would have the same location, height, width, length, and architectural finish as the proposed Project. No other project changes are proposed under this Use Option, and all other construction and operational features would be the same, or similar to, the proposed Project.

Design and Use Option E

Design and Use Option E would include an ADA-accessible pedestrian bridge that would gently slope from the central portion of the Los Angeles State Historic Park, over the Metro L Line (Gold), and up to North Broadway. The entrance to the pedestrian bridge would be located on the south side of Broadway, east of the intersection of North Broadway and Bishops Road, and would provide pedestrian access to neighborhoods and land uses north of Broadway. The Los Angeles State Historic Park General Plan and Final EIR[3], developed by the State Park and Recreation Commission, analyzed a potential bridge at this location. The potential bridge could provide much-needed access to the Park for neighborhoods at the Park's northern boundary. Subsequent to the Los Angeles State Historic Park General Plan and Final EIR, the Department of Parks and Recreation conducted the "Bike and Pedestrian Bridge Study," a feasibility study of various bridge design alternatives and locations to explore and evaluate the feasibility of providing safe pedestrian and bike access from the Chinatown and Solano Canyon Communities into the

[3] California State Department of Parks and Recreation, Los Angeles State Historic Park General Plan and Final Environmental Impact Report, June 2005.

Los Angeles State Historic Park ("Bridge Feasibility Study").[4] The Bridge Feasibility Study, released on January 15, 2020, sought to articulate the issues and benefits of each location to identify preferred bridge design concepts.

Design and Use Option E would require a total of 40 drill piles, which would result in approximately 700 CY of excavation and 400 CY of material to be exported. A total of approximately 60 weeks of construction would be required to complete Design and Use Option E, which could occur concurrently with construction of the proposed Project.

1.13 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1-2 provides a summary of the environmental impacts of the proposed Project. The proposed Project would result in significant and unavoidable impacts related to Noise and Vibration.

Project Design Features (PDFs), while not necessary for the impact significance determination, are included in Table 1-2 because they are inherent in the design of the proposed Project. Best Management Practices, or other measures required by law and/or permit approvals, are also requirements of the proposed Project. Additionally, Mitigation Measures have been identified and are additional actions designed to avoid, minimize, or compensate for significant environmental impacts and are required where significant impacts have been identified. Where applicable, Mitigation Measures are described in Table 1-2.

Table 1-2 identifies any revisions made to PDFs and Mitigation Measures to provide more detail or clarity to the Draft EIR. These revisions were either initiated by the lead agency or made to address comments received during the public review period. New content is shown in underline and removed content is shown in ~~strikethrough~~. None of these corrections or additions constitute significant new information that would necessitate a recirculation of the Draft EIR.

[4] California State Department of Parks and Recreation, Los Angeles State Historic Park Bike and Pedestrian Bridge Study, Feasibility Study, 2019.

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Table 1-2: Summary of Environmental Impacts

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
AESTHETICS			
AES-1: *Would the Project have a substantial adverse effect on a scenic vista?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
AES-2: *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*	**Construction:** No Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** No Impact. **Operations:** No Impact.
AES-3: *In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
AES-4: *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. **AES-PDF-A: Project Lighting.** The Project would also include the following Project Design Features related to lighting: • Building Lighting will not exceed 60 watts. • Building Lighting outdoor luminaires will not exceed 6200 initial lumens. • Sign Lighting luminance will not exceed 10,000 candelas per m2 (cd/m2) during the	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		day from after sunrise until 45 minutes prior to sunset. Sign Lighting will not exceed 300 cd/m2 at night from sunset until 45 minutes prior to sunrise. • Sign Lighting luminance shall transition smoothly from daytime luminance to nighttime luminance and vice versa. • Illuminated signs that have the potential to exceed 300 cd/m2 will include an electronic control mechanism to reduce sign luminance to 300 cd/m2 at any time when ambient sunlight is less than 100 footcandles (fc).	
AGRICULTURE AND FORESTRY RESOURCES			
AFR-1: *Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*	No Impact.	No mitigation measures required.	No Impact.
AFR-2: *Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
AFR-3: *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4256), or timberland zoned Timberland Production*	No Impact.	No mitigation measures required.	No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
(as defined by Government Code section 51104(g))?			
AFR-4: *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*	No Impact.	No mitigation measures required.	No Impact.
AFR-5: *Would the Project involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*	No Impact.	No mitigation measures required.	No Impact.
AIR QUALITY			
AIR-1: *Would the project conflict with or obstruct implementation of the applicable air quality plan?*	Less Than Significant Impact.	No mitigation measures required. **AIR-PDF-A:** All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, the Tier 4 emission standards for nonroad diesel engines promulgated by the USEPA.	Less Than Significant Impact.
AIR-2: *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*	Less Than Significant Impact.	No mitigation measures required. Refer to **AIR-PDF-A** as defined in **AIR-1**.	Less Than Significant Impact.
AIR-3: *Would the project expose sensitive receptors to substantial pollutant concentrations?*	Less Than Significant Impact.	No mitigation measures required. Refer to **AIR-PDF-A** as defined in **AIR-1**.	Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
AIR-4: *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*	Less Than Significant Impact.	No mitigation measures required. Refer to **AIR-PDF-A** as defined in **AIR-1**.	Less Than Significant Impact.
BIOLOGICAL RESOURCES			
BIO-1: *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	**MM-BIO-A:** *Avoid and minimize project related impacts to special-status and/or roosting bat species*. During the maternity season (April 15 through August 31) prior to construction, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts within 100 feet of the Alameda Station and Dodger Stadium Station footprints and SR-110 overpass over Stadium Way (near Stadium Tower), because these locations provide potentially suitable habitat. A visual inspection and/or one-night emergence survey of trees to be removed near the Alameda Station and Dodger Stadium Station and of the overpass shall be completed using acoustic recognition technology to determine if any maternity roosts are present. To avoid any impacts on roosting bats resulting from construction activities for Stadium Tower, the following shall be implemented: <u>At the SR-110 Overpass</u> Should an active maternity roost be found at the SR-110 overpass, a determination (in coordination with a qualified bat biologist) shall be made whether indirect effects of construction-related activities (i.e., noise and	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		vibration) could substantially disturb roosting bats, and if exclusionary devices should be used to remove bats. This determination shall be based on baseline noise/vibration levels, anticipated noise levels associated with construction of the Stadium Tower, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a maternity-roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. To avoid any impacts on roosting bats resulting from construction activities at Alameda Station and Dodger Stadium Station, the following shall be implemented: <u>Trees</u> All trees to be removed as part of the Project at the Alameda Station, Stadium Tower, and Dodger Stadium Station sites should be evaluated for their potential to support bat roosts. In particular, any palm and eucalyptus trees that bats are known to use should be evaluated by a qualified biologist by conducting a one-night emergence survey during acceptable weather conditions; or if conditions permit, physically examine the trees for presence or absence of bats (such as with lift equipment) before the start of construction/tree removal. Palm trees are	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		present at the Alameda Station site along Alameda Street and eucalyptus trees are present at the Dodger Stadium Station site. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist. • If roosting bats are determined present during the maternity season (April 15 through August 31), the tree shall be avoided until after the maternity season when the young are self-sufficient. If roosting bats are determined present during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. • Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree trimming process that occurs over 2 consecutive days. ○ Day 1, Step 1: Under the supervision of a qualified bat biologist, tree branches and limbs with no cavities shall be removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately or, after emergence, will avoid returning to the roost. ○ Day 2, Step 2: Removal of the remainder of the tree under the supervision of a qualified bat biologist may occur on the following day. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost would be removed on Day 2. • Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of the tree on that same day. For palm trees that can support western yellow bat (a special-status bat species documented in the BSA with the potential to occur in the Project area), the two-step tree process shall be used over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal. • The results of bat surveys, evaluations, and monitoring efforts that are undertaken shall be documented in a report by the qualified biologist at the conclusion of all bat-related activities. **MM-BIO-B:** *Avoid and minimize project related impacts to nesting birds.* To avoid impacts to nesting birds protected under the MBTA and CFGC resulting from construction activities that may occur during the nesting season, the following mitigation measure shall be implemented: • Construction activities, including the clearance of trees potentially suitable for	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		nesting birds, shall occur outside of the nesting season (generally February 1 through September 30). If construction activities must occur within this time period, the following measures shall be employed: o A pre-construction nesting survey shall be conducted by a qualified biologist within 3 days (72 hours) prior to the start of construction activities to determine whether active nests are present within 500 feet of the construction zone. All nests found shall be recorded. o A minimum 300-foot no-work buffer shall be established around any active passerine bird nest. A minimum 500-foot no-work buffer shall be established around any active raptor nest. The qualified biologist shall monitor the nest on a weekly basis, and construction activities within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor shall be postponed until the biologist determines that the nest is no longer active. However, the standard 300 to 500 foot no-disturbance buffer distance may be adjusted (including increases or reductions to the buffer) by a qualified biologist on a case-by-case basis taking	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		into consideration the location, type, duration and timing, and severity of work, distance of nest from work area, surrounding vegetation and line-of-sight between the nest and work areas (also taking into account existing ambient conditions from human activity within the line of sight), the influence of other environmental factors, and species' site specific level of habituation to the disturbance. If the qualified biologist determines nesting activities may fail as a result of work activities, the biologist shall immediately inform the construction manager, and all Project work shall cease (except access along established roadways) within the recommended no-disturbance buffer until the biologist determines the adults and young are no longer reliant on the nest site. ○ Buffers will be delineated on-site with bright flagging, for easy identification by project staff. The on-site construction supervisor and operator staff will be notified of the nest and the buffer limits and instructed of the sensitivity of the area to ensure the buffer is maintained. ○ A summary of preconstruction surveys and methodologies employed,	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		monitoring efforts, and any no-disturbance buffers that were installed shall be documented in a report by the qualified biologist at the conclusion of each nesting season. **BIO-PDF-D.** The proposed Project shall avoid using any rodenticides and second generation anticoagulant rodenticides during Project activities. Any agreement between the proposed Project and a pest control service provider would include restrictions on the use of rodenticides and second generation anticoagulant rodenticides. **BIO-PDF-G.** Tree removal for the proposed Project would occur outside of the bird nesting season (generally February 1 through September 30) and bat maternity roosting season (generally April 15 through August 31).	
BIO-2: *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*	No Impact.	No mitigation measures required.	No Impact.
BIO-3: *Would the Project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling,*	No Impact.	No mitigation measures required.	No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
hydrological interruption, or other means?			
BIO-4: *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-BIO-A** and **MM-BIO-B** as defined in **BIO-1.** **BIO-PDF-B. Avian Collision Mitigation, Monitoring, and Adaptive Management Plan.** The Project Sponsor, in coordination with and subject to the approval of CDFW, shall develop an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan to address the potential for bird collisions. The Plan shall include the following components: • (1) Monitoring for first 5 years of Project operation: All Project operations and maintenance personnel, including subcontractors, shall undergo training on how to identify and report avian and bat injuries or mortalities detected in the Project area during routine maintenance activities. • (2) An adaptive management table will be developed, outlining measures to implement upon detection of incidents associated with common species and special status species. • (3) Annual reporting criteria and requirements. **BIO-PDF-C. Cabin Window Features.** The cabin windows shall be designed with non-transparent (tinted) and/or partially covered with a vinyl window film to be made visible to	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		birds in flight. Reflective surfaces would be reduced as much as possible with opaque or translucent surfaces. **BIO-PDF-H.** Any fencing used during and after the proposed Project's construction would be constructed with materials that are not harmful to wildlife. Prohibited materials should include, but are not limited to, spikes, glass, razor, or barbed wire. Where chain link fences are used, they would utilize scrim, green screen or other such coverage to avoid injuring wildlife. Use of chain link fences would be minimal and would not create barriers to wildlife dispersal. All hollow posts and pipes would be capped to prevent wildlife entrapment and mortality. Metal fence stakes used on the proposed Project site would be plugged to avoid this hazard. Fences would not have any slack that may cause wildlife entanglement. In addition, workers will be educated and instructed in best practices to avoid attracting wildlife to the construction site, including requiring lids on all trash cans and permitting eating in designated areas or offsite, with daily cleanup of such areas. All workers will be educated on reporting protocols for the appropriate authorities in the event wildlife is encountered on the construction site.	

BIO-5: *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*	**Construction:** Less Than Significant Impact. **Operations:** No Impact.	No mitigation measures required. **BIO-PDF-A.** The Project will establish a Tree Protection Zone to protect trees during construction to establish and maintain a healthy environment for all retained trees during the course of construction. The Tree Protection Zone will apply to any trees within the construction footprint or any trees where a portion of their drip line overhangs the construction footprint (i.e., the trunk of a tree may be outside of the construction footprint, but the tree's drip line overhangs the construction footprint). The Tree Protection Zone generally encompasses an area within the drip line of the tree plus an additional 5 feet, depending on the species and size of the tree. Any construction activities within the Tree Protection Zone should follow the following guidelines for root protection. For utilities, any required trenching should be routed in such a manner as to minimize root damage. In areas where the grade around the Tree Protection Zone will be lowered, some root cutting may be unavoidable. Cuts should be clean and made at right angles to the roots. When practical, roots will be cut back to a branching lateral root to avoid root damage. **BIO-PDF-E. Tree Disease Management.** Trees scheduled for removal resulting from the Project shall be inspected for contagious tree diseases, including but not limited to: thousand canker fungus (*Geosmithia morbida*), Polyphagous Shot Hole Borer (*Euwallacea spp.),* and goldspotted oak borer (*Agrilus*	**Construction:** Less Than Significant Impact. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		auroguttatus) (TCD 2020; UCANR 2020; UCIPM 2013). To avoid the spread of infectious tree diseases, diseased trees shall not be transported from the Project site without first being treated using the best available management practices relevant for each tree disease observed. Any agreement between the proposed Project and a tree removal contractor would include the provisions for tree disease management. **BIO-PDF-F.** The proposed Project would comply with applicable tree replacement requirements, based on the jurisdiction of the property where each tree is located, including the following replacement ratios for trees: • City of Los Angeles: o "Protected" Trees: 4:1 o Non-protected, but "significant" trees, i.e., where the trunk is > 8 inches at 4.5 feet DBH: 1:1 o "Street trees" in the public ROW: as specified by Urban Forestry Division (typically 2:1) • California Department of Parks and Recreation: At least 1:1 • Caltrans: Large trees, where the trunk is > 8 inches at 4.5 feet DBH: 1:1	
BIO-6: *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community*	No Impact.	No mitigation measures required.	No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
Conservation Plan, or other approved local, regional, or state habitat conservation plan?			
CULTURAL RESOURCES			
CUL-1: *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-VIB-A** and **MM-VIB-B** as defined in **NV-2.** *The Winery* **CUL-PDF-A. Pre-Construction Documentation of The Winery.** Prior to the~~or~~ issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey (HABS) Level III for The Winery, per the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. The report will: 1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation. 2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following: a. The full northern elevation (facing Cesar E. Chavez Avenue) and	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		i. The roofline, foundation, and any door, window, or walkway openings, ii. Detail views showing the typical existing condition of the exterior wall, and iii. Detail views showing any existing damage to the exterior such as cracks or spalling. b. West elevation (facing Olvera Street), and i. The roofline, foundation, and any door, window, or walkway openings, and ii. Detail views showing the typical existing condition of the exterior brick wall, and iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar. c. East elevation (facing Alameda Street) i. The roofline and foundation, and ii. Detail views showing the typical existing condition of the exterior brick wall, and iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar. 3. Include written descriptive data, including detailed notes of its pre-construction	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		condition, index to photographs, and photo key plan. Photographs of existing damage will be keyed to a sketch of the elevation indicating its location. 4. Include copies of historic photographs and other supporting documentation, if available. 5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need to only be distributed to repositories that express interest. a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. b. El Pueblo de Los Angeles Historical Monument Authority - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. c. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		CUL-PDF-B. Post-Construction Documentation of The Winery. Post-Construction: After construction is complete, pictures of The Winery equivalent to CUL-PDF-A will be taken to objectively compare the condition of The Winery before and after construction. In the event that damage to the Winery not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68). *El Grito (The Cry) Mural Project Design Features* **CUL-PDF-C. Pre-Construction Documentation.** Prior to the ~~or~~ issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey (HABS) Level III for the *El Grito* mural, per the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. The report will: 1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history,	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		or historic architecture with demonstrated experience in preparing HABS documentation. 2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following: a. The entirety of the *El Grito* mural from edge to edge, looking straight on b. The left half of the *El Grito* mural looking straight on c. The right half of the *El Grito* mural looking straight on d. Oblique views illustrating the curvature of the wall e. Sequential photographs showing the various panels and subjects in greater detail f. The back and sides of the curved wall on which the *El Grito* mural is located, and g. Detail views showing: i. Typical profile view of the *El Grito* mural (e.g., showing the depth of the tiles on the substrate) ii. Notch shapes at the top two corners (two views, left and right) iii. Curved shape of the sides of the *El Grito* mural (two views, left and right side)	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		iv. Typical grout between tiles in two or more locations v. Bottom edge where the *El Grito* mural meets the plaza floor vi. Any existing damage or deterioration prior to construction 3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo key plan. Photographs of existing damage should be keyed to a sketch of mural indicating its location. 4. Include copies of historic photographs and other supporting documentation, if available. 5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need to be distributed to only repositories that express interest. a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. b. UC Santa Cruz Library - One hard copy and/or digital file (dependent on repository preference) of the	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		descriptive data, index to photographs, photo key plan, and photographs. c. Los Angeles Department of Cultural Affairs (DCA) - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. d. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. e. Mural Conservancy of Los Angeles - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. f. Museo Eduardo Carillo - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. **CUL-PDF-D. Protection During Adjacent Construction.** Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will ensure that the *El Grito* mural is sufficiently protected from any inadvertent damage caused by construction activities. Following National Park Service guidance for	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		protecting historical resources during nearby construction, the following measures, at a minimum, should be implemented: 1. Vibration monitoring equipment (VIB-A) should be carefully installed so that it does not permanently damage the face of the *El Grito* mural. 2. The *El Grito* mural should be cushioned and buttressed from either side of the wall with padded wood supports. The padding may consist of insulating foam or similar material. 3. A protective barrier or barriers made from plywood should be installed over the front, back, top, and sides of the *El Grito* mural and curved wall to diffuse the force of any potential physical contact. The barrier should include removable panels or a similar feature to ensure the vibration monitors and mural can be visually inspected during construction monitoring (CUL-PDF-C). 4. Plastic tarp or polyethylene sheeting should be secured over the wood barriers to protect against the accumulation of dust or contact with materials such as uncured concrete or other liquids that could damage or mark the surface of the *El Grito* mural. All of the protective measures described above should be installed and secured in such a way that does not damage the	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		El Grito mural or the wall on which it is located. The barrier will not be physically attached to the *El Grito* mural or wall with screws, nails, or other fasteners. **CUL-PDF-E. Construction Monitoring Plan (Built Resources).** Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare a Construction Monitoring Plan in coordination with the DCA. The Construction Monitoring Plan will identify specific project milestones at which a qualified professional meeting the Secretary of the Interior's Standards for architectural history or historic architecture will be notified by the Project Sponsor or Project Sponsor's contractor to visit the site and observe and document the *El Grito* mural's condition. Details will be recorded in construction monitoring memorandums submitted to DCA. These milestones will include, at a minimum: 1. Pre-Construction: Before protection measures are installed (CUL-PDF-D), to confirm the baseline condition of the *El Grito* mural is still consistent with the information presented in the HABS-like documentation (CUL-PDF-C). 2. Pre-Construction: Once protection measures (CUL-PDF-D) are installed, to ensure they are sufficient, and their installation has not damaged the *El Grito* mural.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		3. Construction: After each phase of active construction 4. Post-Construction: After construction is complete and protective measures have been removed. At this stage, pictures of the *El Grito* mural equivalent to CUL-PDF-C will be taken to objectively compare the condition of the *El Grito* mural before and after construction. The Construction Monitor will also be included on notifications from the real-time vibration monitoring equipment (VIB-A). In the event that damage to the *El Grito* mural not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the Project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties 36 CFR Part 68.	
CUL-2: *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*	**Construction:** Significant Impact. **Operations:** No Impact.	**MM-CUL-A: Cultural Resources Monitoring and Mitigation Plan.** A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be prepared for the Project by a qualified archaeologist meeting the Secretary of Interior Standards for Archaeology (36 CFR § 61) prior to construction. Where specific Project components, such as the Chinatown/State Park	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		Station, have requirements specific to that component, the CRMMP will lay out regulatory requirements (such as PRC 5024) which will be adhered to. This includes SHPO consultation and following practices that seek to avoid and preserve state-owned historical resources, when prudent and feasible. The same would be for any specific requirement from El Pueblo de Los Angeles specific to the work at the Alameda ~~s~~Station. The General Plan acknowledges the Park has archaeological sensitivities and, as such, recommends continued study of existing and potential resources as well as the need to constantly update and expand the knowledge of historic activities at the Park. As for the cultural resources associated with the Park, the General Plan states that the Park should "[i]dentify, document, evaluate, and interpret cultural resources at the Park," and "[p]rotect, stabilize, and preserve significant cultural resources within the Park." Specifically, the CRMMP shall be applicable to all ground disturbance activities extending into native soil within known archaeological sites and other areas of high sensitivity. Excavations within a specified radius of known archaeological sites shall be monitored up to a depth at which the qualified archaeologist determines the base of the archaeological deposit has been reached. The qualified archaeologist shall supervise the archaeological monitor. Monitoring is expected to be required	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		to the maximum depth of planned excavations at the Alameda Station and up to approximately 15 feet in depth at the Alameda Tower and the Chinatown/State Park Station. Work will also be monitored by Native American monitors in accordance with Mitigation Measure TCR-A. However, if in the course of excavations the qualified archaeologist determines that the site is disturbed or the sensitivity for significant archaeological resources is low because no resources have been encountered, then monitoring may be reduced or suspended. The monitoring plan shall define pre-construction coordination, construction monitoring for the excavations based on activities and depth of disturbance planned for each Project component (including ground disturbing activities in native soil within known archaeological sites), unanticipated discovery protocols, data recovery (including halting or diverting construction so that archaeological resources can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement (including a curation plan), and reporting. The Project Sponsor shall coordinate with the archaeologist and Metro to develop an appropriate treatment plan for the resources in accordance with California Public Resources Code (PRC) Section 21083.2(i) if they are determined by Metro to be potentially eligible for the CRHR or potentially qualify as unique archaeological resources pursuant to CEQA.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		Preservation in place is the preferred method of treatment, but if preservation in place is not feasible, t~~T~~reatment may include implementation of archaeological data recovery excavations to remove the resource ~~or preservation in place~~. Key staff shall be identified, and the process of notification and consultation (where entities specific to each station would be identified) shall be specified within the CRMMP as well as protocols for reporting. If the discovery proves significant under CEQA and data recovery is the selected means of treatment, the archaeologist shall also be required to curate specimens in a repository with permanent retrievable storage and submit a written report to the lead agency within a year of completion of the fieldwork. Once complete, the final report shall be filed with the SCCIC. For Resource 19-004200 and the granite paving (within the Area of Direct Impact of the Project) at Site 19-003120, the CRMMP shall describe the required documentation and treatment of the resources during excavation and potential removal. **MM-CUL-B: Archaeological Resources Worker Training Program.** To mitigate unknown historical resources within the Area of Direct Impacts and mitigate potential impacts to them, a qualified archaeologist shall be hired by the Project Sponsor to develop and conduct a	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		worker training program for the Project with input from El Pueblo (as it pertains to the Alameda Station) and Los Angeles State Historic Park staff (as it pertains to the Chinatown/State Park Station) prior to the start of ground disturbing activities. The training shall be prepared by an archaeologist who meets the Secretary of the Interior's Standards for Archaeology and will be adjusted to the specific details at the two parks. The training shall provide information to construction workers about the known locations of archaeological resources and potential areas that may be sensitive for archaeological resources associated with the Project. Participation in the training by Los Angeles State Historic Park and El Pueblo staff, will be encouraged. In the event construction crews are phased or rotated, additional training shall be conducted for the new construction workers conducting ground-disturbing activities. The qualified archaeologist shall retain documentation demonstrating that the appropriate construction workers attended the worker training program. An appropriate presentation shall be prepared by a qualified archaeologist which shall describe and illustrate resources likely to be encountered by Project excavation and outline the protocol to be followed in the event of a find. If any archaeological resources are encountered during ground-disturbing activities, work shall be temporarily halted in the vicinity of the find	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		and the Construction Contractor shall contact the qualified archaeologist to examine and evaluate the resource in accordance with the provisions of CEQA as outlined by the CRMMP. **MM-CUL-C: Archaeological Testing Plan for 19-000887 and 19-004320 (Alameda Station).** To mitigate impacts to Resources 19-000887 and 19-004320, both of which include portions of the Zanja, an NRHP-eligible archaeological site, and where avoidance is not feasible, an archaeological testing plan and data recovery plan for the Area of Direct Impacts, which is located north of the Placita de Dolores, shall be prepared prior to ground disturbing activities and implemented after the paving is removed. Although the proposed Project is designed to not impact the portion of the Zanja Madre within 19-000887, there is the potential to encounter either previously unrecorded portions of the Zanja or artifact refuse from the overall site. Therefore, a testing plan shall be prepared for the portions of the sites that will be impacted outside of the known Zanja location. Within the Project Area of Direct Impacts, resource 19-000887 overlaps unevaluated resource 19-004320, which will, therefore, also be included in the testing plan. The testing plan shall be prepared in consultation with El Pueblo de Los Angeles Historical Monument Authority specific to these resources at the Alameda Station.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts and contain maps showing the overlap of the sites with the project Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria thresholds that would require data recovery. The testing plan shall be implemented once the paving has been removed and far enough in advance of construction for there to be sufficient time to carry out the plan and to prepare a plan for and conduct a data recovery program if needed. If significant archaeological remains are encountered that appear to contribute to the significance of the overall site during the test excavations and avoidance/preservation in place is not feasible, data recovery excavations will be required, and a data recovery plan shall be prepared and implemented. The data recovery plan shall detail the treatment of the surviving archaeological remains, if testing identifies any. The data recovery plan will specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described. **MM-CUL-D: Archaeological Testing Plan for LAUS Forecourt.** To mitigate impacts to Resource 19-001575, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria threshold that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and avoidance/preservation in place is not feasible, data recovery excavations will be required, and the data recovery plan shall be implemented. The data recovery plan shall specify a statistically significant sample of	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described. **MM-CUL-E: Archaeological Testing Plan for Los Angeles State Historic Park.** To mitigate unavoidable impacts to Resource 19-003120, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall be prepared in consultation with California State Parks and SHPO (per PRC 5024.5). The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project; and will specifically be used to confirm and define potential foundations for the Southern Pacific Railroad office/freight house that are shown in Sanborn fire insurance maps to overlap the Area of Direct Impacts for the station. The plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		sizes, and the criteria thresholds that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and avoidance/preservation-in-place is not possible, data recovery excavations will be required, and the data recovery plan shall be implemented. The plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described. **MM-CUL-F: Redesign of Placement of Park Amenity Structures to Avoid Archaeological Features at Los Angeles State Historic Park Station.** After implementation of CUL-E, if it is found that the Los Angeles State Historic Park amenities (e.g., concessions and restroom) at the Los Angeles State Historic Park have the potential to impact any significant features found during the testing phase of CUL-E, the location of the Los Angeles State Historic Park amenity structures will be reconfigured to avoid and/or diminish impacts to those features as feasible.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
CUL-3: *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*	**Construction:** Significant Impact. **Operations:** No Impact.	Refer to **MM-CUL-D ~~and MM-CUL-F~~** as defined in **CUL-2**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.
ENERGY			
ENE-1: *Would the project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*	<u>Electricity</u> **Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact. <u>Fuel</u> **Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact. <u>Natural Gas</u> **Construction:** Less Than Significant Impact. **Operations:** No Impact.	No mitigation measures required.	<u>Electricity</u> **Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact. <u>Fuel</u> **Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact. <u>Natural Gas</u> **Construction:** Less Than Significant Impact. **Operations:** No Impact.
ENE-2: *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
GEOLOGY AND SOILS			
GEO-1: *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: rupture of a*	**Construction:** Significant Impact.	**MM-GEO-A**: **Prepare a Site-Specific Final Geotechnical Report.** The Project Sponsor shall engage a California-registered geotechnical engineer to prepare and submit a site-specific	**Construction:** Less Than Significant Impact with Mitigation.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?	**Operations:** Less Than Significant Impact.	final geotechnical investigation and report to the City of Los Angeles for review, consistent with the requirements of the CBC, applicable Los Angeles amendments, and California Geological Survey Special Publication 117 (as amended). A site-specific geotechnical exploration program, along with associated laboratory testing, is necessary to complete a design-level evaluation of the geologic hazards and conditions, seismic hazards, grading conditions, and foundation capacities. The site-specific final geotechnical report shall provide a description of the geological and geotechnical conditions at the site; the findings, conclusions, and mitigation recommendations for potential geologic and seismic hazards; and design-level geotechnical recommendations in support of grading and foundation design. Additionally, the geotechnical report shall include recommended measures to reduce potential impacts related to landslides, subsidence, liquefaction, differential settlement, expansive soils, soil corrosivity, or other potential ground failures induced by the proposed Project. The submittal and approval of the final geotechnical report shall be a condition of the grading and construction permits issued by the City of Los Angeles Department of Building and Safety. The Project Sponsor shall implement the recommendations contained in the approved report during project design and construction.	**Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
GEO-2: *Would the Project result in substantial soil erosion or the loss of topsoil?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
GEO-3: *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-GEO-A** as defined in **GEO-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
GEO-4: *Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the current CBC, creating substantial direct or indirect risks to life or property?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-GEO-A** as defined in **GEO-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
GEO-5: *Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*	**Construction:** No Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** No Impact. **Operations:** No Impact.
GEO-6: *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*	**Construction:** Significant Impact. **Operations:** No Impact.	**MM-GEO-B: Prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP***).* A PRMMP shall be developed by a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The plan shall apply to paleontologically sensitive deposits, including older Quaternary alluvium and Puente	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		formation deposits, that may be impacted by the proposed Project, as determined by a qualified paleontologist in consultation with the construction team and guided by geotechnical coring. The qualified paleontologist shall supervise the paleontological monitor, who shall be present during construction excavations into older Quaternary alluvial deposits and Miocene Puente formation deposits. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains, and where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist, and shall be based on the rate of ground-disturbing activities, the material being excavated, and the depth of excavation; and if found, the abundance and type of paleontological materials. If any paleontological materials are found, the paleontological monitor shall temporarily divert or redirect ground-disturbing activities in the area of the exposed fossil to facilitate evaluation, and if necessary, salvage. The paleontologist shall assess the discovered material(s) and provide a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Project Sponsor shall comply with the recommendations of the evaluating paleontologist, and ground-	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		disturbing activities may resume once the paleontologist's recommendations have been implemented to the paleontologist's satisfaction. If paleontological materials are found, the paleontologist shall prepare a report identifying the resource and the recommendations proposed and implemented, within 1 year of completion of the fieldwork. A copy of the report shall be submitted to the Los Angeles County Natural History Museum.	
GREENHOUSE GAS EMISSIONS			
GHG-1: *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. **GHG-PDF-A: Green Power**. Electrical power for the operation of the proposed Project's aerial gondola system and associated stations, junction, and towers would come from renewable resources. The proposed Project shall achieve this through applying to LADWP's Green Power Program or other available LADWP (or equivalent) programs that provide renewable electricity.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
GHG-2: *Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*	**Construction:** Significant Impact.	**MM-HAZ-A:** *Prepare a Soil and Groundwater Management Plan*. The Project Sponsor shall retain a qualified environmental consultant to prepare a Soil and Groundwater Management Plan prior to any re-grading, decommissioning,	**Construction:** Less Than Significant Impact with Mitigation.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
	Operations: Less Than Significant Impact.	or construction activities. The Soil and Groundwater Management Plan would be prepared and implemented to specify methods for handling and disposal in the event contaminated groundwater, contaminated soil, or structures, are encountered during project construction. The Soil and Groundwater Management Plan shall provide a summary of the environmental conditions at each Project component site, including stations and towers. The Soil and Groundwater Management Plan shall include methods and procedures for sampling and analyzing soils and/or groundwater in order to classify them as either hazardous or non-hazardous, and if identified as hazardous, shall include additional methods and procedures for the proper handling and removal of impacted soils and/or groundwater for off-site disposal and/or recycle. Methods and procedures in the Soil and Groundwater Management Plan shall be in accordance with current federal, state, and local regulations and be protective of workers and the environment. <u>This Soil and Groundwater Management Plan shall be submitted to the LADBS for review prior to commencement of demolition and construction activities and as a condition of the grading, construction, and/or demolition permit(s). Contract specifications shall mandate full compliance with all applicable local, state, and federal regulations (including but not limited to, as applicable, OSHA Safety and</u>	**Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		Health Standards, Cal/OSHA requirements, federal, state and local waste disposal regulations, SCAQMD Rule 1166, as well as any other applicable requirements of the California Department of Toxic Substances, the Los Angeles Regional Water Quality Control Board, and the City of Los Angeles) related to the identification, excavation, transportation, and disposal of hazardous materials, including those encountered in excavated soil and dewatered groundwater. **MM-HAZ-B:** *Hazardous Materials Abatement.* Prior to demolition of the existing building at 1201 North Broadway, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with Cal/OSHA regulations governing asbestos standards and lead paint standards (California Code of Regulations Article 4 Sections 1529, 5208, and 1532), OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction, and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. The contractor would also be required to comply with SCAQMD Rule 1403, related to asbestos emissions during building demolition activities. Safe work measures would be taken during the hazardous materials abatement, including	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air vacuums and/or disposable wet wipe towels.	
HAZ-2: *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials to the environment?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-HAZ-A** and **MM-HAZ-B** as defined in **HAZ-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
HAZ-3: *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-HAZ-A** and **MM-HAZ-B** as defined in **HAZ-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
HAZ-4: *Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*	**Construction:** Significant Impact. **Operations:** No Impact.	Refer to **MM-HAZ-A** and **MM-HAZ-B** as defined in **HAZ-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.
HAZ-5: *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*	No Impact.	No mitigation measures required.	No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
HAZ-6: *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
HYDROLOGY AND WATER QUALITY			
HWQ-1: *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
HWQ-2: *Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*	**Construction:** Less Than Significant Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** No Impact.
HWQ-3: *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:* *i. result in substantial erosion or siltation on- or off-site;* *ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;* *iii. create or contribute to runoff water which would exceed the capacity of*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or *iv. impede or redirect flood flows?*			
HWQ-4: *Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
HWQ-5: *Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
LAND USE AND PLANNING			
LUP-1: *Would the Project physically divide an established community?*	**Construction:** Less Than Significant Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** No Impact.
LUP-2: *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*	Significant Impact.	**MM-LUP-A: Obtain a Los Angeles State Historic Park General Plan Amendment.** Pursuant to Public Resources Code 5002.2, the proposed Project shall obtain an amendment to the Los Angeles State Historic Park General Plan to allow transit uses within the Los Angeles State Historic Park General Plan.	Less Than Significant Impact with Mitigation.
MINERAL RESOURCES			
MIN-1: *Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*	No Impact.	No mitigation measures required.	No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
MIN-2: *Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*	No Impact.	No mitigation measures required.	No Impact.
NOISE			
NV-1: *Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards or other agencies?*	**Construction**: Significant and Unavoidable. **Operation**: Less Than Significant Impact.	**MM-NOI-A:** *Prepare a Construction Noise Management Plan.* Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Construction Noise Management Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Management Plan shall include the following measures to reduce noise levels: • **Noise Barriers:** Temporary construction noise barriers between the Project construction area and affected receptors shall be installed as identified below. The noise barriers shall be designed to have a sound transmission class (STC) rating of at least 25 and should have the ability to provide a range of noise reduction between 5 dBA and 15 dBA when the construction equipment is located below the elevation level of the noise barrier and there is no line-of-sight between the construction equipment and the noise-sensitive receptors. Specific locations and heights for the temporary noise barriers shall include the following by Project components: • Alameda Station	**Construction**: Significant and Unavoidable. **Operation**: Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		○ For the entire duration of construction, the Project shall provide a 24-foot tall temporary noise barrier between the Project construction site and NSR 3 [Mozaic Apartments]. ○ For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 1A [Union Station] and NSR 1B [First Five LA]. ○ During the Foundations and Columns phase, the Project shall provide a 10-foot temporary noise barrier between the Project construction activities occurring within Alameda Street and NSR 1A [Union Station], NSR 1B [First Five LA], NSR 2 [El Pueblo], and NSR 3 [Mozaic Apartments]. ○ During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 3. – Alameda Tower o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 4 [The California Endowment]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 4. – Alpine Tower o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 6 [Chinatown Senior Lofts] and NSR 7 [Homeboy Industries].	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		○ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 6 and NSR 7. ○ NSR 5 [Future Residential] is currently an undeveloped City-owned parking lot and is proposed for future multi-family residential uses. If NSR 5 is occupied by residential units at the time of Project construction, the following noise barriers shall be provided: ▪ For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 5. ▪ During the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases, the Project shall provide a 24-foot temporary noise barrier	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		between the Project construction site and occupied residential units at NSR 5 [Future Residential]. ▪ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 5. – Chinatown/State Park Station o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 9 [Blossom Plaza], NSR 10 [Future Residential Development], NSR 11 [Capitol Milling], and NSR 14S [Los Angeles State Park]. The noise barrier will include a gate that may be temporarily opened for access during construction hours along	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		Spring Street for construction access. o For the entire duration of construction, the Project shall provide a 10-foot temporary noise barrier between the Chinatown/State Park Station and NSR 8 [College Station] and NSR 12 [Future Residential Development]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 8, NSR 12, and NSR 14S. – Broadway Junction o For the entire duration of construction, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 13 [Future Development], NSR 14N [Los Angeles State Historic Park], and NSR 17 [Low Rise Residential].	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		○ During the Demolition phase and the Foundations and Columns phase, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School]. ○ During the Structural Steel and Gondola Equipment Erection phase and the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] ○ During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 13, NSR 14 N, NSR 16, and NSR 17.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		– Stadium Tower o During the Foundations and Columns phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] and NSR 17 [Low Rise Residential]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between Project construction and NSR 16 and NSR 17. • **Equipment Maintenance:** Construction equipment shall be properly maintained per manufacturers' specifications to prevent noise due to worn or improperly maintained parts and shall be fitted with the best available noise suppression devices (i.e., mufflers, lagging, and/or motor enclosures). All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• **Electrical Sources:** When possible, on-site electrical sources shall be used to power equipment rather than diesel generators. • **Sensitive Uses:** Fixed and/or stationary equipment (e.g., generators, compressors, concrete mixers) shall be located away from noise-sensitive receptors. • **Community Outreach:** The following shall be implemented to reduce impacts to the local community related to disturbances from construction noise: – Noise Disturbance Coordinator: A noise and vibration disturbance coordinator shall be established. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise and vibration disturbance coordinator shall determine the cause of the complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to address the complaint. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event a complaint is received, appropriate corrective	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		actions shall be implemented and a report of the action provided to the reporting party. – Construction Notice: The construction contractor shall provide a construction notice to residents within 500 feet of the construction site for each Project component prior to initiation of construction activities. The construction site notice shall include job site address, anticipated equipment to be used and duration of construction activities, permit number, name and phone number of the job superintendent, construction hours, and the City telephone number where violations can be reported. The notice will also include the phone number of the noise disturbance coordinator. • **Limit Idling Equipment**: Construction equipment shall not idle for longer than 5 minutes, as required by section 2485 of the California Code of Regulations. **NOI-PDF-A: Gondola Cabin Noise Control Features.** The Project's gondola cabins shall include the following features: 1. Gondola cabins shall be designed with an interior-to-exterior noise reduction rating of no less than Sound Transmission Class (STC) 35.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		2. If heating, ventilation, and air conditioning (HVAC) units are included in the gondola cabin design, they shall be designed with a sound power level of no more than 71 dBA.	
NV-2: *Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?*	**Construction**: Significant and Unavoidable. **Operation**: Less Than Significant Impact.	**MM-VIB-A: Vibration Monitoring.** Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Vibration Monitoring Plan. The Plan shall provide for: • Vibration Monitoring Equipment: the placement of vibration monitoring equipment ~~at least~~ approximately 26 feet away from the Avila Adobe (1970s addition), El Grito mural wall, and The Old Winery by a qualified professional for real-time vibration monitoring for construction work at the Alameda Station requiring heavy equipment or ground compaction devices. • Modification of Vibration Equipment: the monitoring devices shall notify the construction crew if vibration levels are within 0.1 PPV, in/sec, of the vibration damage threshold. The construction crew shall modify the construction equipment to ensure that the vibration damage threshold is not exceeded. **MM-VIB-B: Force-Adjustable Ground Compaction Devices.** For construction work occurring at the Alameda Station in proximity to	**Construction**: Significant and Unavoidable. **Operation**: Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		the Avila Adobe (1970s addition), El Grito Mural, and The Old Winery: • At a distance of 26 feet or more from the Avila Adobe (1970s addition), El Grito Mural and The Old Winery, any ground compacting equipment, including vibratory rollers and plate compactors, shall be calibrated onsite prior to use to ensure vibration levels remain below the assumed reference level of 0.21 PPV, in/sec, at 25 feet. If the ground compacting equipment cannot achieve the assumed reference level, equipment with less vibration (less than 0.21 PPV, in/sec, at 25 feet), non-vibrating equipment, or hand tools shall be required for ground compaction activities. • Any ground compaction or excavation/drilling operations within 26 feet of the Avila Adobe (1970s addition), *El Grito* Mural or The Old Winery structures must be completed with non-vibrating equipment or hand tools. Refer to **CUL-PDF-A, CUL-PDF-B, CUL-PDF-C, CUL-PDF-D**, and **CUL-PDF-E** as defined in **CUL-1**	
NV-3: *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or*	No Impact.	No mitigation measures required.	No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
working in the project area to excessive noise levels?			
POPULATION AND HOUSING			
POP-1: *Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
POP-2: *Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
PUBLIC SERVICES			
PS-1: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Fire Protection?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **WFR-PDF-A** as defined in **WFR-1.** Refer to **MM-TRA-B** as defined in **TRA-3.**	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
PS-2: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental*	**Construction:** Significant Impact **Operations:** Less Than Significant Impact.	Refer to **MM-TRA-B** as defined in **TRA-3.**	**Construction:** Less Than Significant Impact with Mitigation.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Police Protection?			**Operations:** Less Than Significant Impact.
PS-3: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?*	**Construction:** Significant Impact **Operations:** Less Than Significant Impact.	Refer to **MM-TRA-B** as described in **TRA-3.**	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
PS-4: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services? Other public facilities?*	**Construction:** Significant Impact **Operations:** Less Than Significant Impact.	Refer to **MM-TRA-B** as described in **TRA-3.**	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
PARKS AND RECREATIONAL FACILITIES			
PR-1: *Would the Project result in an increase in the use of existing neighborhood and regional parks or*	**Construction**: Less Than Significant Impact.	No mitigation measures required.	**Construction**: Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	**Operation**: Less Than Significant Impact.		**Operation**: Less Than Significant Impact.
PR-2: *Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.	No mitigation measures required.	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.
PR-3: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?*	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.	No mitigation measures required.	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.
TRANSPORTATION			
TRA-1: *Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
TRA-2: *Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (Vehicle Miles Traveled)?*	**Construction:** No Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** No Impact. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
TRA-3: *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*	**Construction:** Significant Impact. **Operations:** Significant Impact.	**MM-TRA-A**: **Visibility Enhancements**. Prior to the completion of construction of the proposed Project, and in coordination with and subject to the approval of LADOT, the Project Sponsor shall design the following visibility enhancements at ~~for~~ the following locations ~~sufficient to alert drivers to the presence of pedestrians~~: • Alameda Tower – Implement a no right turn on red restriction to prohibit vehicles from making a right turn on red from westbound Alhambra Avenue to northbound Alameda Street. • Chinatown/State Park Station – Implement an operational strategy or design to channelize pedestrians walking from the Los Angeles State Historic Park to the crosswalk across the existing driveway south of the Park to prevent pedestrians from crossing the driveway west of columns supporting the Chinatown/State Park Station to ensure crossings occur in the crosswalk where visibility is sufficient. The ultimate design or operational method of channelization (such as station staff directing pedestrians towards the crosswalk or a physical method such as a gate) would be coordinated with State Parks. ~~Visibility enhancement features could include high visibility crosswalk treatments, advanced crossing warning signs, flashing beacons,~~	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact with Mitigation.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		~~upgraded lighting, and new or upgraded traffic controls, such as traffic signals and all-way stops and right turn on red restrictions and channelization of pedestrians to marked crosswalk locations via fencing.~~ The mitigation measure would be implemented during the construction phase and would be completed prior to proposed Project operations. **MM-TRA-B**: **Construction Traffic Management Plan:** Prior to the issuance of a building permit for the proposed Project, a detailed Construction Traffic Management Plan (CTMP), including street closure information, detour plans, haul routes, and a staging plan, shall be prepared and submitted to the City for review and approval. The CTMP shall formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CTMP shall be based on the nature and timing of the specific construction activities at each of the Project construction sites. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the proposed Project. The CTMP may be updated as construction progresses to reflect progress at the various Project construction sites. The CTMP will include, but not be limited to, the following elements as appropriate:	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• As traffic lane, parking lane, and sidewalk closures are anticipated, worksite traffic control plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures. • Visibility to open pedestrian crossings will be maintained, or temporary or permanent measures consistent with Mitigation Measure TRA-A shall be implemented if determined to be appropriate in coordination with LADOT. In absence of measures to mitigate or eliminate visual obstructions for pedestrians crossing the street, pedestrian crossings may be closed or relocated to more visible locations. • Existing school crossings, as denoted by yellow crosswalk striping consistent with the Manual on Uniform Traffic Control Devices (MUTCD) along proposed detour routes, shall be evaluated in coordination with LADOT to determine if crossing guards should temporarily be assigned. If it is determined that crossing guards should be assigned, on days/times when detours are active, the proposed Project shall fund crossing guards during morning school arrival and afternoon school departure periods during periods when adjacent schools are in session. If school crossings along detour routes are unsignalized,	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		temporary traffic signals will be evaluated in coordination with LADOT, and would be implemented by the proposed Project if deemed necessary. • As partial and full street closures are anticipated at various locations during portions of the Project construction, detour plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic and bicyclists to alternative routes during these periods. • Ensure that access will remain accessible for land uses in proximity to the Project alignment and component sites during project construction. In some cases, alternative access locations would be provided or supervised temporary access through the worksite would be accommodated during construction phases where access is hindered, such as foundation construction. • Coordinate with the City and emergency service providers to ensure emergency access is provided to the Project alignment and component sites and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary. • Conduct bi-monthly construction management meetings with City staff and other surrounding construction-related	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project ~~bimonthly~~, or as otherwise determined appropriate by City Staff. • Provide off-site truck staging in a legal area furnished by the construction truck contractor. • Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods. • During construction activities when construction worker parking cannot be accommodated at the Project component sites, identify alternate parking location(s) for construction workers and the method of transportation to and from the Project component sites (if beyond walking distance) for approval by the City 30 days prior to commencement of construction. • Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		TRA-PDF-A. Additional Visibility Enhancements: Subject to the approval of the Los Angeles Department of Transportation, as a best practice to further enhance pedestrian visibility at the Chinatown/State Park Station, stripe a high visibility crosswalk and add upgraded lighting for the driveway crossing south of the Los Angeles State Historic Park.	
TRA-4: *Would the project result in inadequate emergency access?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-TRA-B** as defined in **TRA-3**. **MM-TRA-C**: **Temporary Disaster Route Plan**. Prior to the issuance of a building permit for the proposed Project, and in coordination with and subject to the approval of LADOT, the Project Sponsor shall submit a temporary disaster route plan to LADOT, which shall include street closure information and detour plans in order to facilitate the movement of emergency vehicles through the study area and minimize effects on emergency response during a disaster. Construction activities and temporary lane closures could quickly be halted in event of an emergency to allow emergency vehicles to travel through the work zones. In addition to detours, the temporary disaster route plan could also include temporary operational measures that would be implemented by the City during a disaster, including temporary contra-flow lanes or reversing directions to flush vehicles during a disaster situation. The temporary disaster route plan would be prepared for the following locations:	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• During those periods when construction of the Alameda Station, the Chinatown/State Park Station, and the Alameda and Alpine Towers require partial closure of one direction or full closure of both directions of Alameda Street or Spring Street.	
TRIBAL CULTURAL RESOURCES			
TCR-1: *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, in in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*	**Construction:** Significant Impact. **Operations:** No Impact.	Refer to **MM-CUL-D** as defined in **CUL-2**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.
TCR-2: *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource*	**Construction:** Significant Impact. **Operations:** No Impact.	Refer to **MM-CUL-A** and **MM-CUL-D** as defined in **CUL-2**. **MM-TCR-A: Native American Monitor**. Because of the potential to encounter tribal cultural resources, a Native American monitor shall be retained to monitor project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and structures are removed at the location of the Alameda	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		Station. If cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator (as defined in 32 CFR Section 767.8), are likely of Native American origin, then Native American monitoring may be extended to include the area of the find. The Principal Investigator will make the recommendation to the Project Sponsor and Metro if it seems the Native American monitoring should be extended. The appropriate Native American monitor shall be selected based on ongoing coordination with consulting tribes and shall be identified in the CRMMP. The CRMMP is described in Mitigation Measure CUL-A. Specifically, the CRMMP and Native American monitoring would be applicable to ground disturbance activities extending into native soils at the location of the Alameda Station and, if cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator, are likely of Native American origin. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		contact the archaeological Principal Investigator. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a data recovery plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the plan.	
UTILITIES AND SERVICE SYSTEMS			
USS-1: *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	**MM-USS-A: Development of a Utility Relocation Plan**. Before the start of construction-related activities, including the relocation of utilities, the Project Sponsor shall coordinate with the Los Angeles Department of Water & Power, the Los Angeles Sanitation & Environment Department, the Southern California Gas Company, and Metro to prepare a Utility Relocation Plan. The Project Sponsor shall also coordinate with the utility companies to minimize impacts to services throughout the Project and obtain their approval of the Utility Relocation Plan. The Utility Relocation Plan shall be prepared, reviewed, and approved by a licensed civil engineer and, at a minimum, include the following: • Plans that identify the utility infrastructure elements, including access for utility providers and easements, as applicable, that require relocation as a result of the proposed Project;	**Construction:** Less Than Significant with Mitigation. **Operations:** Less Than Significant.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• Safety measures to avoid any human health hazards or environmental hazards associated with capping and abandoning some utility infrastructure, such as natural gas lines or sewer lines; and • Timing for completion of the utility relocation, which shall be scheduled to minimize disruption to the utility companies and their customers.	
USS-2: *Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.
USS-3: *Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.
USS-4: *Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-HAZ-A** as defined in **HAZ-1**.	**Construction:** Less Than Significant with Mitigation. **Operations:** Less Than Significant.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
WILDFIRE			
WFR-1: *Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. **WFR-PDF-A:** The Project will prepare a Fire Protection Plan, which will be implemented during construction of the Broadway Junction, Stadium Tower, and Dodger Stadium Station. The Fire Protection Plan will include the following measures that shall be implemented to the extent applicable in order to further reduce risks associated with ignition of wildland fire: • Prior to the start of any construction activities, a Fire Prevention Program Superintendent shall be designated to interface with the LAFD and coordinate fire watch and site fire prevention and response. • In exceedance of regulatory requirements, the Fire Prevention Program Superintendent shall prohibit hot work construction activities during Red Flag Warnings, which are issued for a stated period of time by the National Weather Service using pre-determined criteria to identify particularly critical wildfire danger in a particular geographic area. • Prior to the start of any hot work construction activities, the Fire Prevention Program Superintendent will implement tiered fire watches with increased staff tasked with monitoring for ignitions during	**Construction:** Less Than Significant. **Operations:** Less Than Significant.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		hot work activities (fire watch). The fire watch shall be provided during hot work and shall continue to monitor for a minimum of 30 minutes following completion of the hot work activities. The Fire Prevention Program Superintendent may determine during construction that this monitoring period be increased based on the potential for weather conditions that may increase the potential for sparks to be carried by the wind and result in ignition (i.e., the potential for high wind events, high temperature, and/or low relative humidity). • Prior to the start of any construction activities, the construction manager in coordination with the Fire Prevention Program Superintendent shall provide site fire safety training for all construction crew members, including on the regulatory requirements set forth in Section 3.20.2, the proper use of firefighting equipment, and procedures to be followed in the event of a fire. Project staff shall be trained prior to the start of construction to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. The construction manager shall maintain training records which will be available for review by Metro, the City, and LAFD.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• Prior to the start of construction, the construction area shall be cleared of all dead and downed vegetation and dead or dry leaves and pine needles from the ground. Trees within the construction area shall either be removed or trimmed to keep branches a minimum of 10 feet from other trees. Vegetation within the construction area shall be controlled through periodic cutting and spraying of weeds. • Ongoing fire safety inspections and patrols of the construction site shall be integrated into Project site security procedures for the duration of construction. The assigned fire patrols shall verify the proper tools and equipment are on site, serve as a lookout for fire starts, including participating in a fire watch to make sure no residual fire exists following the completion of the construction activity. • Each construction area shall be equipped with fire extinguishers and firefighting equipment sufficient to extinguish small flames. • The Fire Prevention Program Superintendent shall provide outreach and orientation services to responding fire stations including pre-staging measures prior to the start of hot work construction activities. • Any fire ignited on site shall be promptly reported to LAFD	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
WFR-2: *Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. Refer to **WFR-PDF-A** as defined in **WFR-1**. **WFR-PDF-B:** Prior to the start of construction, the Project shall provide a fuel modification zone surrounding the Stadium Tower construction site starting from the construction area perimeter of either 70 feet or until the nearest paved roadway that thins or removes all vegetation, dead or dry leaves and pine needles from the ground, and trims or remove trees to keep branches a minimum of 10 feet from other trees. The Stadium Tower construction site plan shows a buffer zone of 70 feet or to nearest paved roadway.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.
WFR-3: *Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **WFR-PDF-A** as defined in WFR-1 and **WFR-PDF-B** as defined in **WFR-2**.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.
WFR-4: *Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	Less Than Significant.
WFR-5: *Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. Refer to **WFR-PDF-A** as defined in WFR-1 and **WFR-PDF-B** as defined in **WFR-2**. **WFR-PDF-C:** During operation of Broadway Junction, Stadium Tower, and Dodger Stadium	**Construction:** Less Than Significant. **Operations:** Less Than Significant.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		Station, security monitoring by staff and cameras shall be implemented. Project staff shall be trained to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. Any fire ignited on site shall be promptly reported to LAFD.	