

### 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 this 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 the Supplemental Environmental Assessment/Recirculated Sections of the Draft EIR (Supplemental EA/Recirculated Draft EIR Sections), as indicated in the Responses to Comments, Volumes F-2 through F-4, of this Final 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, excluding minor edits for consistency and correction of formatting and minor typographical errors. 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 and confirmed for the LPA, which are listed in Section 4.2.4.2 below, based on input received during the Draft EIS/EIR public review period. Since publication of the Supplemental EA/Recirculated Draft EIR Sections, the total square footage needed for temporary construction easements has been reduced as a result of further refinements. 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. Mitigation measures listed for the LPA in this section have been carried forward and included in the Mitigation Monitoring and Reporting Program (MMRP) for the LPA, Chapter 8, of this Final EIS/EIR.

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

#### 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.

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.

**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 businesses (driveway or road)   | Full                | Damages resulting from inhibited 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 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.

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, but none of the parcel's surface area is permanently acquired or disturbed.

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).

### 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 is available in Appendix N, Displacement and Relocation Technical Memorandum, of this EIS/EIR. Impact conclusions for all of the alternatives are based on the thresholds identified 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.

#### 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.

**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>                             | Adverse Effects/Significant Impacts After Mitigation (NEPA/CEQA) |
|--------------------------|------------------------|-------------------------------------|---|--|
| No Build                 | None                   | None                                | None  | None   |
| TSM                      | None                   | None                                | None  | None   |
| At-Grade Emphasis LRT    | 12                     | 119                                 | 11 Partial Takes<br>6 Temporary Easements   | None   |
| Underground Emphasis LRT | 32                     | 122-255                             | 18 Partial Takes<br>8 Full Takes<br>3 Temporary Easements<br>4 Permanent Easements  | None   |
| LPA                      | 46                     | 270                                 | 7 Partial Takes<br>9 Full Takes<br>12 Temporary Easements<br>26 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.

**4.2.3.1.2 CEQA Determination**

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

**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 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. Other displaced spaces would be located farther west along 2<sup>nd</sup> Street. 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. Surface parking is a transitional land use that can lead to future development, and improved transit service can allow a neighborhood to grow while reducing its overall need for parking. On-street parking spaces are discussed separately in Chapter 3, since they are located on public right-of-way as opposed to off-street parcels. 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. Additional information regarding all proposed displacements is available in the Displacement and Relocation Technical Memorandum, Appendix N, of this EIS/EIR.

**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/<br>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 and General Kosciuszko Way            | Partial Take                                 | 39,363                | Central Plant          | Construction Staging       |
| 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/<br>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/<br>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/<br>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/<br>4,256       | Government Building    | Alignment Tracks & Station |

**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              |
|----------------|------------|---|----------------------|-----------------------|-------------------------|---------------------------|
| 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 |

**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). Additional information regarding all proposed displacements is available in the Displacement and Relocation Technical Memorandum, Appendix N, of this EIS/EIR.

- 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 inhibited 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, off-street, 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, off-street, 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.

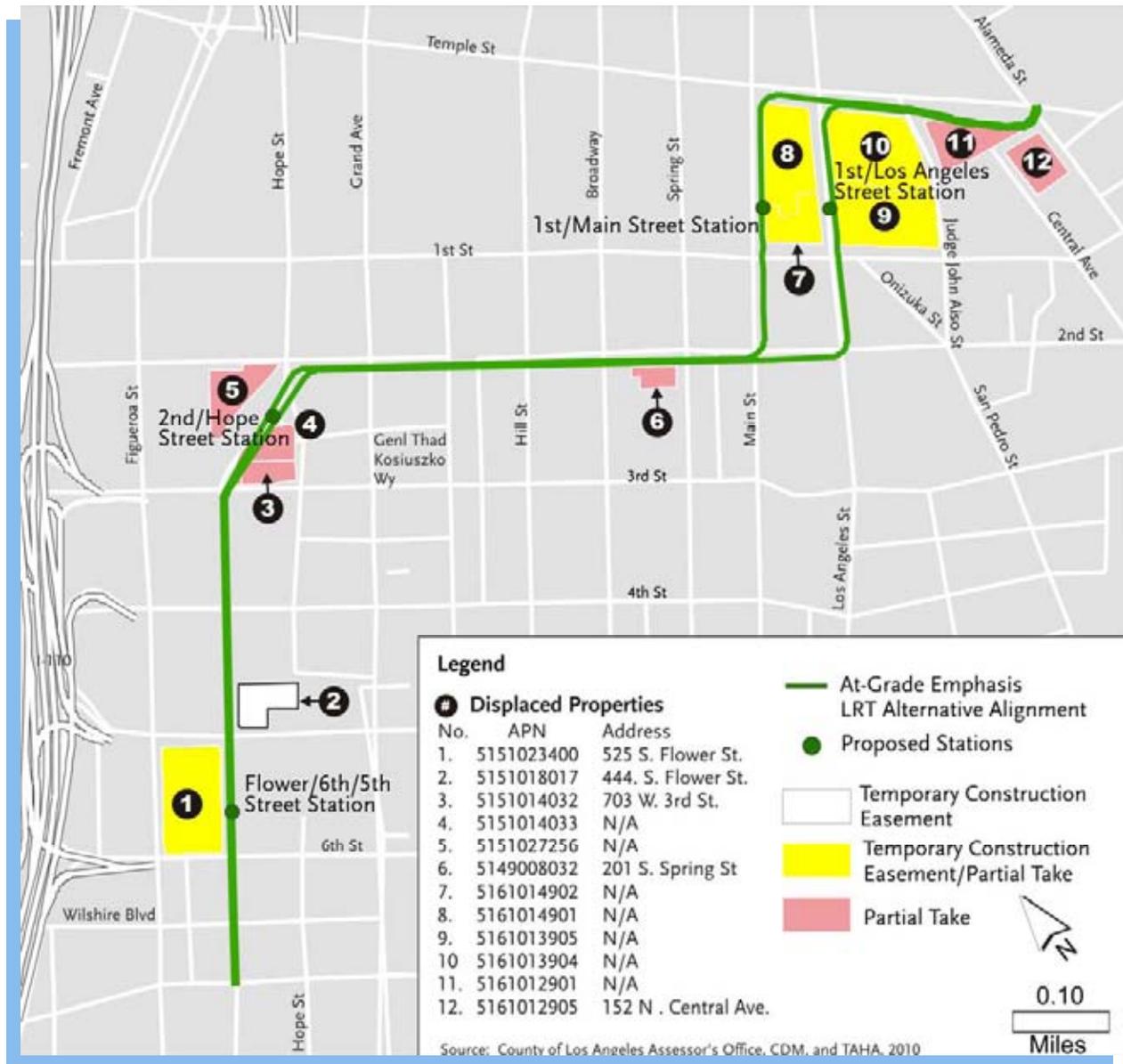
None of the other partial takes would result in potentially significant impacts because the takes consist of small portions of each parcel including landscaping and adjacent hardscape, privately-owned tennis courts, or private parking. Private parking is typically considered a transitional land use that 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.



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

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

#### 4.2.3.4 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 counts have been updated since publication of the Draft EIS/EIR to differentiate between parcels that would have permanent partial takes on one part of the parcel, versus those that would have permanent partial takes and temporary construction easements on different parts of the parcel. 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.

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. The other displaced parking spaces would be located farther west along 2nd Street, near the 2nd Street station (Broadway option). 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. Surface parking is a transitional land use that can lead to future development, and improved transit service can allow a neighborhood to grow while reducing its overall need for parking. On-street parking spaces are discussed separately in Chapter 3, since they are located on public right-of-way as opposed to off-street parcels. 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.

##### 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. Additional information regarding all proposed displacements is available in the Displacement and Relocation Technical Memorandum, Appendix N, of this EIS/EIR.

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

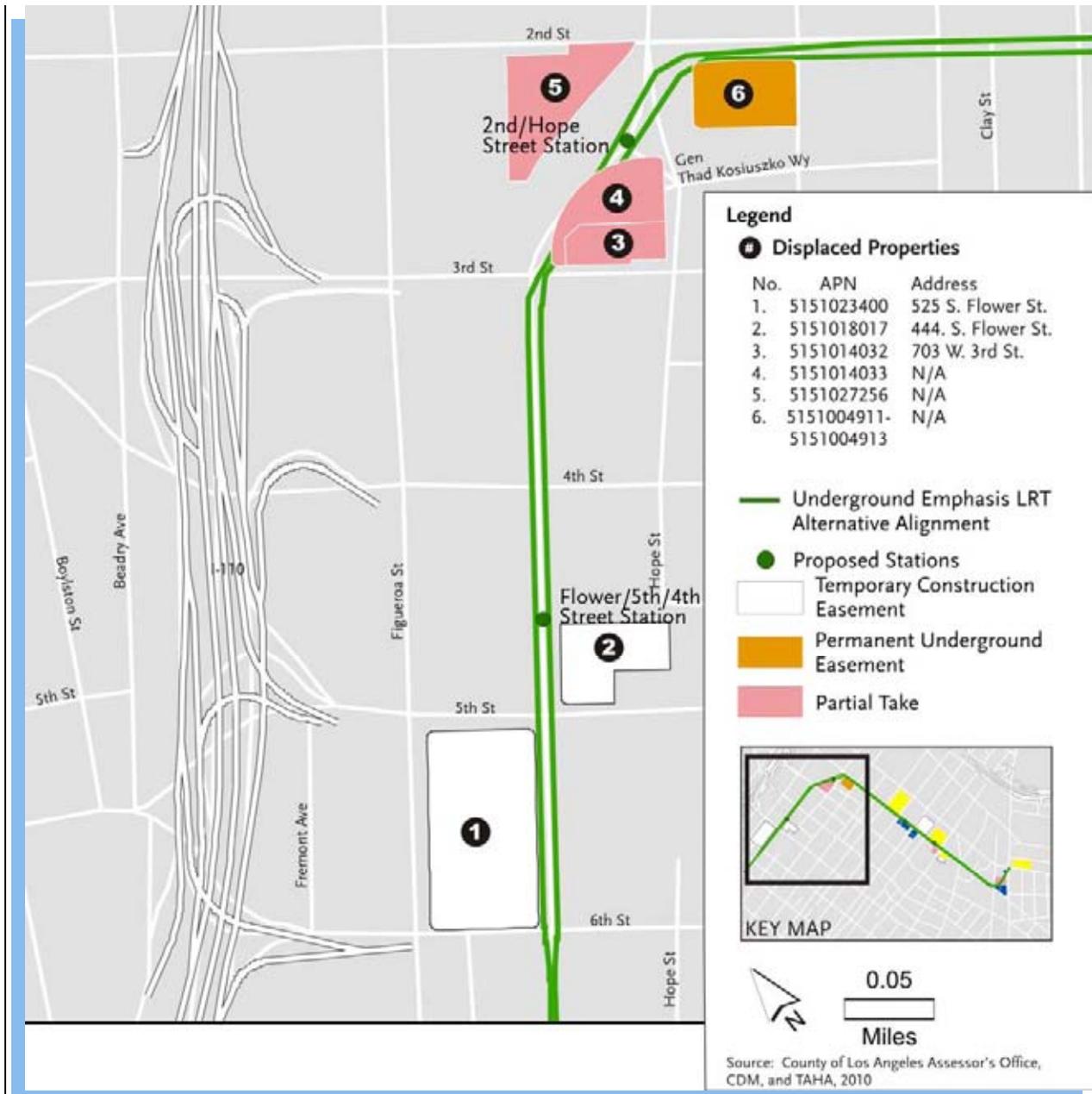
| Figure | #  | APN                              | Address   | Type of Displacement                             | Square Footage Needed | Current Use                                 | Intended Use  |
|--------|----|----------------------------------|---|--|-----------------------|---|---|
| 4.2-2  | 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 and 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<br>thru<br>5151004913 | Parcel Bounded by 2 <sup>nd</sup> Street, Hope Street, Grand Avenue, and General Kosciuszko Way | Permanent Underground Easement                   | 15,900                | Parking Lot                                 | Tunneling   |
| 4.2-3  | 7  | 5149001903                       | Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Hill Streets, Broadway                      | Temporary Construction Easement/<br>Partial Take | 28,795/<br>8,015      | Empty Lot                                   | Construction Staging/<br>Station Facilities &<br>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  |

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

| Figure | #  | APN  | Address  | Type of Displacement           | Square Footage Needed | Current Use                                   | Intended Use                         |
|--------|----|--|--|--------------------------------|-----------------------|---|--------------------------------------|
| 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                        |
| 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 |

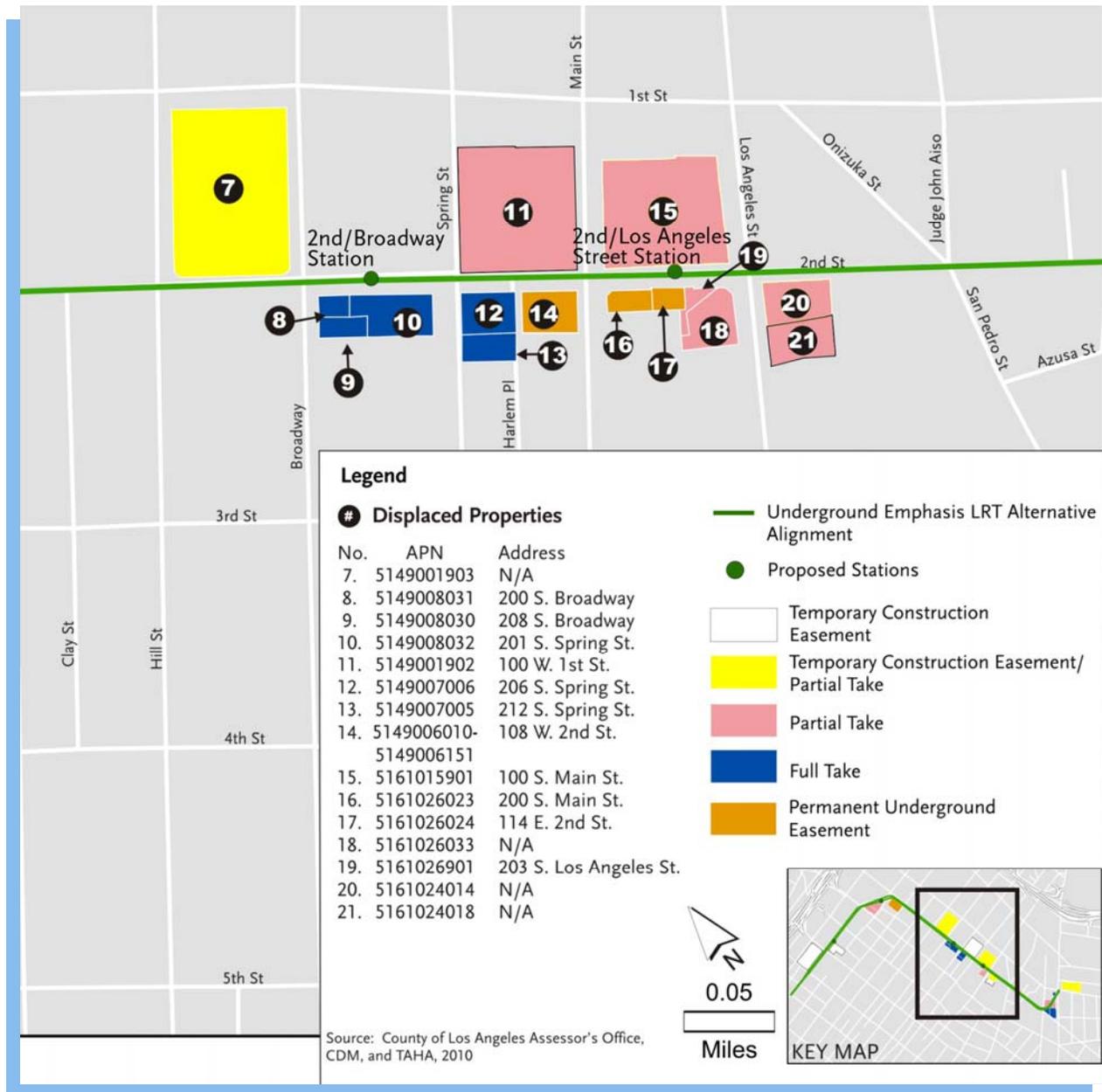
**Table 4.2-4. Parcels Potentially Affected by Displacement –  
Underground Emphasis LRT Alternative (continued)**

| Fig.  | #  | APN        | Address  | Type of Displacement | Square Footage Needed | Current Use | Intended Use                  |
|-------|----|------------|--|----------------------|-----------------------|-------------|-------------------------------|
| 4.2-3 | 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 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets and Central Avenue | Partial Take         | 5,804                 | Commercial  | Portal                        |
| 4.2-4 | 31 | 5161018021 | Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets and Central Avenue | Partial Take         | 1,618                 | Parking Lot | Portal                        |
| 4.2-4 | 32 | 5161018002 | Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets and Central Avenue | Partial Take         | 459                   | Commercial  | Portal                        |



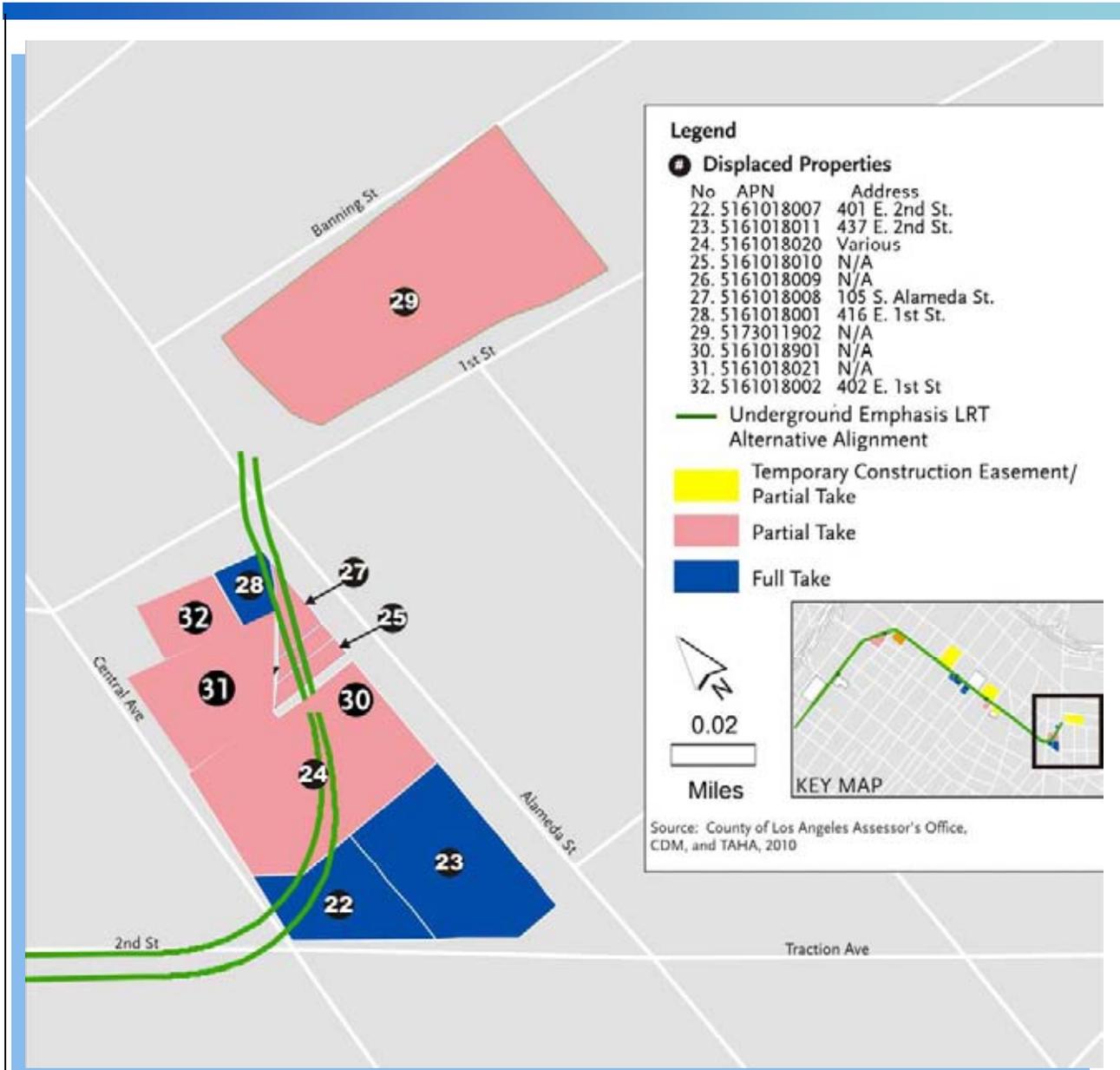
Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.

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

### 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). Additional information regarding all proposed displacements is available in the Displacement and Relocation Technical Memorandum, Appendix N, of this EIS/EIR.

- 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.
- 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 inhibited during construction, but access would be maintained per the candidate mitigation measures in Section 4.2.4 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.
- APN5161018020 (436 E. 2<sup>nd</sup> Street; Figure 4.2-4 #24) – This parcel is currently occupied by several commercial buildings containing restaurants and retail uses. The largest portion of this parcel is occupied by an Office Depot. There are five smaller commercial businesses occupying the site, including three fast food chains and two local restaurants. Construction and operation of the Underground Emphasis LRT Alternative would displace two businesses (85 jobs) on this parcel for the train portal. Each business displaced as a result of the

project would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. It is anticipated that where relocation would be required, most of the jobs would be potentially displaced but would be retained with the relocation. Therefore, there would be no net loss of jobs overall and no significant impacts or adverse effects related to job loss.

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). Business displacements without significant impacts are also discussed. Additional information regarding all proposed displacements is available in the Displacement and Relocation Technical Memorandum, Appendix N, of this EIS/EIR.

- APNs 5149008031, 5149008030, and 5149008032 (200, 208, and 201 South Spring Street, respectively; Figure 4.2-3 #s 8, 9, and 10 respectively) – These parcels are currently used as a privately-operated parking lot with approximately 142 parking spaces (this is an estimate because about half of the spaces are unmarked). Construction and operation of the Underground Emphasis LRT Alternative is expected to take all of the parcels and utilize them to stage materials and to serve as the entrance plaza for the proposed 2<sup>nd</sup> Street station (Broadway Option). Privately-operated parking lots are typically considered transitional land uses that could be developed by the owners for higher and better uses. There are several other privately-operated parking lots and structure in the vicinity. Although loss of the current parking lot may cause an inconvenience for users, it would not represent a significant impact or adverse effect. This potential impact to parking would be partially offset by the increased public transit access provided by the proposed project. No significant impacts or adverse effects associated with this displacement are expected.
- APN 5149007006 (206 S. Spring Street; Figure 4.2-3 #12) – This parcel is occupied by a commercial building that includes five businesses. The businesses located on this parcel include two restaurants, a cigar shop, a credit union, a newspaper printing office, and the City Employees Club. The entire parcel would be taken and utilized for staging materials and equipment for the Underground Emphasis LRT Alternative (for the entire alignment, not just the adjacent station options). Optional station entrance locations are also located on this site, though not all of the optional station entrance locations would be constructed. Displacement of these five businesses would displace approximately 40 employees. Each business displaced as a result of the project would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. It is anticipated that where relocation would be required, most of the jobs that would be potentially displaced

would be retained with the relocation. Therefore, there would be no net loss of jobs overall. This would result in no significant impacts or adverse effects related to job loss.

- APN 5149007005 (212 S. Spring Street; Figure 4.2-3 #13) – This parcel is currently occupied by a vacant commercial building. The Underground Emphasis LRT Alternative would take the entire parcel and use it for staging materials and equipment for construction of the entire alignment, not just the adjacent station options. Optional station entrance locations are also located on this site, though not all of the optional station entrances would be constructed. No significant impacts or adverse effects related to job loss would occur because the parcel is occupied only by a vacant building. However, should businesses exist when the project starts, each business displaced as a result of the project would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. It is anticipated that where relocation would be required, most of the jobs potentially displaced would be retained with relocation. Therefore, there would be no net loss of jobs overall. This would result in no significant impacts or adverse effects related to job loss.
- APNs 5161018008 (portion) and 5161018001 (105 S. Alameda Street and 416 E. 1<sup>st</sup> Street; Figure 4.2-4 #s 27 and 28) – These parcels are currently occupied by a commercial building and associated patio (part of 5161018008). The current business is Señor Fish restaurant. The entire parcel is expected to be taken to serve as the train egress/ingress portal during operation of the Underground Emphasis LRT Alternative. Displacement of this property would result in the loss of approximately six jobs. Each business displaced as a result of the project would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. It is anticipated that, where relocation would be required, most of the jobs would be retained with the relocation. Therefore, there would be no net loss of jobs overall. This would result in no significant impacts or adverse effects related to job loss.
- 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.

Given that the Uniform Act would be implemented for all proposed takings, and additional mitigation measures have been identified in Section 4.2.4 of the Draft EIS/EIR, none of the proposed takings would result in significant impacts.

#### *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 sections.

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. The other displaced parking spaces would be located farther west along 2<sup>nd</sup> Street, near the 2<sup>nd</sup> Street/Broadway station. 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. Surface parking is a transitional land use that can lead to future development, and improved transit service can allow a neighborhood to grow while reducing its overall need for parking. On-street parking spaces are discussed separately in Chapter 3, since they are located on public right-of-way as opposed to off-street parcels. The Regional Connector would provide new non-auto access to the area, and partially offset the parking demand in the area. With implementation of mitigation measures, the LPA would not result in a considerable contribution to a cumulative impact. The removal of on-street parking spaces is discussed in Chapter 3, Transportation Impacts and Mitigation.

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. With the refinements made since publication of the Draft EIS/EIR, the number of businesses displaced has been reduced from ten to four.

All property acquired as a partial take or full take would be for permanent transit use, such as station plazas, entrances, and portals. No surplus property would be left after construction.

**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   | 3,960                   | City National Plaza    | Construction Staging                                     |
| 4.2-5          | 2  | 5151018017                 | 444 S. Flower Street   | Temporary Construction Easement   | 1,019                   | 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 and 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 General 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<br>4.2-6 | 8  | 5149001903                 | Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Hill Streets, Broadway                       | Partial Take/Temporary Construction Easement/<br>Permanent Underground Easement | 2,640/29,000/<br>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   |
| 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                                       |

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

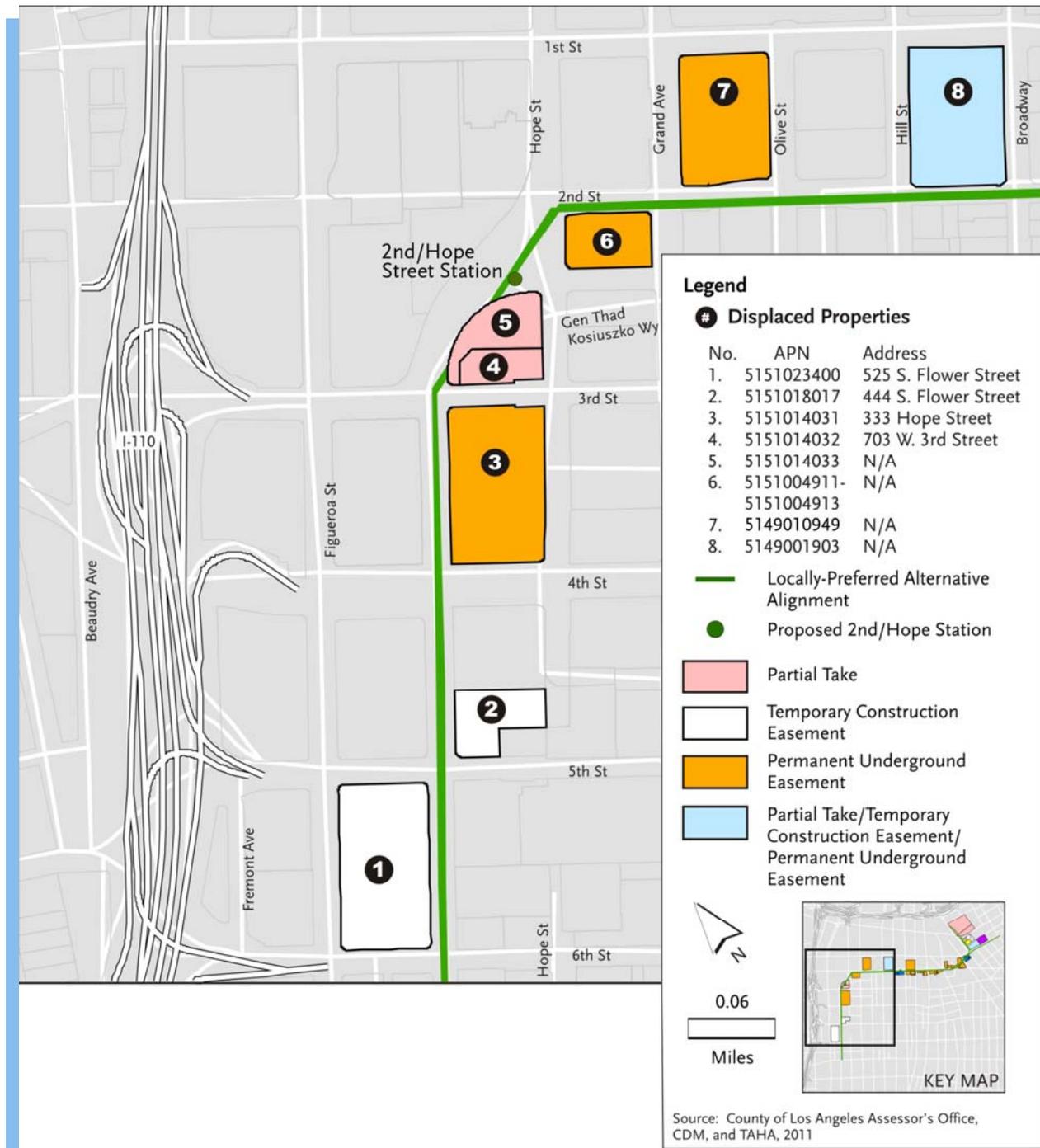
| Fig.           | #  | APN  | Address  | Type of Displacement           | Square Footage Needed | Current Use                                   | Intended Use       |
|----------------|----|--|--|--------------------------------|-----------------------|---|--------------------|
| 4.2-6          | 13 | 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<br>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/<br>Permanent Underground Easement | 20,000/91,336/<br>12,200 | Parking Lot                                  | Construction Staging,<br>Tunneling &<br>Street Widening |

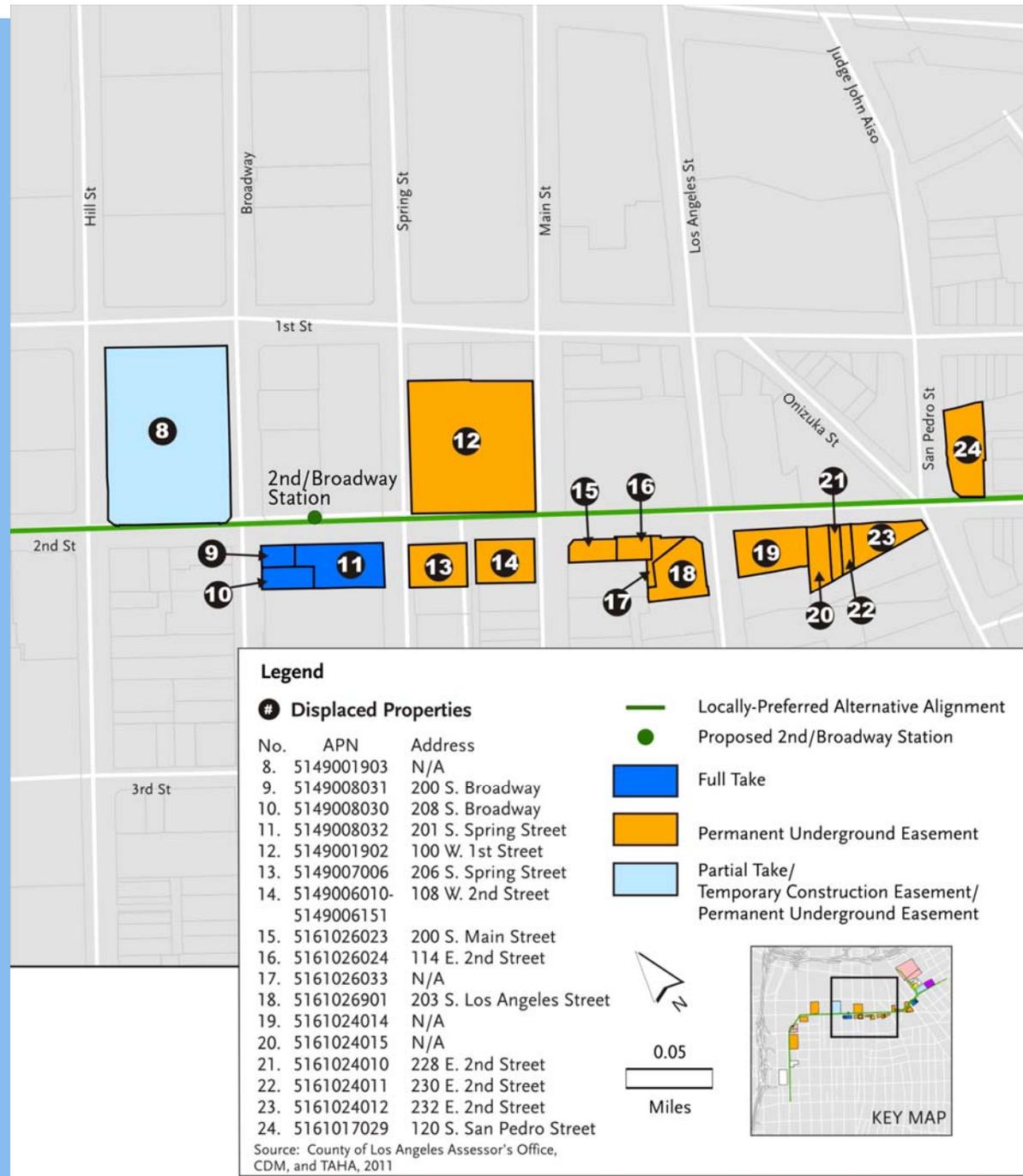
Table 4.2-5. Parcels Potentially Affected by Displacement – Locally Preferred Alternative (continued)

| 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                       |



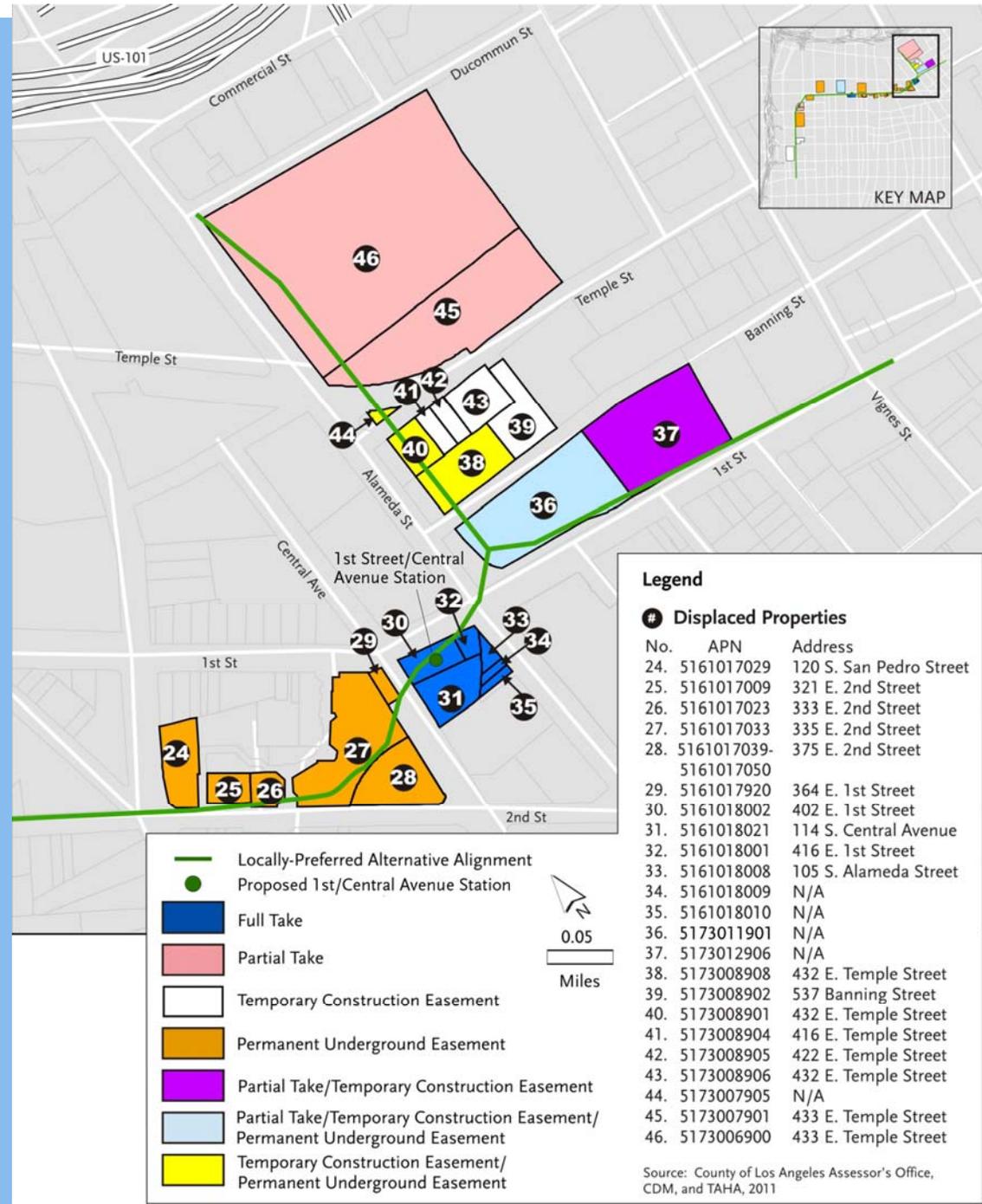
Note: Full parcels are shaded for partial takes to clearly illustrate parcel boundaries.

**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**

#### 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 4.2.4.2 below for final mitigation measures for the LPA). Additional information regarding all proposed displacements is available in the Displacement and Relocation Technical Memorandum, Appendix N, of this EIS/EIR.

- 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 and a parking structure. The LPA tunnel would pass beneath these parcels. Impacts to the JVP structures, including the parking structure, are not anticipated. Only a subsurface easement is needed, and no surface area of the parcels would be acquired. The existing parking and retail structures on the parcels would remain in place. Appropriate protective measures would be used to avoid subsidence and damage to the structures, including the parking structure, during construction and operation as discussed in Section 4.9.4 of the Draft EIS/EIR. There are no reasonably foreseeable projects planned for this property, “any future project where the applicant has devoted significant time and financial resources to prepare for any regulatory review...” (Gray v. County of Madera (2008)). No surface area would be permanently acquired on this property for the LPA, only a subsurface easement for tunneling. Future subsurface development would be precluded within the easement area only. However, not all development would be precluded, including future subsurface development outside the easement area. Significant impacts are not expected with this permanent underground easement with these protective measures.

None of the proposed temporary surface easements would result in significant impacts because they consist of small portions of each parcel including landscaping and adjacent hardscape, privately-owned tennis courts, or off-street parking. Subsurface easements would not result in significant impacts because they do not involve displacement or acquisition of surface area.

#### 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 4.2.4.2 below for final mitigation measures for the LPA). Additional information regarding all proposed displacements is available in the Displacement and Relocation Technical Memorandum, Appendix N, of this EIS/EIR.

- 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 inhibited or eliminated to the Central Plant. Final mitigation measures described in Section 4.2.4.2 and Chapter 8, MMRP for the LPA, 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. Potential significant impacts could result if access was inhibited or eliminated. Some parking spaces on the LADWP site would be temporarily displaced during construction, but not permanently. There is alternate parking on-site available for LADWP use, and construction activities would be coordinated with LADWP to ensure that there would be no adverse effects. Access to the facility would be maintained during construction and operation, thus avoiding significant impacts. Final mitigation measures described in Section 4.2.4.2 and Chapter 8, MMRP for the LPA, have been developed to reduce this potential impact.

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 4.2.4.2 below for final mitigation measures for the LPA). Business displacements without significant impacts are also discussed. Additional information regarding all proposed displacements is available in the Displacement and Relocation Technical Memorandum, Appendix N, of this EIS/EIR.

- APNs 5149008031, 5149008030, and 5149008032 (200, 208, and 201 S. Spring Street, respectively; Figure 4.2-6 #s 9, 10, and 11 respectively) – These parcels are currently used as a privately-operated parking lot with approximately 142 parking spaces (this is an estimate because about half of the spaces are unmarked). Construction and operation of the LPA is expected to take all of the parcels and utilize them to stage materials and to serve as the entrance plaza for the proposed 2<sup>nd</sup> Street/Broadway station. Privately-operated parking lots are typically considered transitional land uses that could be developed by the owners for higher and better uses. There are several other privately-operated parking lots and structures in the vicinity. Although loss of the current parking lot may cause an inconvenience for users, it would not represent a significant impact or adverse effect. This potential impact to parking would be partially offset by the increased public transit access provided by the proposed project. No significant impacts or adverse effects associated with this displacement are expected.
- 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.
- APNs 5161018008 (portion) and 5161018001 (105 S. Alameda Street and 416 E. 1<sup>st</sup> Street; Figure 4.2-7 #s 33 and 32) – These parcels are currently occupied by a commercial building and associated patio (part of 5161018008). The current business is Señor Fish restaurant. The entire parcel is expected to be taken to serve as the station entrance plaza for the 1<sup>st</sup>/Central Avenue station. Displacement of this property would result in the loss of approximately six jobs. Each business displaced as a result of the project would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. It is anticipated that, where relocation would be required, most of the jobs would be retained with the relocation. Therefore, there would be no net loss of jobs overall. This would result in no significant impacts or adverse effects related to job loss.

- APN 5161018002 (402 E. 1<sup>st</sup> Street; Figure 4.2-7 #30) – This parcel is currently occupied by a privately-owned, off-street parking lot used primarily by customers of the restaurants in the vicinity of the lot and patrons of JANM. Acquisition of this parcel would displace all parking spaces (approximately 70; however, this is an estimate because not all spaces are marked) for construction of an underground station and construction staging. Privately-operated parking lots are typically considered transitional land uses that could be developed by the owners for higher and better uses. There are several other privately-operated parking lots and structures in the vicinity. Although loss of the current parking lot may cause an inconvenience for users, it would not normally represent a significant impact or adverse effect. This potential impact to parking 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 the loss of this parking could negatively impact the adjacent small businesses and JANM located across the street. The community is concerned that this could, in turn, affect economic stability and ultimately the character of the community. Therefore, Metro would replace some of the parking temporarily during construction, and conduct a parking capacity study of the Little Tokyo area to determine if there is sufficient parking availability without those parcels or identify if additional replacement parking is warranted. Significant impacts or adverse effects to parking associated with this displacement would not occur.
- APN 5161018021 (114 S. Central Avenue; Figure 4.2-7 #31) – This parcel is currently occupied partly by a commercial building containing two restaurants and partly by a privately-operated parking lot that is also part of APN 5161018002. The LPA would displace two restaurants (25 jobs) on this parcel to construct the underground 1<sup>st</sup>/Central Avenue station. Each business displaced as a result of the project would be given advance written notice and informed of its eligibility for relocation assistance and payments. It is anticipated that where relocation would be required, most of the jobs potentially displaced would be retained with the relocation. Therefore, there would be no net loss of jobs overall and no significant impact or adverse effect related to job loss.

Given that the Uniform Act would be implemented for all displacements, along with the mitigation measures presented in Section 4.2.4.2 and the MMRP for the LPA, Chapter 8, of this Final EIS/EIR, none of these takings would result in significant impacts.

#### *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 will 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. With implementation of mitigation measures, the LPA would not result in a considerable contribution to a cumulative impact. After mitigation, the LPA would not have any significant displacement or relocation impacts.

#### 4.2.4 Mitigation Measures

##### 4.2.4.1 Updates to the Candidate Mitigation Measures from the Draft EIS/EIR

The Draft EIS/EIR included candidate mitigation measures for review and comment by the public, agencies, and other stakeholders. Since publication of the Draft EIS/EIR, Metro has adjusted and added specificity to the candidate mitigation measures for displacements and relocations facilities impacts presented in the Draft EIS/EIR. The final LPA mitigation measures, shown in Section 4.2.4.2 below, are included in the MMRP for the LPA, Chapter 8, of this Final EIS/EIR, and supersede candidate mitigation measures identified in the Draft EIS/EIR. Updates to the mitigation measures made since publication of the Draft EIS/EIR include:

- Addition of coordination with the Los Angeles Department of Transportation (LADOT) to open city parking lots in the evenings for short-term parking during construction and to reduce the impacts of government vehicles parking on 2<sup>nd</sup> Street.
- Addition of detail to mitigation measures for consistency with other sections.

##### 4.2.4.2 Final Mitigation Measures for the Locally Preferred Alternative

Mitigation measures listed for the LPA in this section have been carried forward and included in the MMRP for the LPA, Chapter 8, of this Final EIS/EIR. They are the final committed mitigation measures for the LPA. MMRP index numbers are shown in parenthesis after each mitigation measure.

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. (DR-1)
- Metro shall maintain access to the Central Plant at all times during construction. (DR-2)

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. (DR-3)

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. This would 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 would occur 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 described in EJ-11 in the MMRP for the LPA, Chapter 8, of this Final EIS/EIR. (DR-4)
- Metro shall not hinder access to other public parking lots during construction. (DR-5)
- Prior to construction, Metro shall conduct an annual parking needs assessment in Little Tokyo. Metro shall provide replacement parking for spaces lost as a result of the project as described in EJ-3 and to respond to the needs identified in the parking needs assessment. Metro shall work with Little Tokyo and surrounding communities to educate 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. (EJ-11)
- 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, or through a combination of: (EJ-2)
  - Metro shall work with the City of Los Angeles to develop a parking mitigation program, as described above. (DR-4)
  - Metro shall provide two acres of land on the Mangrove property (northeast of 1<sup>st</sup> and Alameda Streets) for the purposes of providing alternative parking services during construction, which could include satellite parking served by shuttle buses, valet parking from vehicle pick-up/drop-off in the central business areas of Little Tokyo, and standard self-parking. The number of spaces provided would range from 200 standard spaces to approximately 300 spaces when supplemental parking services are operating. Any parking services shall be operated by a licensed/bonded parking company and shall be selected through a competitive request for proposal (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. (EJ-3)
  - 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. (EJ-4)

- Metro shall support efforts to curb non-legitimate use of disabled parking spaces. (EJ-5)
- Metro shall work with LADOT, owners of private parking lots, and businesses to develop an advanced parking reservation system at cooperative and suitable locations during construction. (EJ-6)
- 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. (EJ-7)
- 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. (EJ-8)
- 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. (EJ-9)
- 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. (EF-1)

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. (DR-6)
- Metro shall develop a Construction Mitigation Program that includes protocol for community notification of construction activities including traffic control measures, schedule of activities, and duration of operations, with written communications to the community translated into appropriate languages. (DR-7)

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. (DR-8)

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. (DR-9)