

### 4.2 Displacement and Relocation

This section describes the potential displacements and relocations that could be needed to construct the proposed Regional Connector Transit Corridor alternatives. The information in this section is based on the Displacement and Relocation Technical Memorandum, which is incorporated into the Draft EIS/EIR as Appendix N.

This section has been updated since publication of the Draft EIS/EIR to address comments received on the Draft EIS/EIR and based on refinements to the Locally Preferred Alternative (LPA). A vertical line in the margin is used to show where revisions have occurred to this section since publication of the Draft EIS/EIR. The primary changes include the reduction of full property acquisitions from 16 to 9, and an increase in permanent underground easements from 6 to 26 for the LPA. Some parcels would have more than one easement; therefore, the total number of parcels affected by easements would be less than 26. Since designation of an LPA, mitigation measures have been refined for the LPA, which are listed in Section 4.2.5 herein below, based on input received during the Draft EIS/EIR public review period. No changes to the NEPA impact findings or CEQA impact determinations were identified as a result of refinements to the LPA, responses to comments, or other developments since publication of the Draft EIS/EIR.

The analysis of displacement and relocation consequences associated with the LPA is detailed in Section 4.2.3.5 herein below.

#### 4.2.1 Regulatory Framework

NEPA requires that the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 be implemented if displacements would be a direct cause of a project. An impact is considered adverse under NEPA if housing, people, and businesses are displaced due to the proposed project. The law ensures that relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of federal projects. The act provides for uniform and equitable treatment of persons displaced from their homes and businesses by establishing uniform and equitable land acquisition policies. No specific NEPA thresholds for displacement impacts exist.

CEQA provisions apply to projects in the absence of federal funding. CEQA requires conformance to the California Relocation Act (California Act), which is similar to the Uniform Act. It ensures consistent and fair treatment of owners, expedited acquisition of property by agreement to avoid litigation, and promotion of confidence in the public land acquisitions process. According to CEQA guidelines, a project would have a significant impact if it would result in any of the following:

- Displace a substantial number of existing housing units, particularly affordable housing units, necessitating the construction of replacement housing elsewhere.
- Displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

CEQA does not include thresholds for employment displacement impacts. Thresholds similar to population and housing displacements are used in this analysis, since most of the potential displacements for the Regional Connector Transit Corridor project would be businesses.

## 4.2.2 Affected Environment

For purposes of this evaluation of potential land acquisition impacts, the affected environment is limited to the areas within and directly adjacent to the proposed alternative alignments. Depending on project funding and schedule, property acquisition may be phased over time.

### 4.2.2.1 Typical Causes of Displacement

Table 4.2-1 shows typical causes of land acquisition and displacement that could potentially occur with a project. When a land acquisition occurs, it typically results in either a full or partial take of a parcel.

A partial take would occur if only a portion of the entire parcel was required to accommodate the project (e.g., a portion of a commercial parking lot fronting the alignment is required, but not the adjacent commercial building located away from the alignment). Partial property takes may result from widening a street or intersection due to inadequate right-of-way widths, limited cross-sections, and vertical circulation needs adjacent to subway stations. Street widening may be necessary when the existing horizontal alignment contains insufficient right-of-way. Vertical circulation is necessary near subway stations to bring passengers to the surface and additional land may be needed for station entrances.

**Table 4.2-1. Causes of Displacement**

Reason	Type of Acquisition	Cause/Process
Horizontal alignment	Full/Partial	Not enough right-of-way for construction and operation of alignment and stations
Vertical circulation above subway station	Partial	Additional area needed adjacent to subway station to bring passengers to surface
Street widening	Partial	At-grade trackway and stations
Illegal encroachment	Full	Unauthorized use of private property
Access to a businesses (driveway or road)	Full	Damages resulting from reduced or restricted access
Storage yards	Full	Additional area required to perform maintenance, for ancillary facilities, and TPSS sites
Widening of intersections	Partial	Additional area to maintain traffic volumes, turn lanes, or platforms
Tunneling easement	Easement	Subway travels off public right-of-way

A full take could occur when the majority of the property is required for the horizontal alignment because of insufficient right-of-way or the need to construct storage or maintenance facilities.

An easement is the right to use another person's land for a stated purpose. An easement can involve a general or specific portion of the property and can be either at the surface level or beneath the property. Easements can be temporary (e.g., during construction) or permanent. Temporary construction easements are utilized when a portion of a property is acquired for construction staging or equipment use. Permanent underground easements are utilized when a subway is tunneled and during its operation.

Using these criteria for the types of acquisitions that could be required for the proposed project, a list of properties that could be affected was compiled for each alternative (listed in Section 4.2.3 herein below).

### 4.2.3 Environmental Impacts/Environmental Consequences

This section identifies all parcels where displacements could occur for the Regional Connector Transit Corridor project and provides additional details about the ones where the displacements could constitute a potentially significant impact. More information on parcels not negatively impacted is available in Appendix N, Displacement and Relocation Technical Memorandum, of the Draft EIS/EIR. Impact conclusions for all of the alternatives are based on the thresholds identified herein above in Section 4.2.1. Table 4.2-2 provides a summary of each alternative's potential displacement and relocation impacts. Off-street parking space displacement is also tallied in Table 4.2-2, since off-street parking lots are typically operated as businesses on privately-owned parcels. Removal of on-street parking spaces from public roadways is discussed in Chapter 3 of the Draft EIS/EIR.

#### 4.2.3.1 No Build Alternative

The No Build Alternative would not involve any new construction for the Regional Connector Transit Corridor project. As such, displacement of properties would not occur for transit infrastructure.

##### 4.2.3.1.1 NEPA Finding

The No Build Alternative would have no effects with respect to displacement or relocation, and mitigation measures would not be required.

##### 4.2.3.1.2 CEQA Determination

The No Build Alternative would have no significant impacts with respect to displacement or relocation, and mitigation measures would not be required.

**Table 4.2-2 Summary of Potential Displacement and Relocation Impacts**

Alternative	Total Parcels Affected	Off-Street Parking Spaces Displaced	Types of Displacement for Affected Parcels <sup>1</sup>	Mitigation Measures Warranted	Significant Findings
No Build	None	None	None	None	None
TSM	None	None	None	None	None
At-Grade Emphasis LRT	12	119	11 Partial Takes 6 Temporary Easements	3 Partial Takes	None
Underground Emphasis LRT	32	122-255	18 Partial Takes 8 Full Takes 3 Temporary Easements 4 Permanent Easements	5 Partial Takes 2 Full Takes	None
LPA	46	270	7 Partial Takes 9 Full Takes 12 Temporary Easements 26 Permanent Easements	3 Partial Takes 4 Full Takes 2 Permanent Easements	None

Note:

<sup>1</sup> This column lists the total number of takings and easements for each alternative. The sum may be greater than the total parcels affected, because multiple easements would be needed on some parcels.

**4.2.3.2 TSM Alternative**

The TSM Alternative includes all provisions of the No Build Alternative, plus two new shuttle bus lines linking 7<sup>th</sup> Street/Metro Center Station and Union Station. Up to 24 on-street parking and loading spaces would be removed along 2<sup>nd</sup> Street between Hill Street and Central Avenue to accommodate new bus stops, but this would not constitute a significant impact. The removal of surface parking lots for the addition of new developments to the downtown area, many of which qualify for reduced off-street parking quotas, could increase parking demand. The new shuttle bus service would partially offset the parking demand in the area; however, this offset would not be as great as would be provided by the build alternatives.

**4.2.3.2.1 NEPA Finding**

The TSM Alternative would not have adverse effects with respect to displacement or relocation, and mitigation measures would not be required.

**4.2.3.2.2 CEQA Determination**

The TSM Alternative would not have significant impacts with respect to displacement or relocation, and mitigation measures would not be required.

### 4.2.3.3 At-Grade Emphasis LRT Alternative

To construct the At-Grade Emphasis LRT Alternative, partial takings of 11 parcels and temporary easements across six parcels would be needed for the construction of LRT facilities. These parcels are shown in Table 4.2-3 and Figure 4.2-1 and are discussed further in the following subsections.

Permanent displacement of approximately 170 parking spaces (about 51 of which are on-street parking spaces) would occur as a result of the acquisitions required for this alternative. Approximately 23 of these displaced spaces would occur in the Little Tokyo community, where businesses and residents have expressed concern over the potential loss of parking. Surface parking lots are an important resource in downtown Los Angeles due to the presence of many historic buildings that do not provide the amount of off-street parking required by current planning code. Construction of this alternative would not directly disturb the Go For Broke Monument although it would affect the surrounding parking lot. No businesses, other than portions of privately-owned parking lots, would be displaced by this alternative.

The Regional Connector Transit Corridor project would provide new non-auto access to the area upon completion of construction, which would partially offset the parking demand in the area. However, some cumulative impacts would still remain, though they would not be significant.

#### 4.2.3.3.1 Easements

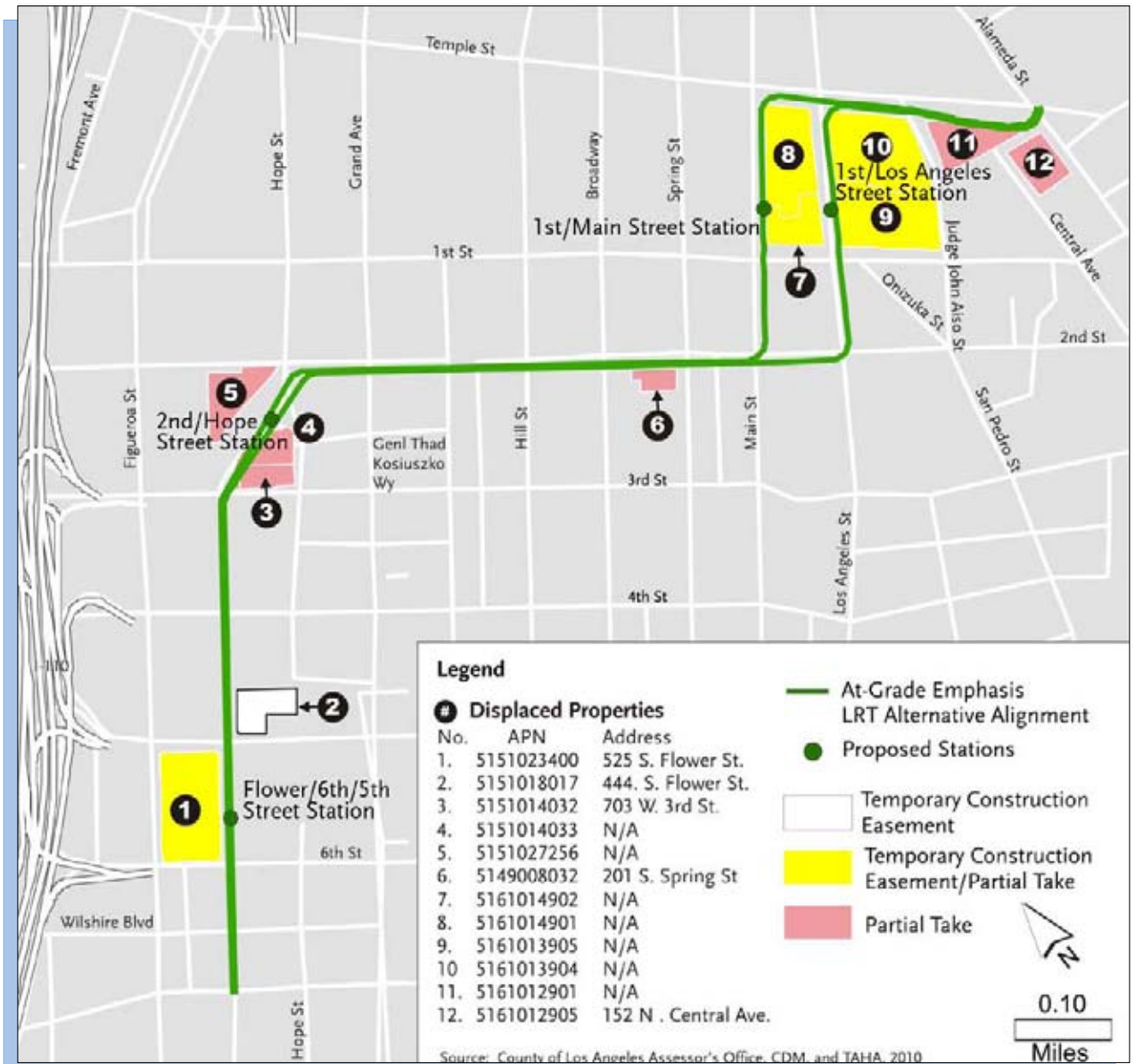
Of the easements identified in Table 4.2-3 and Figure 4.2-1, none would have potentially significant impacts.

**Table 4.2-3. Parcels Potentially Affected by Displacement -  
At-Grade Emphasis LRT Alternative**

Figure 4.2-1 #	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
1	5151023400	525 S. Flower Street	Temporary Construction Easement/Partial Take	18,716/ 2,339	City National Plaza	Construction Staging
2	5151018017	444 S. Flower Street	Temporary Construction Easement	13,325	Courtyard	Construction Staging
3	5151014032	703 W. 3 <sup>rd</sup> Street	Partial Take	16,927	Central Plant	Construction Staging
4	5151014033	Parcel Bounded by 3 <sup>rd</sup> /Hope/Flower Streets & General Kosciuszko Way	Partial Take	39,363	Central Plant	Construction Staging

Table 4.2-3. Parcels Potentially Affected by Displacement -  
At-Grade Emphasis LRT Alternative (continued)

Figure 4.2-1 #	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
5	5151027256	Parcel Bounded by Figueroa/3 <sup>rd</sup> /Flower/2 <sup>nd</sup> Streets	Partial Take	5,348	Pool and Tennis Courts	Station Entrance
6	5149008032	201 S. Spring Street	Partial Take	22,783	Parking Lot	TPSS Location
7	5161014902	Parcel bounded by Main/1 <sup>st</sup> /Los Angeles Streets and Parcel 5161014901	Temporary Construction Easement/Partial Take	888/ 3,609	Government Building	Station
8	5161014901	Parcel Bounded by Main/Temple/Los Angeles Streets and Parcel 5161014902	Temporary Construction Easement/Partial Take	18,065/ 3,230	Government Building	Alignment Tracks & Station
9	5161013905	Parcel bounded by Judge John Aiso/1 <sup>st</sup> /Los Angeles Streets and Parcel 5161013904	Temporary Construction Easement/Partial Take	2,394/ 2,691	Government Building	Station
10	5161013904	Parcel Bounded by Judge John Aiso/Temple/Los Angeles Streets and Parcel 5161013905	Temporary Construction Easement/Partial Take	8,308/ 4,256	Government Building	Alignment Tracks & Station
11	5161012901	Parcel on SW corner of Temple/Alameda Streets	Partial Take	7,196	Parking Lot	Alignment Tracks
12	5161012905	152 N. Central Avenue	Partial Take	4,532	MOCA and Public Parking	Pedestrian Bridge Footing



Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.

Figure 4.2-1. At-Grade Emphasis LRT Alternative Potential Displacements



#### 4.2.3.3.2 Partial Takes

Of the partial takes identified in Table 4.2-3 and Figure 4.2-1, potentially significant impacts may occur at the following parcels, where mitigation measures are warranted (see Section 4.2.4 of the Draft EIS/EIR for candidate mitigation measures):

- APN 5151014032 (703 W. 3<sup>rd</sup> Street; Figure 4.2-1 #3) – This parcel contains the Central Plant, which is a heating and ventilation plant for some buildings in Bunker Hill. This parcel is located within the Bunker Hill Redevelopment Area as designated by the City of Los Angeles Community Redevelopment Agency (Parcel H, Central Plant). Construction of the At-Grade Emphasis LRT Alternative is expected to result in a partial take of this site for construction staging and the proposed 2<sup>nd</sup>/Hope Street station. The part of the parcel that would be utilized for construction staging is currently used for parking and is the primary access point to the Central Plant. During construction, this access point would remain available and replacement parking would be required. Potentially significant impacts could result if replacement parking was not provided or if access was restricted or eliminated to the Central Plant. Proposed mitigation measures described in Section 4.2.4 of the Draft EIS/EIR have been developed to reduce this potential impact.
- APN 5161012901 (Parcel located on southwestern corner of the Temple Street/Alameda Street intersection; Figure 4.2-1 #11) – This parcel is currently used as a publicly-owned, pay-to-park, surface parking lot. Part of this lot is anticipated to be developed by others (Bureau of Engineering 2009). Construction of the At-Grade Emphasis LRT Alternative is expected to result in a partial take of a parking lot and loss of several parking spaces (approximately 26 standard spaces and seven handicapped spaces) for part of its alignment to accommodate the turning radius required to join the existing Metro Gold Line Extension tracks. Since driveway access would be limited, coordination of design would need to occur between Metro and the development. In addition, Metro would need to meet the safety requirements of the California Public Utilities Commission (CPUC), the City, and other regulatory agencies. Loss of the current parking lot may cause an inconvenience for users but it would not represent a significant impact. Additional privately-operated parking lots and structures are located in the vicinity.
- APN 5161012905 (152 N. Central Avenue; Figure 4.2-1 #12) – This parcel, which is currently used as a publicly-owned, pay-to-park, surface parking lot, also contains the Geffen Contemporary at the Museum of Contemporary Art (MOCA). Only part of the surface parking lot is anticipated to be developed by others (Bureau of Engineering 2009). Construction of the At-Grade Emphasis LRT Alternative is expected to result in a partial take of five parking spaces to locate the footing of a proposed pedestrian bridge across Alameda Street. Loss of the current parking lot may cause an inconvenience for users but it would not represent a significant impact.

None of the other partial takes would result in potentially significant impacts because the takes consist of small portions of each parcel including landscaping and adjacent hardscape, privately-owned tennis courts, or private parking. Private parking is typically considered a transitional land use that could be developed by the owners for higher and better uses. The partial takes proposed by the At-Grade Emphasis LRT Alternative would not impede the function of these parcels or their potential for future development.



### 4.2.3.3.3 NEPA Finding

The At-Grade Emphasis LRT Alternative would have adverse direct and cumulative effects with respect to displacement and relocation. However, these impacts could be mitigated.

### 4.2.3.3.4 CEQA Determination

The At-Grade Emphasis LRT Alternative would have significant direct and cumulative impacts with respect to displacement and relocation. However, these impacts could be reduced or avoided through mitigation.

### 4.2.3.4 Underground Emphasis LRT Alternative

To construct the Underground Emphasis LRT Alternative, partial takings of 18 parcels, full takings of eight parcels, and temporary easements across three parcels would be needed for the construction of LRT facilities, and permanent underground easements would be needed across four parcels. These parcels are shown in Table 4.2-4 and Figures 4.2-2 through 4.2-4, and discussed further in the following subsections.

**Table 4.2-4. Parcels Potentially Affected by Displacement –  
Underground Emphasis LRT Alternative**

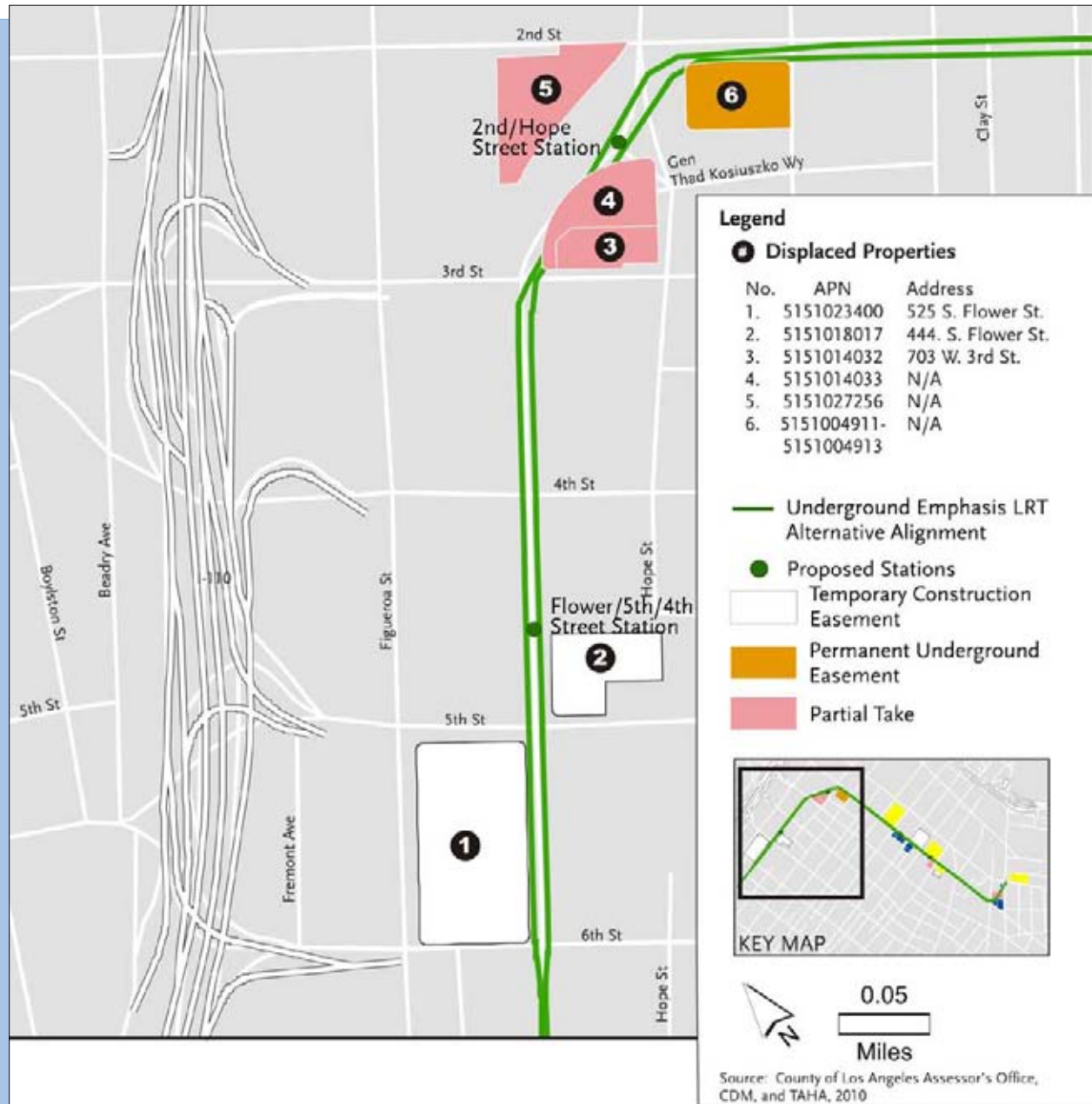
Fig.	#	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
4.2-2	1	5151023400	525 S. Flower Street	Temporary Construction Easement	21,055	City National Plaza	Construction Staging
4.2-2	2	5151018017	444 S. Flower Street	Temporary Construction Easement	13,325	Citicorp Plaza	Construction Staging
4.2-2	3	5151014032	703 W. 3 <sup>rd</sup> Street	Partial Take	16,927	Central Plant	Construction Staging
4.2-2	4	5151014033	Parcel Bounded by 3 <sup>rd</sup> /Hope/Flower Streets & General Kosciuszko Way	Partial Take	39,549	Central Plant	Construction Staging
4.2-2	5	5151027256	Parcel Bounded by 3 <sup>rd</sup> /Hope/Flower Streets	Partial Take	5,348	Tennis Courts and Pool for Residential Bldg	Station Entrance and Bridge
4.2-2	6	5151004911 thru 5151004913	Parcel Bounded by 2 <sup>nd</sup> Street, Hope Street, Grand Avenue, and Genl. Kosciuszko Way	Permanent Underground Easement	15,900	Parking Lot	Tunneling

Table 4.2-4. Parcels Potentially Affected by Displacement –  
Underground Emphasis LRT Alternative (continued)

Fig.	#	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
4.2-3	7	5149001903	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Hill Streets, Broadway	Temporary Construction Easement/ Partial Take	28,795/ 8,015	Empty Lot	Construction Staging/ Station Facilities & Emergency Exit
4.2-3	8	5149008031	200 S. Broadway	Full Take	5,330	Parking Lot	Station Entrance
4.2-3	9	5149008030	208 S. Broadway	Full Take	8,340	Parking Lot	Station Entrance
4.2-3	10	5149008032	201 S. Spring Street	Full Take	25,824	Parking Lot	Station Entrance
4.2-3	11	5149001902	100 W. 1 <sup>st</sup> Street	Partial Take	6,563	New LAPD HQ	Construction Staging
4.2-3	12	5149007006	206 S. Spring Street	Full Take	18,561	Commercial Buildings	Construction Staging
4.2-3	13	5149007005	212 S. Spring Street	Full Take	12,740	Commercial Buildings	Construction Staging
4.2-3	14	5149006010-028; 031-054; 056-059; 061-095; 097; 099-108; 110; 112-149, 151	108 W. 2 <sup>nd</sup> Street, Units 102-108; 201-212; 215; 301-315; 401-408; 410-415; 501-515; 601-615; 701-704; 706; 708-715; 801-802; 804; 806-815; 901-915; 1001-10015	Permanent Underground Easement	550	Higgins Bldg; Mixed-Use Commercial and Condos	Tunneling
4.2-3	15	5161015901	100 S. Main Street	Partial Take	4,628	Caltrans HQ	Station Entrance
4.2-3	16	5161026023	200 S. Main Street	Permanent Underground Easement	20	Vibiana's	Tunneling
4.2-3	17	5161026024	114 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	325	Vibiana's	Tunneling
4.2-3	18	5161026033	Parcel at SW corner of Los Angeles/2 <sup>nd</sup> Streets	Partial Take	4,128	Plaza	Station Plaza

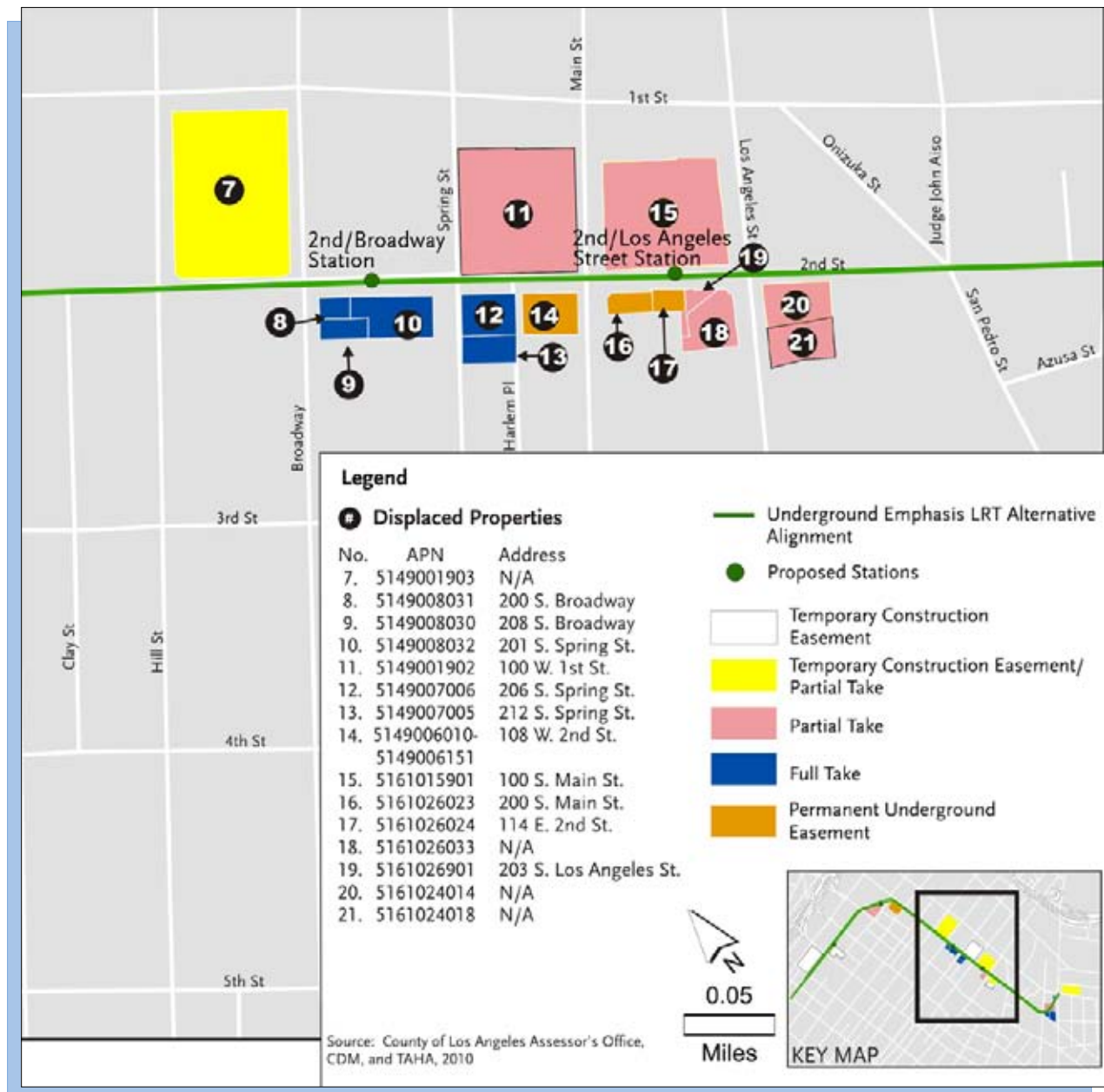
**Table 4.2-4. Parcels Potentially Affected by Displacement –  
Underground Emphasis LRT Alternative (continued)**

Fig.	#	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
4.2-3	19	5161026901	203 S. Los Angeles Street	Partial Take	951	Little Tokyo Branch Public Library	Station Entrance
4.2-3	20	5161024014	Parcel at SE corner of Los Angeles/2 <sup>nd</sup> Streets	Partial Take	20829	Parking Lot	Construction Staging & Station Plaza
4.2-3	21	5161024018	Parcel at SE corner of Los Angeles/2 <sup>nd</sup> Streets	Partial Take	9,151	Parking Lot	Construction Staging
4.2-4	22	5161018007	401 E. 2 <sup>nd</sup> Street	Full Take	17,890	Parking Lot	Portal
4.2-4	23	5161018011	437 E. 2 <sup>nd</sup> Street	Full Take	26,239	Parking Lot	Portal
4.2-4	24	5161018020	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets and Central Avenue	Partial Take	24,967	Commercial	Portal
4.2-4	25	5161018010	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets and Central Avenue	Partial Take	2,204	Parking Lot	Portal
4.2-4	26	5161018009	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets and Central Avenue	Partial Take	1,834	Parking Lot	Portal
4.2-4	27	5161018008	105 S. Alameda Street	Partial Take	3,436	Commercial	Portal
4.2-4	28	5161018001	416 E. 1 <sup>st</sup> Street	Full Take	5,111	Commercial	Portal
4.2-4	29	5173011902	Parcel at NE corner of 1 <sup>st</sup> /Alameda Streets	Partial Take	7,724	Vacant Lot	Footing for Pedestrian Bridge
4.2-4	30	5161018901	Parcel Bounded by 1st/2nd/Alameda Streets and Central Avenue	Partial Take	5,804	Commercial	Portal
4.2-4	31	5161018021	Parcel Bounded by 1st/2nd/Alameda Streets and Central Avenue	Partial Take	1,618	Parking Lot	Portal
4.2-4	32	5161018002	Parcel Bounded by 1st/2nd/Alameda Streets and Central Avenue	Partial Take	459	Commercial	Portal



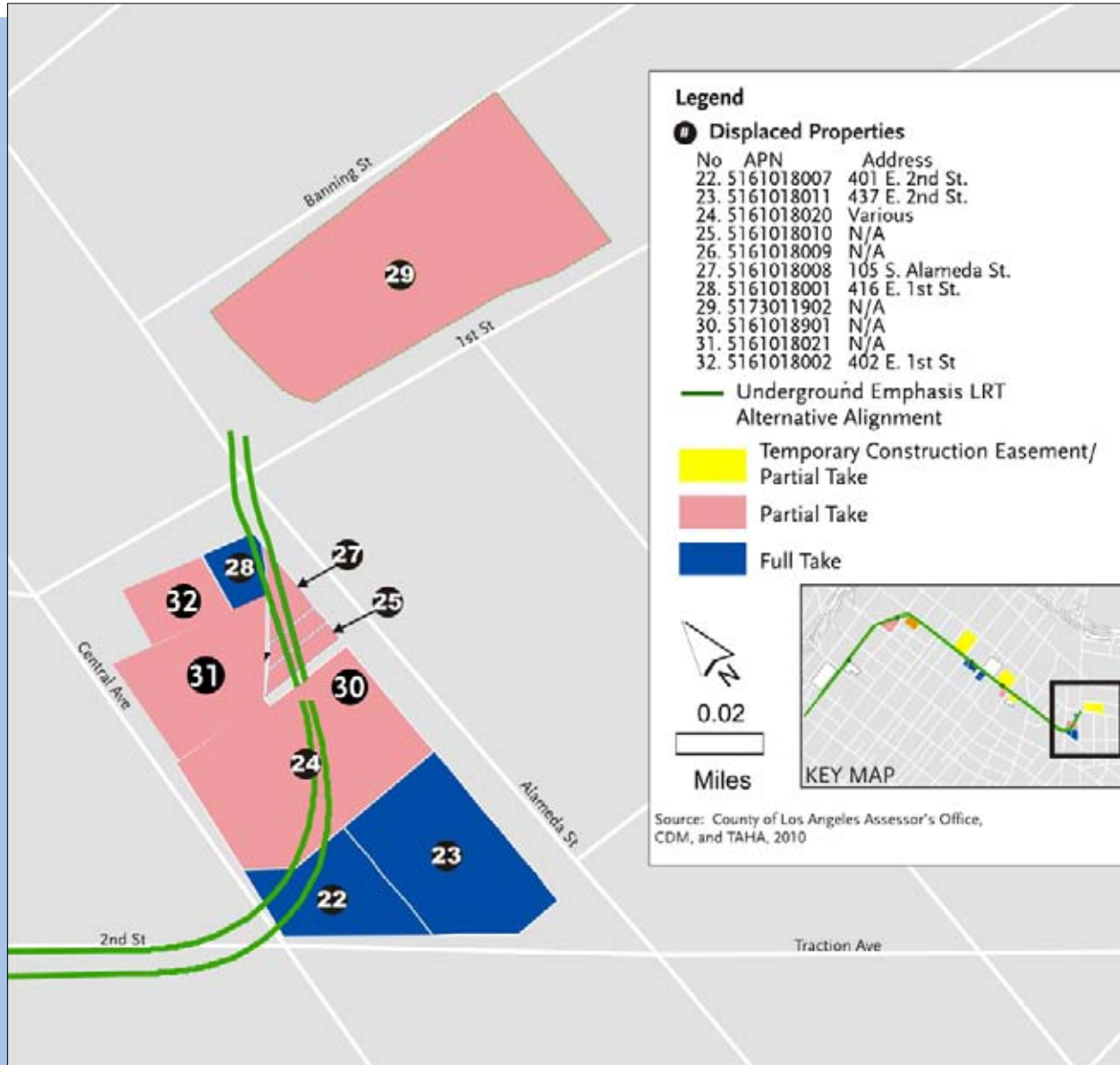
Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.

Figure 4.2-2. Underground Emphasis LRT Alternative Potential Displacements – Flower Street



*Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.*

**Figure 4.2-3. Underground Emphasis LRT Alternative Potential Displacements – 2<sup>nd</sup> Street**



*Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.*

**Figure 4.2-4. Underground Emphasis LRT Alternative Potential Displacements – Little Tokyo**



Permanent displacement of approximately 148 to 281 parking spaces (about 26 of which are on-street parking spaces) would occur as a result of the acquisitions required for this alternative. Approximately 139 of these displacements would occur in the Little Tokyo community, where businesses and residents have expressed concern over the potential loss of parking. Surface parking lots are an important resource in downtown Los Angeles due to the presence of many historic buildings that do not provide the amount of off-street parking required by current planning code. The Regional Connector would provide new non-auto access to the area, and partially offset the parking demand in the area. However, some cumulative impacts would still remain, though they would not be significant.

Acquisition of businesses would not result in significant displacement and relocation impacts given compliance with the Uniform Act as noted in Section 4.2.1 herein above.

#### *4.2.3.4.1 Easements*

Of the easements identified in Table 4.2-4 and Figures 4.2-2 through 4.2-4, none would have potentially significant impacts.

#### *4.2.3.4.2 Partial Takes*

Of the partial takes identified in Table 4.2-4 and Figures 4.2-2 through 4.2-4, potentially significant impacts may occur at the following parcels, where mitigation measures are warranted (see Section 4.2.4 of the Draft EIS/EIR for candidate mitigation measures):

- APN 5151014032 (703 W. 3<sup>rd</sup> Street; Figure 4.2-2 #3) – See discussion of impacts to this parcel in Section 4.2.3.3.2 herein above.
- APN 5161026901 (203 S. Los Angeles Street; Figure 4.2-3 #19) – This parcel is currently occupied by the City of Los Angeles Public Library Little Tokyo Branch. The Underground Emphasis LRT Alternative would use portions of this parcel as a plaza and entrance to the potential underground 2<sup>nd</sup> Street station (Los Angeles Street Option). This parcel contains a public resource. It is anticipated that during operations, the plaza would be a shared resource, serving as the main entrance to the library and the underground station. Potential significant impacts may occur if access to the Little Tokyo Library Branch were removed or restricted during construction, but access would be maintained per the candidate mitigation measures in Section 4.2.4.4 of the Draft EIS/EIR.
- APNs 5161018010, 5161018009, and 5161018008 (portion) (Parcels Bounded by 1<sup>st</sup>/2<sup>nd</sup>/Alameda Streets and Central Avenue and 105 S. Alameda Street; Figure 4.2-4 #s 25, 26, and 27, respectively) – These parcels are currently used as a privately-operated parking lot. All of these parcels are expected to be acquired to stage materials during construction and serve as an LRT station entrance for the Underground Emphasis LRT Alternative. These parcels have approximately 30 parking spaces (this is an estimate because some of the spaces are unmarked). Typically, privately-operated parking lots are considered transitional land uses that could be developed by the owners for higher and better uses. Several other privately-operated parking lots and structures are located in the vicinity. Loss of the current parking lot may cause an inconvenience for users but it would not represent a significant impact. Parking demand in the area would be partially offset by the increased public transit



access provided by the proposed project. However, Little Tokyo residents and business owners have indicated that parking spaces are important community resources and that the loss of this parking could negatively impact the adjacent small businesses and the Japanese-American National Museum (JANM) located across the street. The community is concerned that this could, in turn, affect the economic stability and ultimately the character of the community. Therefore, Metro would conduct a parking capacity study of the Little Tokyo area during construction to determine if there is sufficient parking availability without these parcels. This change would not be a significant impact with respect to displacements.

None of the other partial takes would result in significant impacts because the takes consist of small portions of each parcel including landscaping and adjacent hardscape, privately-owned tennis courts, or private parking. Private parking is typically considered a transitional land use that could be developed by the owners for higher and better uses. The partial takes proposed by the Underground Emphasis LRT Alternative would not impede the function of these parcels or their potential for future development.

#### **4.2.3.4.3 Full Takes**

Of the full takes identified in Table 4.2-4 and Figures 4.2-2 through 4.2-4, potentially significant impacts may occur at the following parcels, where mitigation measures are warranted (see Section 4.2.4 of the Draft EIS/EIR for candidate mitigation measures):

- APNs 5161018007 and 5161018011 (401 E. 2<sup>nd</sup> Street and 437 E. 2<sup>nd</sup> Street; Figure 4.2-4 #s 22 and 23) – These parcels are currently used as parking lots. Construction and operation of the Underground Emphasis LRT Alternative would displace 109 parking spaces on these parcels for the LRT station entrance. The parking lot is associated with businesses in the adjacent parcels and normally would not be separately considered from its complementary use. However, this parking lot is also used in the evenings for public, paid parking after the Office Depot has closed for the day. Parking demand in the area would be partially offset by the increased public transit access provided by the proposed project. Little Tokyo residents and business owners have indicated that parking spaces are important community resources and that losing this parking could negatively impact the adjacent small businesses and the JANM, located across the street. The community is concerned that this could, in turn, affect the economic stability and ultimately the character of the community. Therefore, Metro would conduct a parking capacity study of the Little Tokyo area during construction to determine if there is sufficient parking availability without these parcels. This change would not be a significant impact with respect to displacements.

#### **4.2.3.4.4 NEPA Finding**

The Underground Emphasis LRT Alternative would have adverse direct and cumulative effects with respect to displacement and relocation. However, these impacts could be mitigated.

#### **4.2.3.4.5 CEQA Determination**

The Underground Emphasis LRT Alternative would have significant direct and cumulative impacts with respect to displacement and relocation. However, these impacts could be reduced or avoided through mitigation.

### 4.2.3.5 Locally Preferred Alternative

To construct the LPA, partial takings of seven parcels, full takings of nine parcels, permanent underground easements across 26 parcels, and temporary construction easements across 12 parcels would be needed for the construction of LRT facilities. These parcels are shown in Table 4.2-5 and Figures 4.2-5 through 4.2-7., and discussed further in the following subsections.

**Table 4.2-5. Parcels Potentially Affected by Displacement  
Locally Preferred Alternative**

Fig.	#	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
4.2-5	1	5151023400	525 S. Flower Street	Temporary Construction Easement	21,329	City National Plaza	Construction Staging
4.2-5	2	5151018017	444 S. Flower Street	Temporary Construction Easement	10,233	Citicorp Plaza	Construction Staging
4.2-5	3	5151014031	333 Hope Street	Permanent Underground Easement	7	YMCA/ Parking Structure	Tunneling
4.2-5	4	5151014032	703 W. 3 <sup>rd</sup> Street	Partial Take	16,884	Central Plant	Construction Staging
4.2-5	5	5151014033	Parcel Bounded by 3 <sup>rd</sup> /Hope/Flower Streets & General Kosciuszko Way	Partial Take	39,720	Central Plant	Construction Staging
4.2-5	6	5151004911 thru 5151004913	Parcel Bounded by 2 <sup>nd</sup> Street, Hope Street, Grand Avenue, and Genl. Kosciuszko Way	Permanent Underground Easement	13,500	Parking Lot	Tunneling
4.2-5	7	5149010949	Parcel Bounded by Grand Avenue, 2 <sup>nd</sup> Street, Olive Street, and 1 <sup>st</sup> Street	Permanent Underground Easement	19,100	Parking Lot	Tunneling
4.2-5 4.2-6	8	5149001903	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Hill Streets, Broadway	Partial Take/ Temporary Construction Easement/ Permanent Underground Easement	2,640/ 29,000/ 1,900/	Empty Lot	Construction Staging/ Station Facilities & Emergency Exit
4.2-6	9	5149008031	200 S. Broadway	Full Take	5,330	Parking Lot	Station Entrance
4.2-6	10	5149008030	208 S. Broadway	Full Take	8,340	Parking Lot	Station Entrance

Table 4.2-5. Parcels Potentially Affected by Displacement  
Locally Preferred Alternative (continued)

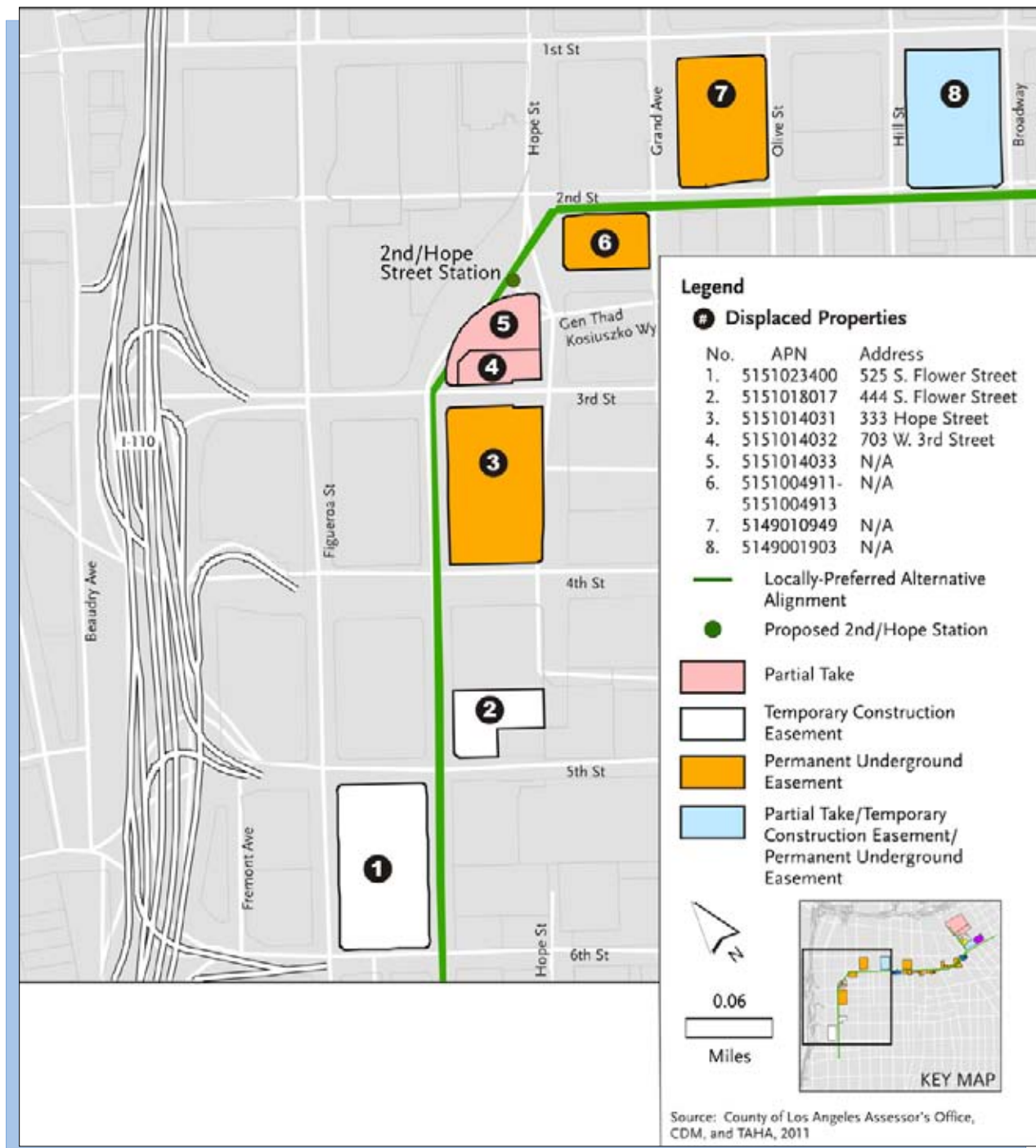
Fig.	#	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
4.2-6	11	5149008032	201 S. Spring Street	Full Take	25,824	Parking Lot	Station Entrance
4.2-6	12	5149001902	100 W. 1 <sup>st</sup> Street	Permanent Underground Easement	1,200	New LAPD HQ	Station Facilities
4.2-6	13	5149007006	206 S. Spring Street	Permanent Underground Easement	900	Commercial Buildings	Station Facilities
4.2-6	14	5149006010-028; 031-054; 056-059; 061-095; 097; 099-108; 110; 112-149, 151	108 W. 2 <sup>nd</sup> Street, Units 102-108; 201-212; 215; 301-315; 401-408; 410-415; 501-515; 601-615; 701-704; 706; 708-715; 801-802; 804; 806-815; 901-915; 1001-10015	Permanent Underground Easement	800	Higgins Bldg; Mixed-Use Commercial and Condos	Station Facilities
4.2-6	15	5161026023	200 S. Main Street	Permanent Underground Easement	571	Vibiana's	Tunneling
4.2-6	16	5161026024	114 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	898	Vibiana's	Tunneling
4.2-6	17	5161026033	Parcel at SW corner of Los Angeles/2 <sup>nd</sup> Streets	Permanent Underground Easement	400	Plaza	Tunneling
4.2-6	18	5161026901	203 S. Los Angeles Street	Permanent Underground Easement	39	Little Tokyo Branch Public Library	Tunneling
4.2-6	19	5161024014	Parcel at SE corner of Los Angeles/2 <sup>nd</sup> Streets	Permanent Underground Easement	876	Parking Lot	Tunneling
4.2-6	20	5161024015	Parcel on 2 <sup>nd</sup> Street	Permanent Underground Easement	246	Parking Lot	Tunneling
4.2-6	21	5161024010	228 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	124	Parking Lot	Tunneling
4.2-6	22	5161024011	230 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	123	Parking Lot	Tunneling
4.2-6	23	5161024012	232 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	754	Parking Lot	Tunneling
4.2-6 4.2-7	24	5161017029	120 S. San Pedro Street	Permanent Underground Easement	173	Bank	Tunneling

**Table 4.2-5. Parcels Potentially Affected by Displacement  
Locally Preferred Alternative (continued)**

Fig.	#	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
4.2-7	25	5161017009	321 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	50	Office Building	Tunneling
4.2-7	26	5161017023	333 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	1,040	Japanese Village Plaza	Tunneling
4.2-7	27	5161017033	335 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	22,000	Japanese Village Plaza and Parking Structure	Tunneling
4.2-7	28	5161017039 - 5161017050	375 E. 2 <sup>nd</sup> Street	Permanent Underground Easement	119	Hikari Building	Tunneling
4.2-7	29	5161017920	364 E. 1 <sup>st</sup> Street	Permanent Underground Easement	100	Parking Structure, Street & Sidewalk	Tunneling
4.2-7	30	5161018002	402 E. 1 <sup>st</sup> Street	Full Take	13,544	Parking Lot	Potential Station
4.2-7	31	5161018021	114 S. Central Avenue	Full Take	22,370	Restaurants	Potential Station
4.2-7	32	5161018001	416 E. 1 <sup>st</sup> Street	Full Take	5,111	Restaurant	Potential Station
4.2-7	33	5161018008	105 S. Alameda Street	Full Take	3,572	Commercial	Potential Station
4.2-7	34	5161018009	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets and Central Avenue	Full Take	2,119	Parking Lot	Potential Station
4.2-7	35	5161018010	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets and Central Avenue	Full Take	2,731	Parking Lot	Potential Station
4.2-7	36	5173011901	Parcel at NE corner of 1 <sup>st</sup> /Alameda Streets	Partial Take/Temporary Construction Easement/ Permanent Underground Easement	20,000/ 91,336/ 12,200	Parking Lot	Construction Staging, Tunneling & Street Widening

**Table 4.2-5. Parcels Potentially Affected by Displacement  
Locally Preferred Alternative (continued)**

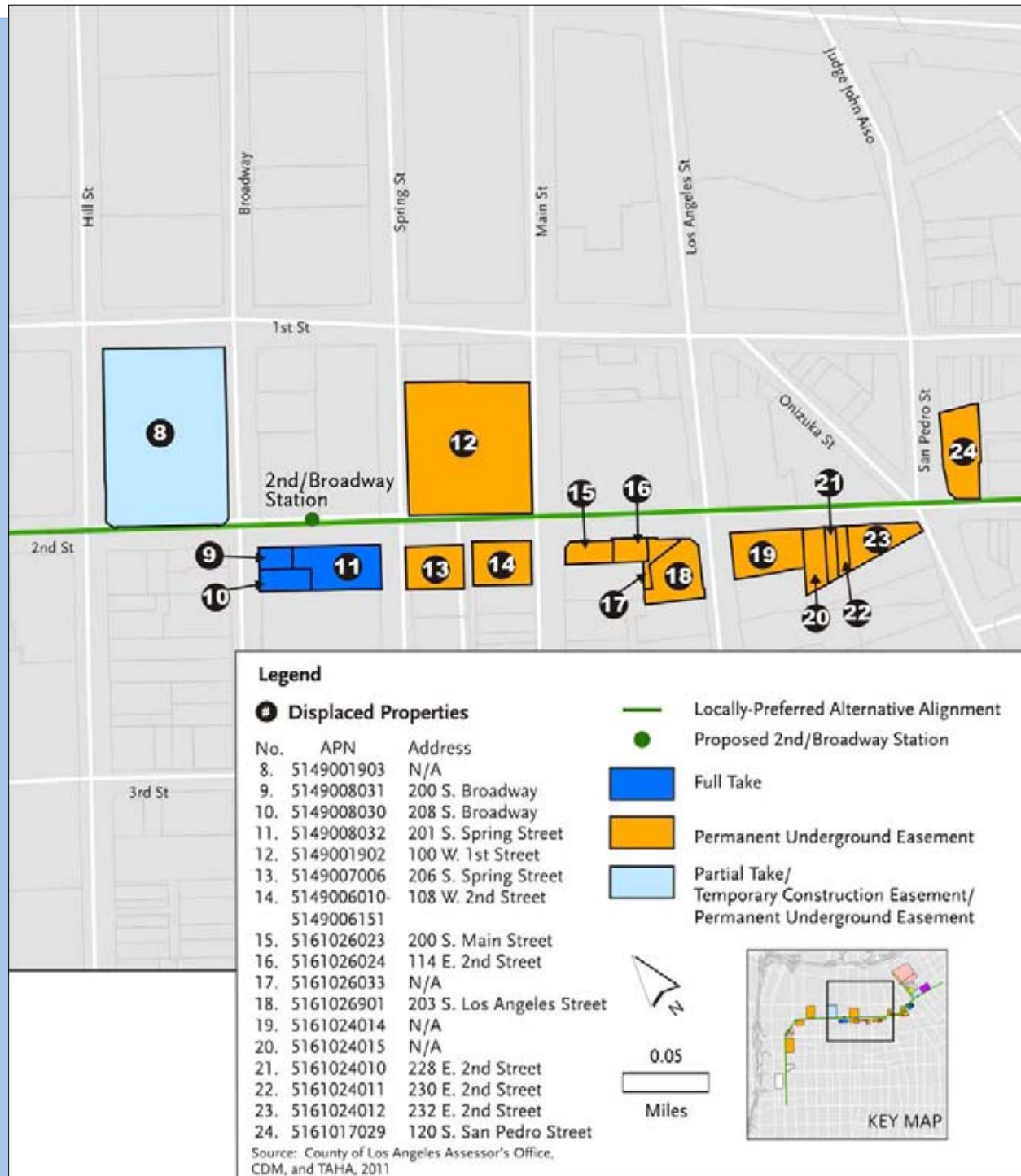
Fig.	#	APN	Address	Type of Displacement	Square Footage Needed	Current Use	Intended Use
4.2-7	37	5173012906	Parcel bounded by 1 <sup>st</sup> Street, Temple Street, and Parcels 5173011902 and 5173012031	Partial Take/ Temporary Construction Easement	28,088/ 9,600	Parking Lot	Construction Staging, Station & Road Widening
4.2-7	38	5173008908	432 E. Temple Street	Temporary Construction Easement/ Permanent Underground Easement	34,103/ 7,450	Parking Lot	Construction Staging & Tunneling
4.2-7	39	5173008902	537 Banning Street	Temporary Construction Easement	46,184	Parking Lot	Construction Staging
4.2-7	40	5173008901	432 E. Temple Street	Temporary Construction Easement/ Permanent Underground Easement	13,600/ 5,500	Parking Lot	Construction Staging & Tunneling
4.2-7	41	5173008904	416 E. Temple Street	Temporary Construction Easement	7,883	Parking Lot	Construction Staging
4.2-7	42	5173008905	422 E. Temple Street	Temporary Construction Easement	5,886	Parking Lot	Construction Staging
4.2-7	43	5173008906	432 E. Temple Street	Temporary Construction Easement	19,495	Warehouse	Construction Staging
4.2-7	44	5173007905	Parcel at Temple Street/ Alameda Street Intersection	Temporary Construction Easement/ Permanent Underground Easement	2,089/ 1,272	Vacant	Construction Staging & Tunneling
4.2-7	45	5173007901	433 E. Temple Street	Partial Take	2,688	Los Angeles Dept. of Water & Power (LADWP Station)	Portal
4.2-7	46	5173006900	433 E. Temple Street	Partial Take	31,400	LADWP Station	Portal/Aerial Structure



*Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.*

**Figure 4.2-5. Locally Preferred Alternative Potential Displacements – Flower Street and Bunker Hill**

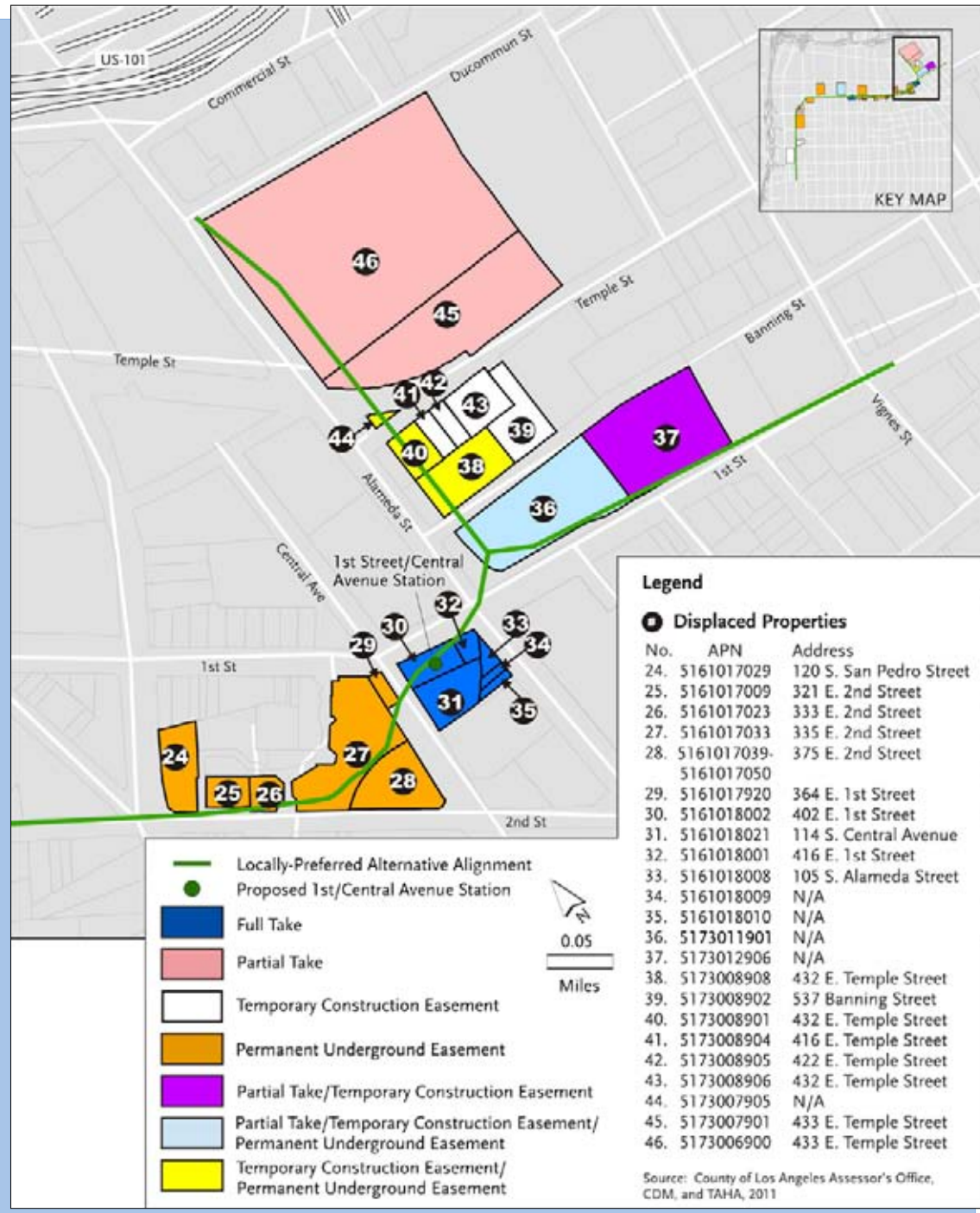




Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.

Figure 4.2-6. Locally Preferred Alternative Potential Displacements –  
2<sup>nd</sup> Street





Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.

Figure 4.2-7. Locally Preferred Alternative Potential Displacements – Little Tokyo

Permanent displacement of approximately 270 off-street parking spaces would occur as a result of the acquisitions required for the LPA. Approximately 130 of these off-street parking spaces are in the Little Tokyo community, where businesses and residents have expressed concern over the potential loss of parking. Surface parking lots are an important resource in downtown Los Angeles due to the presence of many historic buildings that do not provide the amount of off-street parking required by current planning code. The Regional Connector would provide new non-auto access to the area, and partially offset the parking demand in the area. However, some cumulative impacts would still remain, though they would not be significant. The removal of on-street parking spaces is discussed in Chapter 3, Transportation Impacts, of the Draft EIS/EIR.

Acquisition of businesses would not result in significant displacement and relocation impacts given compliance with the Uniform Act as noted in Section 4.2.1 herein above. With the refinements made since publication of the Draft EIS/EIR, the number of businesses displaced has been reduced from ten to four.

#### *4.2.3.5.1 Easements*

Of the easements identified for the LPA, potentially significant impacts may occur with the following permanent underground easement, where mitigation measures are warranted (see Section 4.2.5 herein below for proposed final mitigation measures):

- APNs 5161017023 and 5161017033 (333 E. 2<sup>nd</sup> Street and 335 E. 2<sup>nd</sup> Street; Figure 4.2-7 #s 26 and 27) – These parcels are occupied by the Japanese Village Plaza (JVP), which includes many restaurants and retail stores. The LPA tunnel would pass beneath these parcels. Impacts to the JVP structures are not anticipated. Appropriate protective measures would be used to avoid subsidence and damage to the structures during construction and operation as discussed in Section 4.9.4.1 of the Draft EIS/EIR. Significant impacts are not expected with this permanent underground easement with these protective measures.

#### *4.2.3.5.2 Partial Takes*

Of the partial takes identified for the LPA in Table 4.2-5 and Figures 4.2-5 through 4.2-7, potentially significant impacts may occur at the following parcels, where mitigation measures are warranted (see Section 4.2.5 herein below for proposed final mitigation measures):

- APN 5151014032 (703 W. 3<sup>rd</sup> Street; Figure 4.2-5 #4) – This parcel contains the Central Plant, which is a heating and ventilation plant for some buildings in Bunker Hill. This parcel is located within the Bunker Hill Redevelopment Area as designated by the City of Los Angeles Community Redevelopment Agency (Parcel H, Central Plant). Construction of the LPA is expected to result in a partial take of this site for construction staging and the proposed 2<sup>nd</sup>/Hope Street station. The part of the parcel that would be utilized for construction staging is currently used for parking and is the primary access point to the Central Plant. During construction, this access point would remain available and replacement parking would be required. Potential significant impacts could result if replacement parking was not provided or if access was restricted or eliminated to the Central Plant. Proposed final mitigation measures described in Section 4.2.5 herein below have been developed to reduce this potential impact.

- APNs 5173007901 and 5173006900 (433 E. Temple Street; Figure 4.2-7 #45 and #46) – This parcel contains the LADWP yard and maintenance facility. LADWP is the water and power supplier for the City of Los Angeles. The LPA is expected to result in a permanent partial taking of this site for placement of the new ramp and portal leading to the existing light rail transit bridge across the US 101 Freeway. Access to the facility would be maintained during construction and operation.

None of the other partial takes would result in significant impacts because the takes consist of small portions of each parcel including landscaping and adjacent hardscape, privately-owned tennis courts, or private parking. Private parking is typically considered a transitional land use that could be developed by the owners for higher and better uses. The partial takes proposed by the LPA would not impede the function of these parcels or their potential for future development.

#### *4.2.3.5.3 Full Takes*

Of the full takes identified for the LPA in Table 4.2-5 and Figures 4.2-5 through 4.2-7, potentially significant impacts may occur at the following parcels, where mitigation measures are warranted (see Section 4.2.5 herein below for proposed final mitigation measures):

- APNs 5161018002, 5161018010, 5161018009, and 5161018008 (402 E. 1<sup>st</sup> Street, Parcels bounded by 1<sup>st</sup>/2<sup>nd</sup>/Alameda Streets and Central Avenue, and 105 S. Alameda Street; Figure 4.2-7 #s 30 and 33 through 35) – These parcels are currently used as a privately-operated parking lot. All of these parcels are expected to be acquired to stage materials during construction and serve as a potential station entrance. These parcels have approximately 130 parking spaces (this is an estimate because some of the spaces are unmarked). Typically, privately-operated parking lots are considered transitional land uses that could be developed by the owners for higher and better uses. Several other privately-operated parking lots and structures are located in the vicinity. Loss of the current parking lot may cause an inconvenience for users but it would not represent a significant impact. Parking demand in the area would be partially offset by the increased public transit access provided by the proposed project. However, Little Tokyo residents and business owners have indicated that parking spaces are important community resources and that the loss of this parking could negatively impact the adjacent small businesses and the JANM located across the street. The community is concerned that this could, in turn, affect the economic stability and ultimately the character of the community. Therefore, prior to construction of the alternative, Metro would conduct an annual parking capacity study of the Little Tokyo area during construction to determine if there is sufficient parking availability without these parcels. Metro would also make a portion of the Mangrove property available for valet parking to offset the parking loss. This change would not be a significant impact with respect to displacements.

#### *4.2.3.5.4 NEPA Finding*

The LPA would have adverse direct and cumulative effects with respect to displacement and relocation. However, these impacts could be mitigated.

### 4.2.3.5.5 CEQA Determination

The LPA would have significant direct and cumulative impacts with respect to displacement and relocation. However, these impacts could be reduced or avoided through mitigation.

### 4.2.4 Candidate Mitigation Measures from the Draft EIS/EIR

Given that the No Build Alternative and the TSM Alternative would not result in any displacements or relocations, implementation of mitigation is not required for these alternatives. The Draft EIS/EIR included proposed candidate mitigation measures for all of the build alternatives. No changes have been made to the candidate mitigation sections since publication of the Draft EIS/EIR. Refer to Section 4.2.4 of the Draft EIS/EIR for a list of candidate mitigation measures for all of the build alternatives. Proposed final mitigation measures for the LPA are shown herein below in Section 4.2.5.

### 4.2.5 Proposed Final Mitigation Measures for the Locally Preferred Alternative

The mitigation measures in this section are proposed to be carried forward as final mitigation measures for the LPA in the Final EIS/EIR and Mitigation Monitoring and Reporting Program (MMRP).

Due to the partial taking of parking and primary access to the Central Plant (APN 5151014032, Parcel 3 in Figures 4.2-1 and 4.2-2, and Parcel 4 in Figure 4.2-5; 703 W. 3<sup>rd</sup> Street):

- Metro shall provide replacement parking elsewhere on the parcel or on a nearby parcel during construction.
- Metro shall maintain access to the Central Plant at all times during construction.

Since some privately-owned parcels needed for construction staging currently contain buildings, but would be owned by Metro and may be vacant after construction:

- Upon completion of construction, property needed for construction but not required to maintain the physical infrastructure or necessary for access shall be included in the Metro Joint Development Program for possible development. Any development shall be environmentally and separately cleared from this project and shall undergo its own community input process. Until a development is approved, the remaining underutilized property may be used for public parking spaces or at the very least shall be graded and fenced to a higher standard that reflects the community's identity and character more than typical gravel and chain link. Per Metro's Joint Development Policy, the community shall be included in the development process.

To offset the public parking spaces that would be lost in Little Tokyo during construction:

- Metro shall work with the City to develop a parking mitigation program to mitigate the loss of public parking spaces during construction to the extent feasible. This could include, but is not limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, phasing construction activities in a way that minimizes parking disruption, and increasing the time limits for on-street parking. Restriping could occur where feasible on portions of Temple Street, Alameda Street, 1<sup>st</sup> Street, 2<sup>nd</sup> Street, Central Avenue, San Pedro Street, Judge John Aiso Street, 3<sup>rd</sup> Street, and Traction Avenue. Such parking mitigation shall be implemented on a temporary, tiered basis pending findings of the annual parking analysis as described below.
- Metro shall not hinder access to other public parking lots during construction.
- Prior to construction, Metro shall conduct a parking needs assessment in Little Tokyo. Metro shall provide replacement parking for spaces lost as a result of the project using a combination of the mitigation measures in this section. Metro shall work with Little Tokyo and surrounding communities to show visitors and residents where parking is available during construction. Metro shall monitor parking, and the parking analysis shall be conducted on an annual basis throughout the duration of construction. This effort shall include new signage and other way finding features as appropriate. Any unmet demand for parking spaces eliminated in Little Tokyo during construction shall be temporarily replaced within one block of the land uses that rely on those spaces where feasible, or through a combination of:
  - Metro shall work with the City of Los Angeles to develop a parking mitigation program, as described above.
  - Metro shall provide two acres of land at the northeast corner of 1<sup>st</sup> and Alameda Streets for the purposes of providing valet parking services during construction. The valet service shall be operated by a licensed/bonded parking company and shall be selected through a competitive RFP process. Cost to park shall be comparable with current cost to park. This shall offset the temporary loss of parking available to patrons of Little Tokyo businesses, and other visitors, during construction.
  - Metro shall provide notices of traffic control plans and parking relocations on its website, smart phone apps, and other modes typically used to communicate service announcements.
  - Metro shall support efforts to curb non-legitimate use of disabled parking spaces.
  - Metro shall work with the Los Angeles Department of Transportation (LADOT), owners of private parking lots, and businesses to develop an advanced parking reservation system at cooperative and suitable locations during construction.
  - Metro shall work with LADOT to open city parking lots for short-term use on evenings and weekends during construction in the vicinity of Little Tokyo.

- Metro shall work with the City of Los Angeles to reduce impacts of government vehicles parking on 2<sup>nd</sup> Street during construction, such as identification of alternate parking areas.
- Metro shall work with the City of Los Angeles and the Little Tokyo Business Improvement District to facilitate creation of financial incentives such as parking validation programs to prioritize parking for Little Tokyo customers, residents, and businesses during construction.
- Metro shall develop measures to assist business owners significantly impacted by construction. These shall include temporary parking, marketing programs, and other measures developed jointly between Metro and affected businesses.

In order to offset the potential for reduction of access to the Little Tokyo Library and other community destinations due to construction:

- Metro shall maintain access to the Little Tokyo Library and other community facilities at all times during construction.
- Metro shall develop a Construction Mitigation Program that includes protocol for community notification of construction activities.

To offset the impacts of necessary displacement and relocation of businesses:

- Metro shall provide relocation assistance and compensation as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Due to the permanent acquisition of a portion of the LADWP site on APNs 5173007901 and 5173006900 for right-of-way:

Metro shall consult LADWP during the design phase to accommodate its operational needs during construction and operation of the project.