

**Regional Connector Transit Corridor  
Draft Environmental Impact Statement/  
Draft Environmental Impact Report**

**APPENDIX N**



**DISPLACEMENT AND RELOCATION**



**Regional Connector Transit Corridor  
Displacement and Relocation  
Technical Memorandum**

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## ACRONYMS

APN	Assessor's Parcel Number
CEQA	California Environmental Quality Act
FTA	Federal Transit Administration
LRT	Light Rail Transit
L RTP	Long Range Transportation Plan
NEPA	National Environmental Policy Act
TSM	Transportation Management System
USDOT	United States Department of Transportation



## 1.0 SUMMARY

The project area surrounding the potential Regional Connector alternatives is essentially built-out. Therefore, there is a possibility that displacement as a result of the construction and operation of the proposed project would occur. Displacement could result from temporary or permanent easements, partial takes, and full takes.

Displacement of a business or residence is regulated at the federal level (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970) and state level (California Relocation Act). These regulations guide how fair compensation and relocation assistance is applied to displacements.

The alternatives under consideration for the Regional Connector include the No Build Alternative, the Transportation Systems Management (TSM) Alternative, the At-Grade Emphasis Light Rail Transit (LRT) Alternative, the Underground Emphasis LRT Alternative, the Fully Underground Alternative – Little Tokyo Variation 1, and the Fully Underground Alternative – Little Tokyo Variation 2.

The No Build Alternative would include the transit investments already planned as described in the Metro 2009 Long-Range Transportation Plan. The No Build Alternative would not result in direct or indirect displacement of housing, people, or employment. Furthermore, the No Build Alternative would not have cumulatively adverse impacts.

The TSM Alternative would include the same transit improvements as the No Build Alternative, but would also include two new shuttles to serve as a connection between Union Station and the existing 7<sup>th</sup> Street/Metro Center Station. The TSM Alternative would not result in direct or indirect displacement of housing, people, or employment, although approximately 24 curb parking spaces would need to be removed from 2<sup>nd</sup> Street between Hill Street and Central Avenue to accommodate new bus stops.

Construction and operation of the At-Grade Emphasis LRT Alternative is expected to require the partial take of 11 parcels. Additionally, temporary easements that would affect two parcels would be required.

Construction and operation of the At-Grade Emphasis LRT Alternative is expected to permanently displace approximately 51 on-street parking spaces, 29 on-street loading spaces, 77 off-street parking spaces in a pay-to-park lot, and 33 off-street spaces in a publicly operated lot. Mitigation measures have been identified for potential adverse impacts associated with access to businesses and bus stops.

After mitigation measures are implemented, impacts would not be considered significant adverse effects under the National Environmental Policy Act (NEPA) and would be less than significant under the California Environmental Quality Act (CEQA).

Construction and operation of the Underground Emphasis LRT Alternative is expected to displace 11 parcels that include 9 businesses, and require the partial take of ten parcels. Additionally, it is expected that temporary easements affecting eight parcels and permanent easements affecting four parcels would be required.

Construction and operation of the Underground Emphasis LRT Alternative would permanently displace approximately 148 to 281 off-street parking spaces in privately operated lots, depending which 2<sup>nd</sup> Street station option is selected (Broadway Option or the Los Angeles Street Option). This range includes 139 off-street parking spaces in privately operated lots in Little Tokyo that would be displaced. The Little Tokyo community has identified these parking spaces as important resources.

The Regional Connector as a transportation project enhances non-auto access to downtown, including Little Tokyo, and will help offset the cumulative loss of parking spaces. In addition, potential mitigation measures have been developed to offset potential impacts related to access to businesses and bus stops and loss of public parking in Little Tokyo. These potential mitigation measures may include replacement parking to address potential environmental justice issues. Once these mitigation measures have been implemented, impacts would not be considered significant adverse effects under NEPA and would be less-than-significant under CEQA.

Construction and operation of the Fully Underground Alternative – Little Tokyo Variation 1 would require up to five more full takes, possibly one less partial take, two more permanent underground easements, and three less temporary construction easements than the Underground Emphasis LRT Alternative.

Impacts of the Fully Underground Alternative – Little Tokyo Variation 1 would be similar to the Underground Emphasis LRT Alternative and the same mitigation measures would apply. Mitigation has been identified for the additional displacements. Impacts would not be considered significant adverse effects under NEPA and would be less than significant under CEQA.

Construction and operation of the Fully Underground Alternative – Little Tokyo Variation 2 would require the same number of full takes, permanent underground easements, and temporary construction easements as the Fully Underground Alternative – Little Tokyo Variation 1. The Fully Underground Alternative – Little Tokyo Variation 2 would have one to two additional partial takes. Impacts would be similar to the Fully Underground Alternative – Little Tokyo Variation 1 and the same mitigation measures would apply. Mitigation has been identified for the additional displacements. Impacts would not be considered significant adverse effects under NEPA and would be less than significant under CEQA.

## 2.0 INTRODUCTION

The Regional Connector Transit Corridor project maximizes the use of publicly owned rights-of-way. However, given that the project area is densely urbanized, displacement may occur for construction and operation of each of the proposed build alternatives. This technical memorandum addresses potential displacements - including temporary and permanent easements, partial takes, and full takes of real property - that would occur under each alternative. This impact analysis evaluates potential impacts to persons and businesses on private property within the project area.





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## 3.0 METHODOLOGY FOR IMPACT EVALUATION

### 3.1 Regulatory Framework

#### 3.1.1 Federal

According to the Federal Transit Administration (FTA) NEPA guidelines, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (Uniform Act) must be implemented if there are any displacements as a direct cause of the project. The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.

Owners of private property have federal constitutional guarantees that their property will not be taken or damaged for public use unless they first receive just compensation. Just compensation is measured by the “fair market value” of the property taken, where “fair market value” is considered to be the:

“highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.” (Code of Civil Procedure Section 1263.320a)

Other than compliance with the Uniform Act, there are no specific thresholds under NEPA for displacement impacts.

#### 3.1.2 State

The provisions of the California Relocation Act (California Act) apply in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits. The California Act, which is consistent with the intent and guidelines of the federal Uniform Act, seeks to (1) ensure consistent and fair treatment of owners of real property, (2) encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts, and (3) promote confidence in the public land acquisitions process. Similar to the federal regulations, owners of private property have state constitutional guarantees regarding property takes, damages, and just compensation.

### 3.2 Standards of Significance

According to the CEQA Guidelines, a project would have a significant impact if it would:

- Displace substantial numbers of existing housing units, particularly affordable housing units, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating construction of replacement housing elsewhere.

CEQA does not have specific thresholds for displacement impacts on employment. However, given the character of the project area, it is expected that the proposed project could impact businesses. Therefore, a similar threshold for employment displacement is used in this analysis as is used for population and housing.

### 3.3 Methodology

Conceptual engineering plans for the proposed alignment, station options, staging areas, and rights-of-way were reviewed to assess the types of potential displacement due to any of the project build alternatives. Site reconnaissance of the project area, particularly of the parcels that would potentially be taken fully or partially, was undertaken and existing businesses were documented. Appropriate scale satellite photography was used to determine parking space information and location of parcels. The California Assessor's Office parcel information was utilized in this analysis as well. The impact analyses contained in other technical memoranda including Cultural Resources and Economic and Fiscal Impacts were also reviewed.

## 4.0 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. Property acquisition may be phased over time, depending on project funding and schedule.

### 4.1 Typical Causes of Displacement

Table 4-1 shows typical causes of land acquisition and displacement that could potentially occur with a project. When an 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. This would occur if, for example, 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. Widening intersections is often required to add left-turn lanes that have been relocated by station platforms installed within a street median, adjacent to transit tracks. 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.

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. A full take could also result from a severe loss of access that reduces the useful operation (e.g., driveway access to a property is eliminated), though there are no instances where this occurs for any of the Regional Connector alternatives.

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, during construction for example, or permanent. Temporary construction easements are utilized when there is a need to utilize a portion of a property for construction staging or equipment use. Permanent underground easements are utilized when tunneling for a subway and during its operation.

Using these criteria for the types of acquisitions that may be required for the proposed project (Table 4-1), a list of properties that could be affected was compiled for each alternative (listed in Section 5).

**Table 4-1. Causes of Displacement**

<b>Reason</b>	<b>Type of Acquisition</b>	<b>Cause/Process</b>
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

## 4.2 Existing Land Uses

The current land uses adjacent to the proposed project alignments are presented in detail in the Land Use Technical Memorandum. Overall, the project area is characterized by a dense downtown urban environment.

Tall skyscrapers with offices and hotels dominate the western end of the project area; these include the City National Towers, Bonaventure Hotel, CitiGroup Tower, US Bank Tower, and the Standard Hotel.

Civic institutions dominate the central portion of the project area. These include City Hall, City Hall East, the California Department of Transportation District 7 Headquarters, Parker Center, and the new Los Angeles Police Department Building under construction.

Little Tokyo, located on the eastern portion of the project area, contains a mix of commercial, residential, civic, and light industrial mid- to low-scale development. Little Tokyo includes the Japanese Village Plaza, the Go For Broke Monument, and the Japanese American National Museum, which are of particular significance to the City of Los Angeles.

## 5.0 IMPACTS

### 5.1 No Build Alternative

Under the No Build Alternative, transit infrastructure investment would be limited to improvements planned for and funded in the 2009 Metro Long-Range Transportation Plan (LRTP). By 2035, the Metro Expo Line to Santa Monica, Metro Purple Line to Westwood, Metro Crenshaw Line, Metro Green Line to the South Bay and LAX, and Metro Gold Line to Azusa and the San Gabriel Valley will have opened, and a number of bus services will have been reorganized and expanded to provide connections with these new rail lines. The transit network within the project area will otherwise be largely the same as it is now.

#### 5.1.1 Direct Impacts

Under the No Build Alternative, there would be no construction in the project area associated with transit infrastructure investments. As such, displacement of properties for transit infrastructure would not occur. Therefore, no direct adverse impacts associated with displacements and relocations are expected under the No Build Alternative.

#### 5.1.2 Indirect Impacts

There would be no indirect impacts under the No Build Alternative.

#### 5.1.3 Cumulative Impacts

There would be no cumulative impacts under the No Build Alternative.

### 5.2 Transportation Systems Management (TSM) Alternative

Under the TSM Alternative, transit infrastructure investment would occur, including but not limited to, two new express shuttle bus lines linking the 7<sup>th</sup> Street/Metro Center Station and Union Station. These buses would run frequently, perhaps just a few minutes apart, especially during peak hours in future traffic conditions projected in the Transportation Technical Memorandum. The buses may also have traffic signal priority similar to the Metro Rapid system to help bus mobility in projected future traffic conditions, where the traffic signal control system grants longer green lights to oncoming transit vehicles.

Enhanced bus stops would be located every two to three blocks to maximize coverage of the area surrounding the routes. These new shuttles would also have associated structures (bus stops and signage). The same infrastructure investments that would occur under the No Build Alternative would occur under the TSM Alternative.

### 5.2.1 Direct Impacts

Under the TSM Alternative, the transit infrastructure investment (a new bus route and associated structures) would utilize the existing street and sidewalk networks and would not require the displacement or relocation of properties, residents, or employees. However, up to 24 on-street parking spaces would need to be removed to install new bus stops on 2<sup>nd</sup> Street between Hill Street and Central Avenue. This assumes that each of the six new bus stops on 2<sup>nd</sup> Street would be 90 feet in length and displace up to four curb parking spaces.

Transit projects tend to offset the impacts of decreased parking by providing alternatives to driving. In the case of the TSM Alternative, parking impacts would not be considered adverse or significant. However, the TSM Alternative would also be less effective in offsetting these impacts than the build alternatives because it provides poorer connections with the regional rail network.

### 5.2.2 Indirect Impacts

There would be no indirect impacts under the TSM Alternative.

### 5.2.3 Cumulative Impacts

Many of the development projects identified in the Cumulative Impacts Technical Memorandum are planned to be built on parcels currently occupied by surface parking lots. The City of Los Angeles typically requires that these displaced parking spaces be replaced at a one-to-one ratio, but they do not necessarily need to be open to the public.

Many of these developments will also qualify for reduced off-street parking quotas due to their proximity to transit facilities and their location in the downtown area. The TSM Alternative's permanent displacement of up to 24 on-street parking spaces (six to 12 in Little Tokyo, where the community has expressed concern over the potential loss of parking) would thus not result in a cumulative impact.

Surface parking lots in downtown Los Angeles are an important community resource because many of the older, historical businesses and civic buildings do not provide the amount of on-site, off-street parking required under current planning code, resulting in an overall parking deficit. The loss of publicly accessible surface parking in Little Tokyo and in other downtown Los Angeles areas due to the proposed project would not represent a cumulative loss.

Typically, transit projects themselves serve as mitigation for the loss of parking because they would remove vehicles on the road, thereby reducing the demand for parking.

## 5.3 At-Grade Emphasis LRT Alternative

The At-Grade Emphasis LRT Alternative would extend from the underground 7<sup>th</sup> Street/Metro Center Station in a cut-and-cover tunnel north under Flower Street. It resurfaces to at-grade

north of 4<sup>th</sup> Street, crosses 3<sup>rd</sup> Street at-grade, enters a cut-and-cover tunnel into the side of Bunker Hill, and turns northeast through a new entrance to the existing 2<sup>nd</sup> Street tunnel. The alignment continues at-grade along 2<sup>nd</sup> Street and splits into a couplet configuration traveling north on Main and Los Angeles Streets (one track on each roadway). The alignment then heads east on Temple Street, realigns into a dual-track configuration just east of Los Angeles Street, and connects to the Metro Gold Line tracks in a three-way junction north of the Little Tokyo/Arts District Station on Alameda Street.

Due to the high volume of trains that would traverse the Regional Connector Transit Corridor, an automobile underpass and potential pedestrian overpass would be constructed at Temple and Alameda Streets to eliminate potential pedestrian-train and automobile-train conflicts. To implement this alternative, the number of traffic lanes and on-street parking on portions of 2<sup>nd</sup>, Temple, Los Angeles, Flower, and Main Streets would be reduced.

### 5.3.1 Direct Impacts

To construct the At-Grade Emphasis LRT Alternative, 11 parcels would require partial takes. In addition, temporary easements required during construction would affect two parcels. These properties would be utilized for traction power substation (TPSS) site locations, construction staging, below-grade tunneling, and station locations.

Some station plans have multiple entrance options, though not all of them would be constructed. In these cases, all potential takings and easements for station entrances would be evaluated.

Table 5-1 lists the Assessor's Parcel Numbers (APNs), addresses, and the current and intended uses of the properties that could be impacted by displacement to construct the At-Grade Emphasis LRT Alternative. Table 5-1 also references the parcels' locations in Figure 5-1.

For all of the property acquisitions, relocation assistance to residential and business tenants and compensation to property owners would be provided by Metro as required by the Uniform Act and the California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in Sections 3.1.1 and 3.1.2.

Where acquisitions and relocations are unavoidable with the At-Grade Emphasis LRT Alternative, Metro would follow the provisions of the Uniform Act. Procedures that would be used would follow the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the U.S. Department of Transportation (USDOT), dated February 3, 2005. Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act.

All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which would not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advanced written notice and informed of their eligibility for relocation assistance and payments.

**Table 5-1. Parcels Potentially Affected by Displacement –  
At-Grade Emphasis LRT Alternative**

Figure 5-1 #	APN	Address	Type of Displacement	Current Use	Intended Use
1	5151023400	525 S. Flower Street	Partial Take/Temporary Construction Easement (TCE)	City National Plaza	Construction Staging
2	5151018017	444 S. Flower Street	Temporary Construction Easement (TCE)	Courtyard	Construction Staging
5	5151027256	Parcel Bounded by Figueroa/3 <sup>rd</sup> /Flower/ 2 <sup>nd</sup> Streets	Partial Take	Pool and Tennis Courts	Station Entrance
6	5149008032	201 S. Spring Street	Partial Take	Parking Lot	TPSS Location
3	5151014032	703 W. 3 <sup>rd</sup> Street	Partial Take	Central Plant	Construction Staging
8	5161014901	Parcel Bounded by Main/Temple/ Los Angeles Streets and Parcel 5161014902	Partial Take	Government Building	Alignment Tracks & Station
10	5161013904	Parcel Bounded by Judge John Aiso/ Temple/Los Angeles Streets and Parcel 5161013905	Partial Take	Government Building	Alignment Tracks & Station
11	5161012901	Parcel on SW corner of Temple/Alameda	Partial Take	Parking Lot	Alignment Tracks



**Table 5-1. Parcels Potentially Affected by Displacement –  
At-Grade Emphasis LRT Alternative**

<b>Figure 5-1 #</b>	<b>APN</b>	<b>Address</b>	<b>Type of Displacement</b>	<b>Current Use</b>	<b>Intended Use</b>
		Streets			
4	5151014033	Parcel Bounded by 3 <sup>rd</sup> /Hope/Flower Streets & General Kosciuszko Way	Partial Take	Vacant	Construction Staging
7	5161014902	Parcel bounded by Main/1 <sup>st</sup> /Los Angeles Streets and Parcel 5161014901	Partial Take	Government Building	Station
9	5161013905	Parcel bounded by Judge John Aiso/1 <sup>st</sup> /Los Angeles Streets and Parcel 5161013904	Partial Take	Government Building	Station
12	5161012905	152 N. Central Avenue	Partial Take	MOCA and Public Parking	Pedestrian Bridge Footing

*Source: TAHA, 2010.*

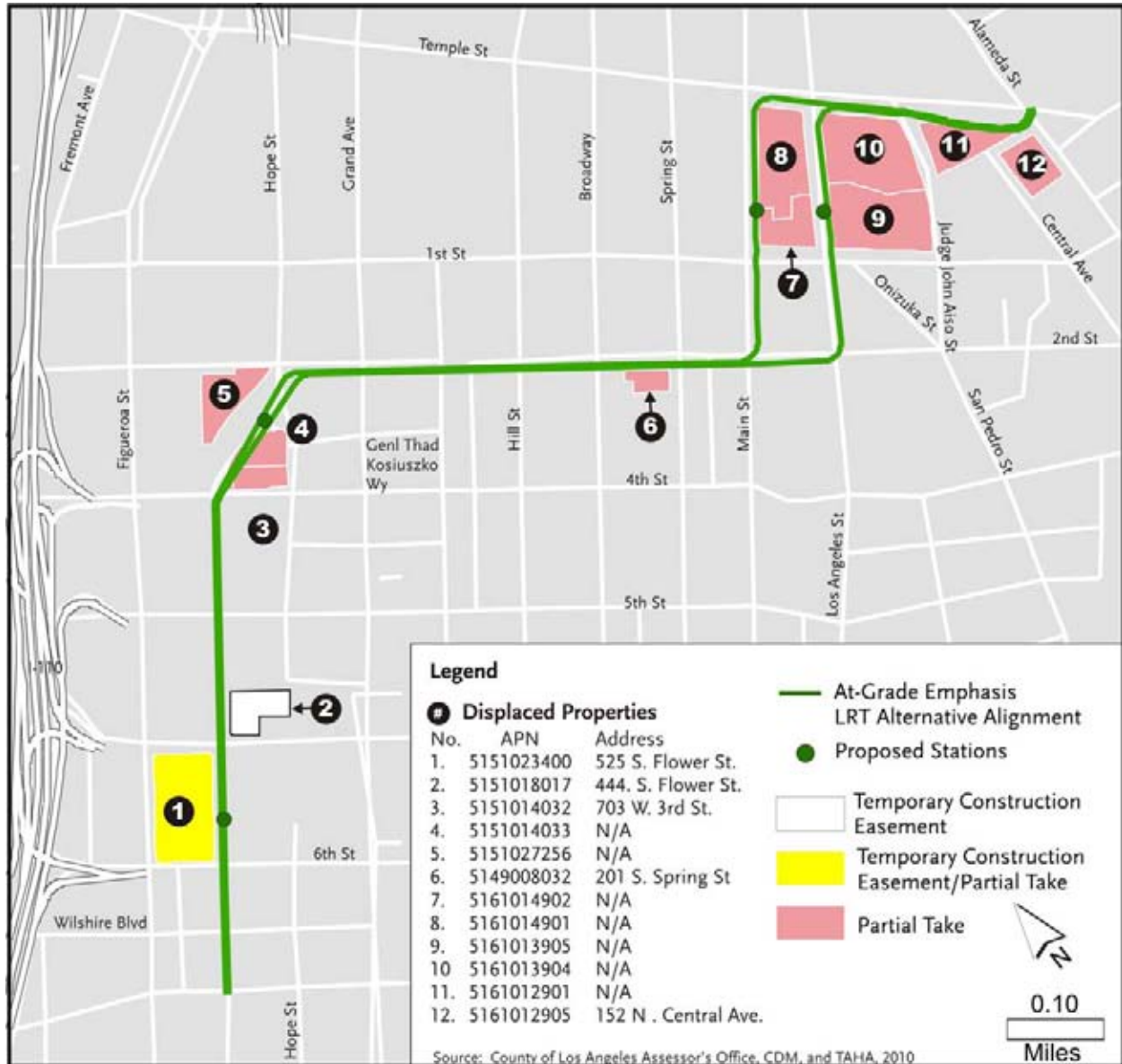


Figure 5-1. At-Grade Emphasis LRT Alternative Potential Displacement

### 5.3.1.1 Easements

Construction of the At-Grade Emphasis LRT Alternative would require temporary easements that would affect two parcels (Figure 5-1). The easements would include:

- APN 5151023400 (525 S. Flower Street; Figure 5-1 #1) – This parcel contains the City National Plaza and towers. Construction of the At-Grade Emphasis LRT Alternative is expected to utilize a portion of the Plaza for equipment and/or material staging and for construction of a proposed below-grade station. Part of the City National Plaza serves as a bus stop for various bus lines from several transit service providers. During construction, access to this bus stop would be maintained or relocated. In addition, part of the public sidewalk would be utilized as an entrance to the proposed below-grade station, but this would not encroach onto the private property. This easement would be temporary; however, potential adverse impacts could result if access to the bus stop is not maintained. Proposed mitigation measures in Section 6.3 have been developed to reduce this potential impact to a less than significant level.
- APN 5151018017 (444 S. Flower Street; Figure 5-1 #2) – This parcel contains the Citigroup Center, which includes the Citigroup Building and retail shops and restaurants. Construction of the At-Grade Emphasis LRT Alternative is expected to utilize the plaza at the northeast corner of the 5<sup>th</sup> Street/ Flower Street intersection for construction staging, which is only a portion of the site (. Several mature palm trees are located in the plaza. It is not expected that the palm trees would be removed during construction. Palm trees are not considered heritage trees and are not a protected species in the City of Los Angeles. This easement would be temporary, and the site would be returned to pre-construction conditions once construction is completed. No significant adverse impacts associated with this easement are expected.

### 5.3.1.2 Partial Takes

There are 11 parcels which would be partially taken for the construction and operation of the At-Grade Emphasis LRT Alternative (Figure 5-1). These parcels would include:

- APN 5151023400 (525 S. Flower Street; Figure 5-1 #1) – This parcel contains the City National Plaza and towers. Construction of the At-Grade Emphasis LRT Alternative is expected to require a partial take for locating an entrance to a proposed below-grade station. Part of the City National Plaza serves as a bus stop for bus lines from several transit service providers. During construction, access to this bus stop would be maintained or relocated. Potential adverse impacts could result if access to the bus stop is not maintained. Proposed mitigation measures in Section 6.3 have been developed to reduce this potential impact to a less than significant level.

- APN 5151014032 (703 W. 3<sup>rd</sup> Street; Figure 5-1 #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 (CRA) (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 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 adverse impacts could result if no replacement parking were provided or if access was restricted or eliminated to the Central Plant. Proposed mitigation measures described in Section 6.3 have been developed to reduce this potential impact to a less than significant level.
- APN 5151014033 (Parcel bounded by 3<sup>rd</sup> Street, Hope Street, Flower Street, and General Kosciuszko Way; Figure 5-1 #4) – This 1.2-acre parcel is currently vacant but landscaped. This parcel is located within the Bunker Hill Redevelopment Area designated by the CRA (Parcel H, Central Plant). The parcel is expected to be partially acquired for construction staging and to construct the proposed 2<sup>nd</sup>/Hope Street station. The partial take of this parcel would not displace housing, people, or jobs. No adverse impacts associated with this displacement are expected.
- APN 5151027256 (Parcel bounded by Figueroa Street, 3<sup>rd</sup> Street, Flower Street, and 2<sup>nd</sup> Street; Figure 5-1 #5) – This parcel contains a pool, tennis courts, and landscaping associated with the multi-family housing on parcel with APN 5151016013. Construction of the At-Grade Emphasis LRT Alternative is expected to take a portion of the site along Flower Street for a station entrance and underground passageway beneath Flower Street. One or both of the privately owned tennis courts may be removed. An at-grade midblock crosswalk across Flower Street would be an alternative means of creating the same pedestrian connection. No significant adverse impacts associated with this displacement are expected.
- APN 5149008032 (201 S. Spring Street, respectively; Figure 5-1 #6) – This parcel is currently used as a privately operated parking lot with approximately 88 parking spaces (this is estimated because most of the spaces are unmarked). Construction and operation of the At-Grade Emphasis LRT Alternative are expected to take part of the parcel to stage materials and serve as a TPSS substation. An estimated 44 parking spaces are expected to be displaced. Typically, privately operated parking lots are considered transitional land uses that could be developed by the owners for higher and better uses. Additionally, there are several other privately operated parking lots and structures in the vicinity of the area. Although loss of the current parking lot may cause an inconvenience for users, it would not represent a significant adverse impact.

This potential impact to parking would be partially offset by the increased public transit access provided by the proposed project. No significant adverse impacts associated with this displacement are expected.

- APN 5161014902 (Parcel bounded by Main Street, 1<sup>st</sup> Street, Los Angeles Street, and Parcel #5161014901; Figure 5-1 #7) – This parcel contains the City Hall East grounds and associated buildings. Construction of the At-Grade Emphasis LRT Alternative is expected to result in partial take of the western edge along Main Street to accommodate a new station. The partial take would permanently remove a portion of existing landscape and some hardscape features. It is not expected that any plazas or buildings would be impacted by this partial take. No significant adverse impacts associated with this displacement are expected.
- APN 5161014901 (Parcel bounded by Main Street, Temple Street, Los Angeles Street, and Parcel #6161014902; Figure 5-1 #8) – This parcel contains the City Hall East building and grounds. Construction of the At-Grade Emphasis LRT Alternative is expected to result in partial take of the southeast corner of the Main Street/Temple Street intersection to accommodate the turning radius of the rail track. This partial take would permanently remove a portion of existing landscape and some hardscape features, including part of a landscape retaining wall. It is not expected that the plaza would be impacted by this partial take. No significant adverse impacts associated with this displacement are expected.
- APN 5161013905 (Parcel bounded by Judge John Aiso Street, 1<sup>st</sup> Street, Los Angeles Street, and Parcel #5161013904; Figure 5-1 #9) – This parcel contains the former Los Angeles Police Department Headquarters building (Parker Center) and grounds. However, the building may be demolished as a result of other proposed projects. Construction of the At-Grade Emphasis LRT Alternative is expected to result in a partial take of the western edge along Los Angeles Street to accommodate a station. No adverse impacts associated with this displacement are anticipated because the site has been vacated.
- APN 5161013904 (Parcel bounded by Judge John Aiso Street, Temple Street, Los Angeles Street, and Parcel #5161013905; Figure 5-1 #10) – This parcel contains the new downtown Metropolitan Detention Center building and grounds currently under construction. Construction of the At-Grade Emphasis LRT Alternative is expected to result in a partial take of the southeast corner of the Los Angeles Street/Temple Street intersection to accommodate the turning radius of the rail track. This partial take would permanently remove a portion of existing landscape and the sidewalk, but is not expected to impact the building or its plaza. No significant adverse impacts associated with this displacement are expected.

- APN 5161012901 (Parcel located on southwestern corner of the Temple Street/ Alameda Street intersection; Figure 5-1 #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 (Bureau of Engineering 2009). Construction of the At-Grade Emphasis LRT Alternative is expected to result in a partial take of several parking spaces (approximately 26 standard spaces and 7 handicapped spaces) for part of its alignment to accommodate the turning radius required to join the existing Gold Line Extension tracks. In addition, since driveway access would be limited, coordination of design would need to occur between Metro and the development, and CPUC, city, and other regulatory safety requirements would need to be met. Although loss of the current parking lot may cause an inconvenience for users, it would not normally represent a significant adverse impact. There are additional privately operated parking lots and structures located in the vicinity.
- APN 5161012905 (Parcel located on southwestern corner of the Temple Street/Alameda Street intersection; Figure 5-1 #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). Part of this lot is anticipated to be developed (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. Although loss of the current parking lot may cause an inconvenience for users, it would not normally represent a significant adverse impact. There are additional privately operated parking lots and structures located in the vicinity.

#### 5.3.1.43 On-Street Parking

To construct and operate the At-Grade Emphasis LRT Alternative, approximately 51 on-street parking spaces and 29 on-street loading spaces would be permanently eliminated. This includes removing 23 on-street parking spaces and five loading spaces on 2<sup>nd</sup> Street in and near Little Tokyo. The loss of on-street parking would result from placing tracks along streets. 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 losing this parking could negatively impact the adjacent small businesses and the Japanese American National Museum, located along Alameda 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 to determine if there is sufficient parking availability without these parking spaces or if replacement parking would be needed and to what extent.

### 5.3.2 Indirect Impacts

There are no indirect impacts under the At-Grade Emphasis LRT Alternative.

### 5.3.3 Cumulative Impacts

There are approximately 12 new construction projects anticipated by 2014 and an additional 54 new construction projects between 2014 and 2018 identified within one-quarter mile of the proposed project alignments. Also, there are approximately 12 major renovation projects anticipated by 2014 and eight between 2014 and 2018. More detail about these projects is provided in the Cumulative Impacts Technical Memorandum.

A project may have cumulatively considerable impacts associated with displacement, even when mitigated, if it would contribute cumulatively to displacement of the same land uses or important resources. Construction of the At-Grade Emphasis LRT Alternative is expected to displace a parcel that is currently vacant. No cumulatively considerable impacts are anticipated as a result of this displacement.

The At-Grade Emphasis LRT Alternative would displace parking on three parcels (APNs 5161012901, 5161012905, and 5149008032). According to the Bureau of Engineering, a Children's Museum and Art Park is anticipated to be constructed in the lot with APN 5161012901 by 2018. Therefore, all the parking spaces would be displaced, and the new building would be required to provide its own spaces per the City of Los Angeles Zoning Code.

By the year 2018, planned future developments would displace several existing parking lots. These new developments, mostly residential, would provide the required parking for their residents, but the stock of publicly accessible parking would be greatly reduced. The At-Grade Emphasis LRT Alternative would result in permanent displacement of 170 parking spaces (including 51 on-street parking spaces), 23 of them in Little Tokyo, where the community has expressed concern over the potential loss of parking. Surface parking lots in downtown Los Angeles are an important community resource because many of the older, historical businesses and civic buildings do not provide the amount of on-site, off-street parking required under current planning code, resulting in an overall parking deficit. The loss of publicly accessible surface parking in Little Tokyo due to the proposed project in conjunction with other planned developments would represent a cumulative loss.

Typically, transit projects themselves serve as mitigation for the loss of parking because they would remove vehicles on the road, thereby reducing the demand for parking. The Regional Connector will provide new non-auto access to downtown, including Little Tokyo. Therefore, the proposed At-Grade Emphasis LRT Alternative would partially offset potential adverse impacts due to loss of parking. Some cumulative impacts due to parking loss could remain but they would not be significant.

## 5.4 Underground Emphasis LRT Alternative

The Underground Emphasis LRT Alternative would extend from the 7<sup>th</sup> Street/Metro Center Station north in a cut-and-cover tunnel below Flower Street, with a new underground station north of 5<sup>th</sup> Street. At 3<sup>rd</sup> Street, the underground tunnel would extend northeast, with a new underground station constructed just south of 2<sup>nd</sup> and Hope Streets to provide access to Bunker Hill.

This station would be constructed using either the cut-and-cover method or the sequential excavation method. From there, a tunnel excavated by tunnel boring machine would continue east beneath 2<sup>nd</sup> Street. A second underground station would be located either between Broadway and Spring Street or between Main and Los Angeles Streets. The tunnel would emerge to at-grade connections just southwest of the intersection of 1<sup>st</sup> and Alameda Streets. At 1<sup>st</sup> and Alameda Streets, a new underpass would carry car and truck traffic along Alameda Street below the rail junction, and a potential overhead pedestrian bridge structure would eliminate most conflicts between pedestrians and trains. This alternative would have a single at-grade crossing at the intersection of 1<sup>st</sup> and Alameda Streets.

### 5.4.1 Direct Impacts

Construction of the Underground Emphasis LRT Alternative would require ten partial takes and acquisition of 11 parcels (full takes). In addition, temporary construction easements affecting eight parcels and permanent underground easements affecting four parcels would be required.

Some station plans have multiple entrance options, though not all of them would be constructed. In these cases, all potential takings and easements for station entrances were evaluated. These properties would be utilized for TPSS site locations, construction staging, below-grade tunneling, and station locations.

Table 5-2 lists the APNs, addresses, and current and intended uses of the properties that could be impacted by displacement to construct the Underground Emphasis LRT Alternative. Table 5-2 also references the parcel's location in Figures 5-2 through 5-4.

**Table 5-2. Parcels Potentially Affected by Displacement –  
Underground Emphasis LRT Alternative**

Fig.	#	APN	Address	Type of Displacement	Current Use	Intended Use
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**Table 5-2. Parcels Potentially Affected by Displacement –  
Underground Emphasis LRT Alternative**

<b>Fig.</b>	<b>#</b>	<b>APN</b>	<b>Address</b>	<b>Type of Displacement</b>	<b>Current Use</b>	<b>Intended Use</b>
5.2	1	5151023400	525 S. Flower Street	Temporary Construction Easement (TCE)	City National Plaza	Construction Staging
5.2	2	5151018017	444 S. Flower Street	TCE	Citicorp Plaza	Construction Staging
5.2	3	5151014032	703 W. 3 <sup>rd</sup> Street	Partial Take	Central Plant	Construction Staging
5.2	4	5151014033	Parcel Bounded by 3 <sup>rd</sup> /Hope/Flower Streets & Genl Kosciuszko Way	Partial Take	Vacant	Construction Staging
5.2	5	5151027256	Parcel Bounded by 3 <sup>rd</sup> /Hope/Flower Streets	Partial Take	Tennis Cts and Pool for Residential Bldg	Station Entrance and Bridge
5.2	6	5151004911 thru 5151004913	Parcel Bounded by 2 <sup>nd</sup> Street, Hope Street, Grand Avenue, and Genl. Kosciuszko Way	Permanent Underground Easement (PUE)	Parking Lot	Tunneling
5.3	7	5149001903	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Hill Streets, Broadway	TCE & Partial Take	Empty Lot	Construction Staging/ Station Entrance
5.3	8	5149008031	200 S. Broadway	Full Take	Parking Lot	Potential Station
5.3	9	5149008030	208 S. Broadway	Full Take	Parking Lot	Potential Station
5.3	10	5149008032	201 S. Spring Street	Full Take	Parking Lot	Potential Station

**Table 5-2. Parcels Potentially Affected by Displacement –  
Underground Emphasis LRT Alternative**

<b>Fig.</b>	<b>#</b>	<b>APN</b>	<b>Address</b>	<b>Type of Displacement</b>	<b>Current Use</b>	<b>Intended Use</b>
5.3	11	5149001902	100 W. 1 <sup>st</sup> Street	TCE	New LAPD HQ	Construction Staging
5.3	12	5149007006	206 S. Spring Street	Full Take	Commercial Buildings	Construction Staging
5.3	13	5149007005	212 S. Spring Street	Full Take	Commercial Buildings	Construction Staging
5.3	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	PUE	Higgins Bldg; Mixed-Use Commercial and Condos	Tunneling
5.3	15	5161015901	100 S. Main Street	TCE & Partial Take	Caltrans HQ	Station Entrance
5.3	16	5161026023	200 S. Main Street	PUE	St. Vibiana's	Tunneling
5.3	17	5161026024	114 E. 2 <sup>nd</sup> Street	PUE	St. Vibiana's	Tunneling
5.3	18	5161026033	Parcel at SW corner of Los Angeles/2 <sup>nd</sup> Streets	Partial Take	Plaza	Station Plaza
5.3	19	5161026901	203 S. Los Angeles St	Partial Take	Little Tokyo Branch Public Library	Station Entrance
5.3	20	5161024014	Parcel at SE corner of Los Angeles/2 <sup>nd</sup> Streets	TCE & Partial Take	Parking Lot	Construction Staging & Station Plaza

**Table 5-2. Parcels Potentially Affected by Displacement –  
Underground Emphasis LRT Alternative**

<b>Fig.</b>	<b>#</b>	<b>APN</b>	<b>Address</b>	<b>Type of Displacement</b>	<b>Current Use</b>	<b>Intended Use</b>
5.3	21	5161024018	Parcel at SE corner of Los Angeles/2 <sup>nd</sup> Streets	TCE	Parking Lot	Construction Staging
5.4	22	5161018007	401 E. 2 <sup>nd</sup> Street	Full Take	Parking Lot	Portal
5.4	23	5161018011	437 E. 2 <sup>nd</sup> Street	Full Take	Parking Lot	Portal
5.4	24	5161018020	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets. and Central Avenue	Partial Take	Commercial	Portal
5.4	25	5161018010	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets. and Central Avenue	Full Take	Parking Lot	Portal
5.4	26	5161018009	Parcel Bounded by 1 <sup>st</sup> /2 <sup>nd</sup> /Alameda Streets. and Central Avenue	Full Take	Parking Lot	Portal
5.4	27	5161018008	105 S. Alameda Street	Full Take	Commercial	Portal
5.4	28	5161018001	416 E. 1 <sup>st</sup> Street	Full Take	Commercial	Portal
5.4	29	5173011900	Parcel at NE corner of 1 <sup>st</sup> /Alameda Streets	TCE & Partial Take	Vacant Lot	Footing for Pedestrian Bridge

Source: TAHA, 2010.

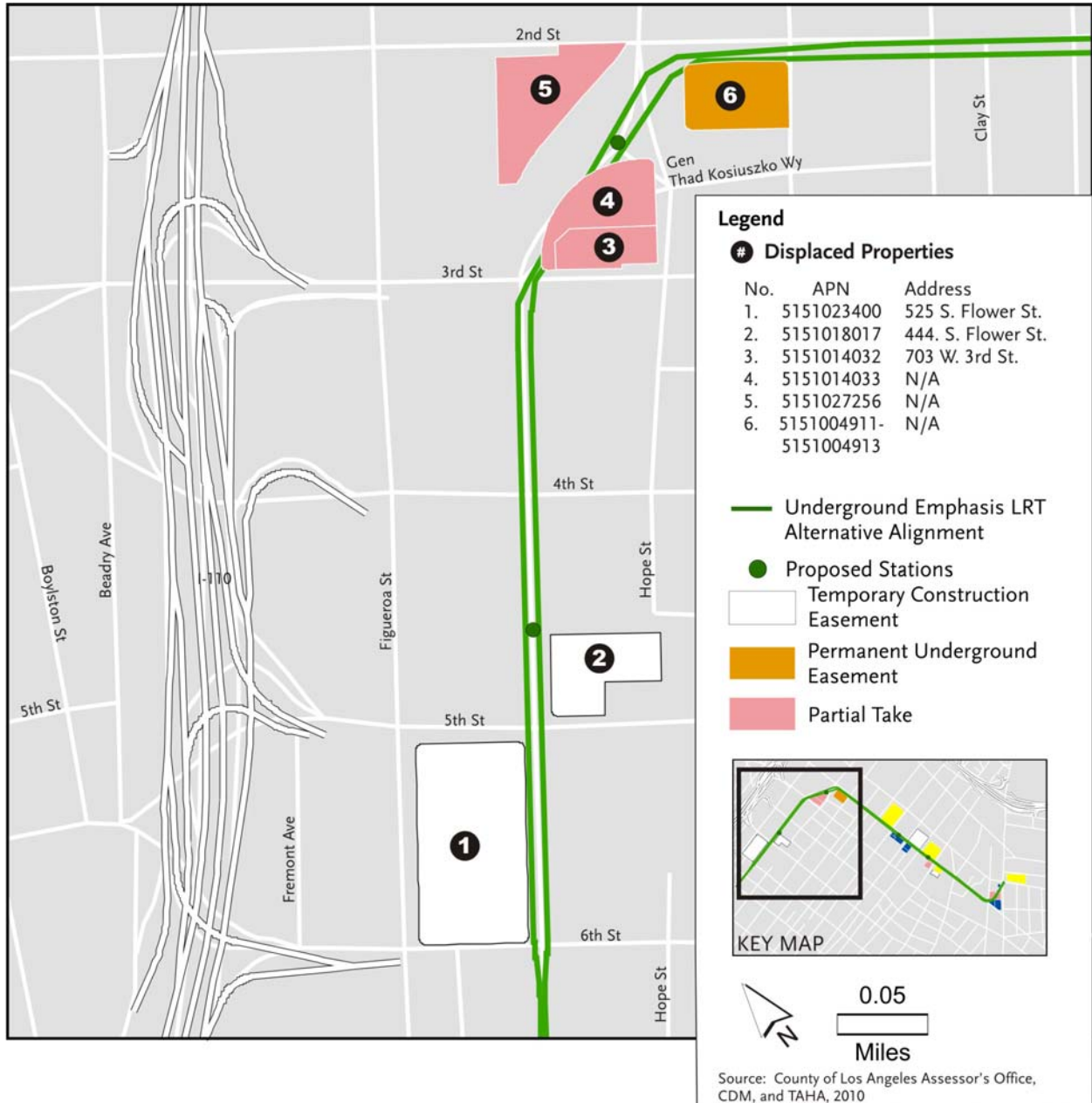


Figure 5-2. Underground Emphasis LRT Alternative Potential Displacement – Flower/5<sup>th</sup>/4<sup>th</sup> Street Station to 2<sup>nd</sup>/Hope Street Station

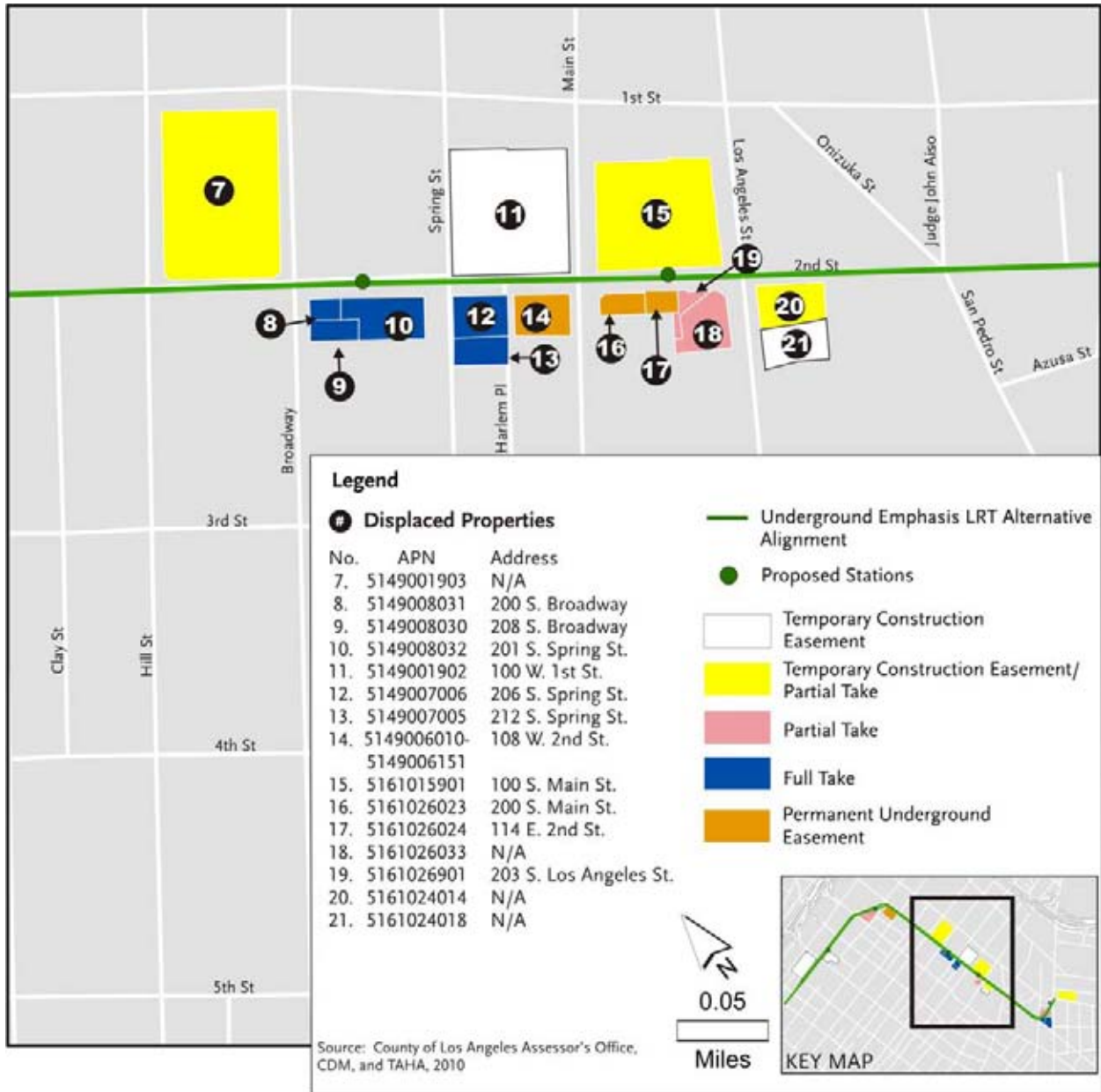


Figure 5-3. Underground Emphasis LRT Alternative Potential Displacement – 2<sup>nd</sup> Street Station - Broadway or Los Angeles Street Options

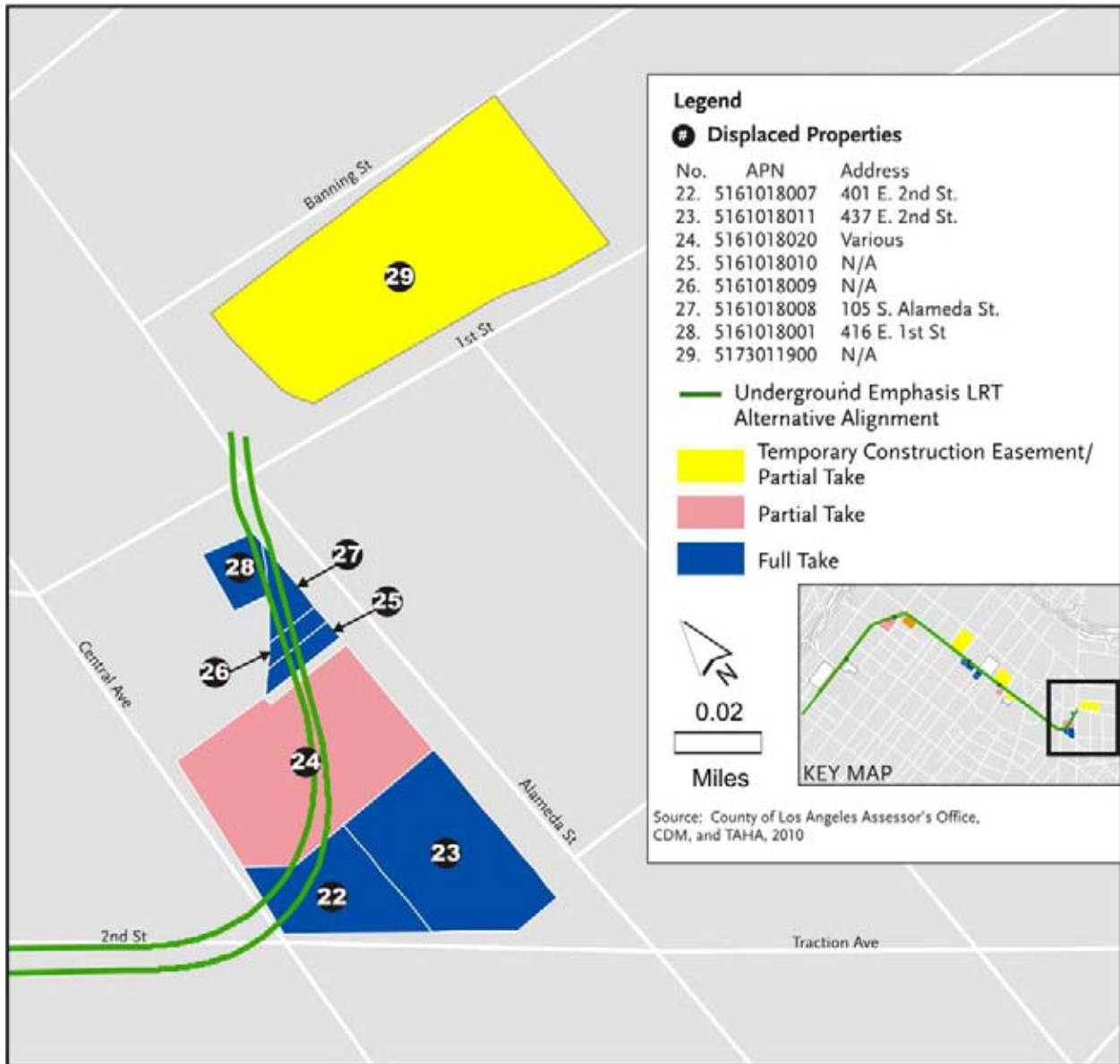


Figure 5-4. Underground Emphasis LRT Alternative Potential Displacement – Portal Area

### 5.4.1.1 Easements

The proposed Underground Emphasis LRT Alternative would require temporary construction easements affecting eight parcels and four permanent underground easement that would affect five parcels (one parcel, the Higgins Building, contains several APNs, but is considered one parcel for this discussion) (Figures 5-2 through 5-4).

#### Temporary Construction Easements

- APN 5151023400 (525 S. Flower Street; Figure 5-2 #1) – This parcel contains the City National Plaza and towers. Construction of the Underground Emphasis LRT Alternative is expected to utilize a portion of the plaza for equipment and/or material staging and to construct a proposed below-grade station. Part of the City National Plaza serves as a bus stop for bus lines from several transit service providers. During construction, access to this bus stop would need to be maintained or relocated. In addition, part of the public sidewalk would be utilized as an entrance to the proposed below-grade station, but would not encroach onto private property. The easement would be temporary, and the site would be returned to pre-construction conditions once construction is completed. Adverse impacts could result if access to the bus stop is not maintained. Proposed mitigation measures described in Section 6.4 have been developed to reduce potential impacts to a less than significant level.
- APN 5151018017 (444 S. Flower Street; Figure 5-2 #2) – This parcel contains the Citigroup Center, which includes the Citigroup Building and retail shops and restaurants. Construction of the Underground Emphasis LRT Alternative is expected to utilize a portion of the plaza at the northeast corner of the 5<sup>th</sup> Street/ Flower Street intersection for construction staging. Several mature palm trees are located in the plaza. It is not expected that the palm trees would be removed during construction. Palm trees are not considered heritage trees and are not protected species in the City of Los Angeles. The easement would be temporary, and the site would be returned to pre-construction conditions once construction is completed. No significant adverse impacts associated with this easement are expected.
- APN 5149001903 (Parcel bounded by 1<sup>st</sup> Street, 2<sup>nd</sup> Street, Hill Street, and Broadway; Figure 5-3 #7) – This parcel contains an empty lot located at the parcel bounded by 1<sup>st</sup> Street, 2<sup>nd</sup> Street, Hill Street, and Broadway. It is a federally owned parcel that is anticipated to house a future federal courthouse. Construction of the Underground Emphasis LRT Alternative is expected to use a portion of the site for construction staging for the proposed 2<sup>nd</sup> Street station (Broadway Option). The area that would be utilized for construction staging is uneven and would require grading. The easement would be temporary and the site would be returned to pre-construction conditions, with the exception of grading. A portion of the site will be taken for placement of

ancillary structures associated with the Underground Emphasis LRT Alternative. No significant adverse impacts associated with this easement are expected.

- APN 5149001902 (Parcel bounded by 1<sup>st</sup> Street, 2<sup>nd</sup> Street, Spring Street, and Main Street; Figure 5-3 #11) – This parcel contains the new Los Angeles Police Department Headquarters building. Construction of the Underground Emphasis LRT Alternative is expected to utilize a portion of the site, a plaza, for construction staging for the proposed 2<sup>nd</sup> Street station (Los Angeles Street Option). Access for police vehicles would be maintained. The easement would be temporary, and the site would be returned to pre-construction conditions once construction is completed. No significant adverse impacts associated with this easement are expected.
- APN 5161015901 (100 S. Main Street; Figure 5-3 #15) – This parcel currently contains the California Department of Transportation (Caltrans) District 7 Headquarters building. Construction and operation of the Underground Emphasis LRT Alternative is expected to use part of the parcel for construction staging for the proposed 2<sup>nd</sup> Street station (Los Angeles Street Option). The portion of the parcel potentially impacted is landscaped and all of the existing trees would be removed. However, as a potential station entrance, additional landscaping may be incorporated into the station design. No part of the Caltrans building would be taken for the Underground Emphasis LRT Alternative. Therefore, no significant adverse impacts associated with this easement are expected.
- APN 5161024014 (Parcel at the southeast corner of the Los Angeles Street/2<sup>nd</sup> Street intersection; Figure 5-3 #20) – This parcel is currently used as a parking lot. Construction of the Underground Emphasis LRT Alternative is expected to use a portion of the parcel for construction staging for the potential 2<sup>nd</sup> Street station (Los Angeles Street Option). (A portion of this parcel will also be taken for the entrance to this station.) Therefore, a portion of the current 296 parking spaces on the site would be temporarily displaced. There are several additional surface parking lots and parking garages located within close proximity of this parcel. The easement would be temporary, and the site would be returned to pre-construction conditions once construction is completed, including restoration of the parking spaces (except for those permanently removed due to the partial take). No significant or adverse impacts associated with this easement are expected.
- APN 5161024018 (Parcel at the southeast corner of the Los Angeles Street/2<sup>nd</sup> Street intersection; Figure 5-3 #21) – This parcel is currently used as a parking lot. Construction of the Underground Emphasis LRT Alternative is expected to use the entire parcel for construction staging for the potential 2<sup>nd</sup> Street station (Los Angeles Street Option). As such, the 153 parking spaces currently on the site would be temporarily displaced. There are several additional surface parking lots and parking



garages located within close proximity of this parcel. The easement would be temporary, and the site would be returned to pre-construction conditions once construction is completed, including restoration of parking spaces. No significant or adverse impacts associated with this easement are expected.

- APN 5173011900 (Parcel at the northeast corner at the 1<sup>st</sup> Street/Alameda Street intersection; Figure 5-4 #29) – This parcel is currently vacant, but is anticipated to become the Nikkei Center, a mixed-use development (commercial and multi-family housing). Construction of the Underground Emphasis LRT Alternative would use a portion of the site for construction staging for the portal section. (A portion of this parcel would also be taken for construction of the potential pedestrian bridge footing.) None of the multi-family housing proposed on site would be displaced during construction. The easement would be temporary, and the site would be returned to pre-construction conditions once construction is completed (except for the portion taken for the proposed pedestrian bridge footing). No significant adverse impacts associated with this easement are expected.

### Permanent Underground Easements

- APN 5151004911/5151004912/5151004913 (Parcel bounded by 2<sup>nd</sup> Street, Hope Street, Grand Avenue, and General Kosciuszko Way; Figure 5-2 #6) – This parcel is currently used as a parking lot. The alignment of the Underground Emphasis LRT Alternative would traverse beneath this lot as it transitions from Flower Street to 2<sup>nd</sup> Street, past the Bunker Hill Station. No surface impacts, and therefore no loss of parking, are expected. Standard shoring practices would be used to avoid subsidence. No adverse impacts associated with this permanent underground easement are expected.
- APNs 5149006010-028, 031-054, 056-059, 061-095, 097, 099-108, 110, 112-149, 151 (108 W. 2<sup>nd</sup> Street, various units; Figure 5-3 #14) – This parcel is currently occupied by the Higgins Building. The Higgins Building contains residential uses and commercial uses, including restaurants and offices. The basement of the Higgins Building, which is used as a bar, extends into the ROW. The alignment of the Underground Emphasis LRT Alternative would traverse beneath this portion of the basement. No impacts to the basement or the condominiums are anticipated. Standard shoring practices would be used to avoid subsidence. No adverse impacts associated with this permanent underground easement are expected.
- APNs 5161026023 and 5161026024 (200 S. Main Street and 114 E. 2<sup>nd</sup> Street; Figure 5-3 #s 16 and 17) – This parcel is currently occupied by St. Vibiana’s Church and accessory buildings. The 2<sup>nd</sup> Street/Los Angeles Optional Station of the Underground Emphasis LRT Alternative would have its footprint beneath part of these parcels. No impacts to the church or its associated structures are anticipated. However, as the church is a historic resource, appropriate standard shoring practices would be used to

avoid subsidence and damage to the structure during construction and operation. With mitigation no adverse impacts associated with this permanent underground easement are expected.

#### 5.4.1.2 Partial Takes

There are ten parcels that would be partially taken for construction of the Underground Emphasis LRT Alternative (Figures 5-2 through 5-4). These parcels are:

- APN 5151014032 (703 W. 3<sup>rd</sup> Street; Figure 5-2 #3) – This parcel contains the Central Plant, a heating and ventilation plant for several buildings in the Bunker Hill area. The parcel is located within the Bunker Hill Redevelopment Area designated by the City of Los Angeles Community Redevelopment Agency (CRA) (Parcel H, Central Plant). Construction of the Underground Emphasis LRT Alternative is expected to result in a partial take of the site for construction staging and for the proposed station. The partial take area 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 adverse impacts would result if no replacement parking was provided or if access was restricted or eliminated to the Central Plant.
- APN 5151014033 (Parcel bounded by 3<sup>rd</sup> Street, Hope Street, Flower Street, and General Kosciuszko Way; Figure 5-2 #4) – This 1.2-acre parcel is currently vacant, but is landscaped. The parcel is located within the Bunker Hill Redevelopment Area designated by the CRA (Parcel H, Central Plant). The parcel is expected to be partially acquired for construction staging and to construct the 2<sup>nd</sup>/Hope Street station of the Underground Emphasis LRT Alternative. The partial take of this parcel would not displace housing, people, or jobs. No significant adverse impacts associated with this displacement are expected.
- APN 5151027256 (Parcel bounded by Figueroa Street, 3<sup>rd</sup> Street, Flower Street, and 2<sup>nd</sup> Street; Figure 5-1 #5) – This parcel contains a pool, tennis courts, and landscape associated with multi-family housing on the parcel with APN 5151016013. Construction of the Underground Emphasis LRT Alternative is expected to take a portion of the site along Flower Street for placing a station entrance and underground passageway beneath Flower Street. One or both of the privately owned tennis courts may be removed. An at-grade midblock crosswalk across Flower Street would be an alternative means of creating the same pedestrian connection. No significant adverse impacts associated with this displacement are expected.
- APN 5149001903 (Parcel bounded by 1<sup>st</sup> Street, 2<sup>nd</sup> Street, Hill Street, and Broadway; Figure 5-3 #7) – This parcel contains an empty lot bounded by 1<sup>st</sup> Street, 2<sup>nd</sup> Street, Hill Street, and Broadway. It is a federally owned parcel that is anticipated to house a

future federal courthouse. Construction and operation of the Underground Emphasis LRT Alternative is expected to take a portion of the site for ancillary structures associated with the proposed 2<sup>nd</sup> Street station (Broadway Option). No structures would be displaced due to this partial take, and therefore no significant adverse impacts associated with this partial take are expected.

- APN 5161015901 (100 S. Main Street; Figure 5-3 #15) – This parcel currently contains the Caltrans District 7 Headquarters building. Construction and operation of the Underground Emphasis LRT Alternative is expected to take part of the parcel and use it as an entrance to the potential 2<sup>nd</sup> Street station (Los Angeles Street Option). The portion of the parcel potentially impacted contains some landscaping, and all of the existing trees would be removed. However, as a potential station entrance, additional landscaping may be incorporated into the station design. No part of the Caltrans building would be taken for the Underground Emphasis LRT Alternative. Therefore, no significant adverse impacts associated with displacements or relocations from this partial take are expected.
- APNs 5161026033 and 5161026901 (203 S. Los Angeles Street; Figure 5-3 #s18 and 19) – These parcels are currently occupied by the City of Los Angeles Public Library Little Tokyo Branch. The Underground Emphasis LRT Alternative would use portions of these parcels as a plaza and entrance to the potential underground 2<sup>nd</sup> Street station (Los Angeles Street Option). These parcels contain 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. During construction, potential adverse impacts may occur if access to the Little Tokyo Library Branch were removed or restricted.
- APN 5161024014 (Parcel at the southeast corner of the Los Angeles Street/2<sup>nd</sup> Street intersection; Figure 5-3 #20) – This parcel is currently used as a parking lot. Construction and operation of the Underground Emphasis LRT Alternative is expected to take part of the parcel and utilize it as an entrance to the proposed underground 2<sup>nd</sup> Street station (Los Angeles Street Option). Approximately nine parking spaces would be permanently lost, including three spaces for persons with disabilities. 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 of the area. This potential impact to parking would also be partially offset by the increased public transit access provided by the proposed project. Therefore, no significant or adverse impacts associated with this partial take are expected.
- APN 5161018020 (437 E. 2<sup>nd</sup> Street; Figure 5-4 # 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 chain outlets 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 their 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 adverse impacts related to job loss.

- APN 5173011900 (Parcel at the northeast corner at the 1<sup>st</sup> Street/Alameda Street intersection; Figure 5-4 #29) – This parcel is anticipated to become the Nikkei Center, a mixed-use development (commercial and multi-family housing). Construction and operation of the Underground Emphasis LRT Alternative is expected to take part of the parcel for a footing of a potential pedestrian bridge spanning the intersection of 1<sup>st</sup> and Alameda Streets. The part of the parcel that would be taken is not expected to reduce the amount of housing or commercial space that could be developed on site. Therefore, no significant adverse impacts associated with this partial take are expected.

#### 5.4.1.3 Full Takes

There are 11 parcels which would be fully taken to construct the Underground Emphasis LRT Alternative (Figures 5-2 through 5-4). Relocation assistance and compensation would be provided by FTA and Metro as required by the federal Uniform Act and the California Act. These laws for relocation assistance and compensation for property acquisitions are described in Sections 3.1.1 and 3.1.2.

Where acquisition and relocation are unavoidable, FTA and Metro would follow the provisions of both acts. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which would not be less than the approved appraisal, would be made to each property owner. Each business displaced as a result of the project would be given advance written notice and informed of their eligibility requirements for relocation assistance and payments.

While the potential loss of parking spaces would be partially offset by the increased public transit access provided by the proposed project, Little Tokyo businesses and residents have expressed concerns about the potential loss of parking.

The parcels potentially affected by displacement are:

- APNs 5149008031, 5149008030, and 5149008032 (200, 208, and 201 South Spring Street, respectively; Figure 5-3 #s 8, 9, and 10, respectively) – These parcel 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 structures in the vicinity of the area. Although loss of the current parking lot may cause an inconvenience for users, it would not represent a significant or adverse impact. This potential impact to parking would be partially offset by the increased public transit access provided by the proposed project. No significant or adverse impacts associated with this displacement are expected.
- APN 5149007006 (206 S. Spring Street; Figure 5-3 #12) – This parcel is occupied by a commercial building that includes five businesses. The businesses located in this parcel include two restaurants, a cigar shop, a credit union, 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 entrances 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 their 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 adverse impacts related to job loss.
- APN 5149007005 (212 S. Spring Street; Figure 5-3 #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 adverse impacts 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 their 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 adverse impacts related to job loss.

- APNs 5161018010, 5161018009, and 5161018008 (portion) (402 E. 1<sup>st</sup> Street; Figure 5-4 #25, 26, and 27, respectively) – These parcels are currently used as a privately operated parking lot. All of these parcels are expected to be taken in order to stage materials during construction and serve as a train egress/ingress portal 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. 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 adverse impact. Potential impacts 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 the Japanese American National Museum 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 to determine if there is sufficient parking availability without these parcels or identify the amount of replacement parking that would be needed.
- APNs 5161018008 (portion) and 5161018001 (105 S. Alameda Street and 416 E. 1<sup>st</sup> Street; Figure 5-4 #s 27 and 28) – These parcels are currently occupied by a commercial building and associated patio (part of 5161018008). The current business is a 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 and in the loss of a possible historical structure. The Cultural Resources Technical Memorandum discusses in detail the potential impacts of the loss of this structure. Each business displaced as a result of the project would be given advance written notice and would be informed of their 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 adverse impacts related to job loss.
- APNs 5161018007 and 5161018011 (437 E. 2<sup>nd</sup> Street; Figure 5-4 #s22 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 by the train egress/ingress portal. The parking lot is associated with

businesses in the adjacent parcels and normally would not be considered separately 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. 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 losing this parking could negatively impact the adjacent small businesses and the Japanese American National Museum, 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 to determine if there is sufficient parking availability without these parcels or if replacement parking would be needed and to what extent.

#### **5.4.1.4 On-Street Parking**

To construct and operate the Underground Emphasis LRT Alternative, approximately 26 on-street parking spaces and three on-street loading spaces would be permanently eliminated. This includes removing 13 on-street parking spaces and three loading spaces on Alameda Street in Little Tokyo. The loss of on-street parking would result from constructing the underpass at the 1<sup>st</sup> Street/Alameda Street intersection. 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 losing this parking could negatively impact the adjacent small businesses and the Japanese American National Museum, located along Alameda 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 to determine if there is sufficient parking availability without these parking spaces or if replacement parking would be needed and to what extent.

#### **5.4.2 Indirect Impacts**

There would be no potential indirect impacts from the Underground Emphasis LRT Alternative.

#### **5.4.3 Cumulative Impacts**

There are approximately 12 new construction projects anticipated by 2014 and an additional 54 new construction projects between 2014 and 2018. Also, there are 12 major renovation projects anticipated by 2014 and eight between 2014 and 2018. A project may have cumulatively considerable impacts associated with displacement, even when mitigated, if it would contribute cumulatively to displacement of the same land uses or important resources.

The Underground Emphasis LRT Alternative would take several parcels, displacing the existing businesses and parking lots, and resulting in a loss of commercial space and parking in the downtown area. However, not all of the parcels acquired would be needed for operation of the project. After construction of the Regional Connector, additional remaining land near Bunker Hill and in Little Tokyo could be available for commercial use, offsetting any decrease in commercial space.

Most of the related projects anticipated by 2018 would not displace existing commercial businesses. Instead, they would displace existing parking lots or underutilized parcels. Therefore, minimal loss of the commercial building stock in the project area is expected.

It is anticipated that where these related projects remove commercial businesses, the business or job loss would be offset by the continued commercial growth within the downtown area. No cumulative adverse impact associated with displacement of commercial businesses is expected.

By the year 2018, the majority of related projects would displace several current parking lots. These new developments, mostly residential, would provide the required parking for their tenants, but the stock of public-accessible parking would be reduced.

The Underground Emphasis LRT Alternative could permanently displace between 148 and 281 parking spaces—139 of them in Little Tokyo, where the community has expressed concern over the potential loss of parking. The displaced parking spaces may be replaced in an existing lot.

Surface parking lots in downtown Los Angeles are an important community resource because many of the older, historical businesses and civic buildings do not have the amount of on-site, off-street parking required under the current planning code, which results in an overall parking deficit. The loss of publicly accessible surface parking in Little Tokyo and other downtown Los Angeles areas due to the proposed project would represent a cumulative loss. Transit projects themselves typically serve as mitigation for the loss of parking because they reduce dependence on vehicles on the road, thereby reducing the demand for parking. The Regional Connector would provide new non-auto access to downtown, including Little Tokyo. Therefore, the proposed project would partially offset potential adverse impacts due to loss of parking. Remaining cumulative impacts due to parking loss would not be significant.

## **5.5 Fully Underground LRT Alternative – Little Tokyo Variation 1**

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would follow the same alignment and be constructed in the same manner as the Underground Emphasis LRT Alternative from the 7<sup>th</sup> Street/Metro Center Station to 2<sup>nd</sup> Street and Central Avenue. In this portion of the alignment, there would be three proposed underground stations; at Flower/5<sup>th</sup>/6<sup>th</sup> Streets, at 2<sup>nd</sup>/Hope Streets, and at 2<sup>nd</sup> Street and Broadway. A fourth



underground station within the block bounded by Central Avenue and 1<sup>st</sup>, 2<sup>nd</sup>, and Alameda Streets would be constructed. The alignment would emerge to at-grade connections with the existing Gold Line tracks via two portals: north of Temple and Alameda Streets for the north-south line and on 1<sup>st</sup> Street east of Alameda Street for the east-west line.

Metro has identified the entire block for acquisition under the Fully Underground LRT Alternative - Little Tokyo Variation 1 in order to accommodate the new underground station. This acquisition is needed to stage construction and build a new underground station, station entrances, and ancillary facilities. Metro may also use the site to launch tunnel boring machines and transport material from the tunnels. Alternately, this may also be done near the proposed 2<sup>nd</sup>/Hope Street station site. Metro intends to maintain some of the existing businesses acquired on Central Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets that would not be directly impacted by construction activities. Metro would, to the extent possible, promote and encourage businesses so that they remain open during construction, but Weilands Brewery, Café Cuba, Señor Fish, and Office Depot would need to be removed. Acquisition of the entire block would represent a worst-case scenario. Potential reductions in the total acquisition may occur based on further engineering analysis during the preliminary engineering and final design stages.

### 5.5.1 Direct Impacts

Construction of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would potentially require partial takes of ten parcels and full takes of 16 parcels. In addition, temporary construction easements required would affect five parcels and permanent underground easements would affect six parcels. Some station plans have multiple entrance options, though not all of them would be constructed. In these cases, all potential takings and easements for station entrances would be evaluated. These properties would be utilized for TPSS site locations, construction staging, below-grade tunneling, and station locations. The Fully Underground LRT Alternative – Little Tokyo Variation 1 has a similar alignment as, and shares most of the potential stations with, the Underground Emphasis LRT Alternative.. Only three parcels that would be fully or partially acquired as part of the Underground Emphasis LRT Alternative would not be impacted by any type of displacement as part of the Fully Underground LRT Alternative – Little Tokyo Variation 1. These parcels are:

- Parcel #5149001902 (Figure 5-3 #10)
- Parcel #5161024014 (Figure 5-3 #20)
- Parcel #5161024018 (Figure 5-3 #21)

The Fully Underground LRT Alternative – Little Tokyo Variation 1 and the Underground Emphasis LRT Alternative share similar displacement impacts. The following discussion focuses only on the area east of 2<sup>nd</sup> Street and Central Avenue where the two alternatives

follow different alignments. Table 5-3 identifies parcels in the eastern end of the project area that could be impacted by displacement under the Fully Underground LRT Alternative – Little Tokyo Variation 1 that would not be impacted by the Underground Emphasis LRT Alternative. Table 5-3 also references the parcel’s location as shown in Figure 5-5.

In addition, additional engineering analysis may result in full take of three more parcels in the block bounded by Central Avenue, 1<sup>st</sup> Street, 2<sup>nd</sup> Street, and Alameda Street, one of which is already characterized as a partial take.

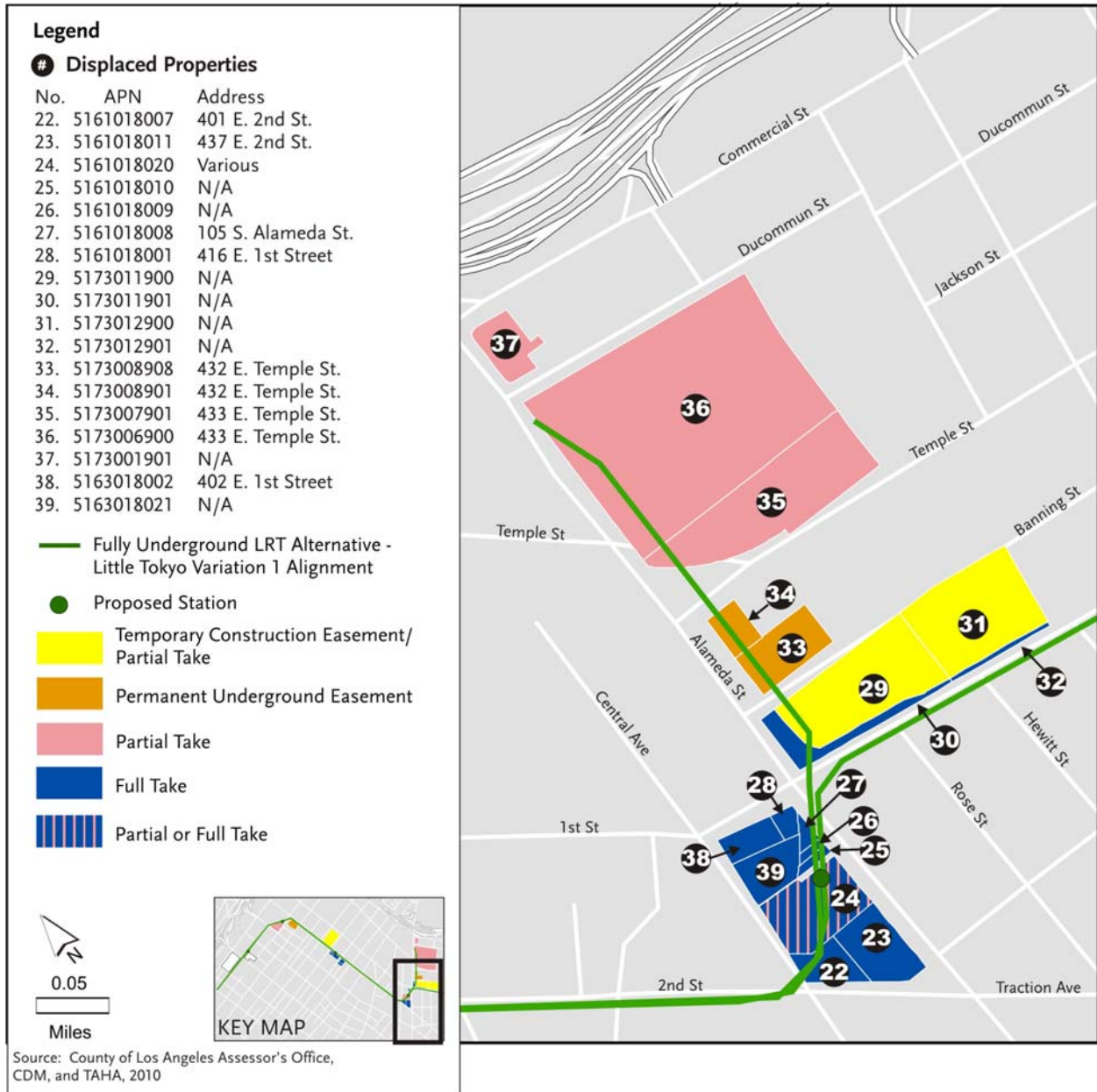
**Table 5-3. Additional Parcels Potentially Affected by Displacement –Fully Underground LRT Alternative – Little Tokyo Variation 1**

Fig.	#	APN	Address	Type of Displacement	Current Use	Intended Use
5.5	30	5173011901	Parcel bounded by Alameda Street, 1 <sup>st</sup> Street, Temple Street, and Parcel 5173011900	Full Take	Metro Gold Line Alignment/ Station	Road Widening
5.5	31	5173012900	Parcel bounded by 1 <sup>st</sup> Street, Temple Street, and Parcels 5173011900 and 5173012031	TCE & Partial Take	Empty Lot	Construction Staging, Station Entrance, and Road Widening
5.5	32	5173012901	Parcel bounded by 1 <sup>st</sup> Street and Parcel 5173012900	Full Take	Parking lot	Road Widening
5.5	33	5173008908	432 E. Temple Street	Permanent Underground Easement	Warehouse and grounds	Alignment
5.5	34	5173008901	432 E. Temple Street	Permanent Underground Easement	Warehouse and grounds	Alignment
5.5	35	5173007901	433 E. Temple Street	Partial Take	LA Dept of Water and Power (DWP) Station	Portal

**Table 5-3. Additional Parcels Potentially Affected by Displacement –Fully Underground LRT Alternative – Little Tokyo Variation 1**

<b>Fig.</b>	<b>#</b>	<b>APN</b>	<b>Address</b>	<b>Type of Displacement</b>	<b>Current Use</b>	<b>Intended Use</b>
5.5	36	5173006900	433 E. Temple Street	Partial Take	DWP Station	Portal/Aerial Structure
5.5	37	5173001901	Parcel at Southeast corner of Alameda Street/ Commercial Street intersection	Partial Take	Vacant	Portal/Aerial Structure
5.5	38	5163018002	402 E. 1 <sup>st</sup> Street	Potential Full Take	Parking Lot	Station Entrance
5.5	39	5163018021	Parcel at Southwest corner of Alameda Street/ Commercial Street intersection	Potential Full Take	Parking Lot/ Restaurant	Station Entrance

Source: TAHA 2010.



**Figure 5-5. Fully Underground LRT Alternative – Little Tokyo Variation 1 - Potential Displacement in Little Tokyo**

### 5.5.1.1 Easements

#### Temporary Construction Easements

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would require temporary construction easements that would affect five parcels, four of which are the same parcels that would be affected by the Underground Emphasis LRT Alternative:

- Parcel # 5151023400 (Figure 5-2 #1)
- Parcel #5151018017 (Figure 5-2 #2)
- Parcel #5149001903 (Figure 5-3 #7)
- Parcel #5173011900 (Figures 5-4/5-5 #29)

For the impact analysis of these four parcels, refer to section 5.4.1.1. The following additional parcel would be impacted by the Fully Underground LRT Alternative – Little Tokyo Variation 1:

- APN 5173012900 (Parcel bounded by 1<sup>st</sup> Street, Temple Street, and Parcels 5173011900 and 5173012031; Figure 5-5 #31) – This parcel is currently vacant, but is anticipated to become the Nikkei Center, a mixed-use development (commercial and multi-family housing). Construction of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would use a portion of the site for construction staging. No part of the mixed-use development that is proposed would be displaced during construction. The easement would be temporary, and the site would be returned to pre-construction conditions once construction is completed (except for the portion taken for road widening and a potential station entrance). No significant adverse impacts associated with this easement are expected.

#### Permanent Underground Easements

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would require permanent underground easements affecting six parcels, four of which would also be affected by the Underground Emphasis LRT Alternative:

- Parcel # 5151004911/5151004912/5151004913 (Figure 5-2 #6)
- Parcels #5149006010-5149006151/5161026023/5161026024 (Figure 5-3 #s14, 16, 17)

For the impact analysis of these parcels, refer to section 5.4.1.1. The following additional parcel would be impacted by Fully Underground LRT Alternative – Little Tokyo Variation 1:

- APNs 5173008908 and 5173008901 (432 E. Temple Street; Figure 5-5 #s 33 and 34) – These parcels are currently occupied by a warehouse and its associated parking lot.

The alignment of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would traverse beneath these lots as it travels parallel to the existing Metro Gold Line at-grade alignment to join the north/southbound tracks. No surface impacts are expected and, therefore, no loss of parking or the warehouse would occur. Standard shoring practices would be used to avoid subsidence. No adverse impacts associated with this permanent underground easement are expected

### 5.5.1.2 Partial Takes

There are ten parcels that would be partially taken for construction of the Fully Underground LRT Alternative – Little Tokyo Variation 1 (Figures 5-2 through 5-5). Six of these parcels would also be partially taken under the Underground Emphasis LRT Alternative:

- Parcel #5151014032 (Figure 5-2 #3)
- Parcel #5151014033 (Figure 5-2 #4)
- Parcel #5151027256 (Figure 5-2 #5)
- Parcel #5149001903 (Figure 5-3 #7)
- Parcel #5161018020 (Figures 5-4/5-5 #24)
- Parcel #5173011900 (Figures 5-4/5-5 #29)

For the impact analysis of these parcels, refer to section 5.4.1.2. The following additional parcels would be impacted by the Fully Underground LRT Alternative – Little Tokyo Variation 1:

- APN 5173012900 (Parcel bounded by 1<sup>st</sup> Street, Temple Street, and Parcels 5173011900 and 5173012031; Figure 5-5 #31) – This parcel is currently vacant, but is anticipated to become the Nikkei Center, a mixed-use development (commercial and multi-family housing). Construction of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would take a portion of the site for road widening to accommodate realignment of 1<sup>st</sup> Street. The partial taking of this parcel could result in a change in design of the proposed development. As the parking would be removed regardless of the project, no significant adverse impacts associated with this partial take are expected.
- APNs 5173007901 and 5173006900 (433 E. Temple Street; Figure 5-5 #35 and 36) – This parcel contains the Central District Headquarters for the City of Los Angeles Department of Water and Power (LADWP). A portion of the parcel would be taken to accommodate a portal that would allow the transition from the underground alignment of the Fully Underground LRT Alternative – Little Tokyo Variation 1 to join

the existing at-grade alignment of the Metro Gold Line. This partial take could remove some parking spaces and building structures on a portion of the lot. The LADWP would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. In addition, the LADWP would be consulted during the design phase to ensure its operational needs are met during construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variation 1. After mitigation, no significant adverse impacts associated with this partial take are expected.

- APN 5173001901 (Parcel on southeast corner of Alameda Street/Commercial Street intersection; Figure 5-5 #37) – This parcel contains a vacant lot. A portion of the parcel would be taken to accommodate a portal and associated structures that would allow the Fully Underground LRT Alternative – Little Tokyo Variation 1 underground alignment to join the existing at-grade Metro Gold Line. No significant adverse impacts associated with this partial take are expected because the lot is vacant.

### 5.5.1.3 Full Takes

There are 13 parcels that would be fully taken for construction of the Fully Underground LRT Alternative – Little Tokyo Variation 1 (Figures 5-2 through 5-5). Ten of these parcels would also be fully taken under the Underground Emphasis LRT Alternative:

- Parcel #5149008031 (Figure 5-3 #8)
- Parcel #5149008030 (Figure 5-3 #9)
- Parcel #5149008032 (Figure 5-3 #10)
- Parcel #5149007006 (Figure 5-3 #12)
- Parcel #5149007005 (Figure 5-3 #13)
- Parcel #5161018007 (Figures 5-4/5-5 #22)
- Parcel #5161018011 (Figures 5-4/5-5 #23)
- Parcel #5161018010 (Figures 5-4/5-5 #25)
- Parcel #5161018009 (Figures 5-4/5-5 #26)
- Parcel #5161018008 (Figures 5-4/5-5 #27)
- Parcel #5161018001 (Figures 5-4/5-5 #28)

For the impact analysis of these parcels, refer to section 5.4.1.3. The following additional parcels would be impacted by the Fully Underground LRT Alternative – Little Tokyo Variation 1:

- APN 5173011901 (Parcel bounded by Alameda Street, 1<sup>st</sup> Street, Temple Street, and Parcel 5173011900; Figure 5-5 #30) – This parcel contains the existing Metro Gold Line alignment and Little Tokyo/Arts District Station. A portion of the parcel would be taken to widen 1<sup>st</sup> Street to accommodate the portals on 1<sup>st</sup> Street and allow the underground Fully Underground LRT Alternative – Little Tokyo Variation 1 to join the existing at-grade Metro Gold Line alignment. No significant adverse impacts associated with this full take are expected because the parcel is already owned by Metro.
- APN 5173012901 (Parcel bounded by 1<sup>st</sup> Street and Parcel 5173012900; Figure 5-5 #32) – This parcel contains a sidewalk and a portion of the parking lot associated with the proposed Nikkei development. The parcel would be taken in full to widen 1<sup>st</sup> Street to accommodate the portals on 1<sup>st</sup> Street and allow the Fully Underground LRT Alternative – Little Tokyo Variation 1 alignment to join the existing at-grade Metro Gold Line alignment. No significant adverse impacts associated with this full take are expected because the parcel for the most part contains a sidewalk, and the Nikkei development would remove all existing parking.
- APN 5161018002 (402 E. 1<sup>st</sup> Street; Figure 5-5 #38) – This parcel is currently occupied by a privately owned, pay-to-park lot used primarily by customers of the restaurants in the vicinity of the lot and patrons of the Japanese American National Museum (JANM). If engineering analysis indicates that a full take is required on this parcel, construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variation 1 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 adverse impact. 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 the 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 conduct a parking capacity study of the Little Tokyo area to determine if there is sufficient parking availability without these parcels or identify if replacement parking is



needed and to what extent. Adverse impacts to parking associated with this displacement would not occur.

- APN 5161018020 (437 E. 2<sup>nd</sup> Street; Figure 5-5 # 24) –If a full take of this parcel is required, Metro shall allow the existing businesses to remain operational, with the exception of the Office Depot and potentially Starbucks Coffee. The Office Depot would be given advance written notice and informed of their 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 and no adverse impacts related to job loss. Additionally, displaced parking would be replaced by restriping Central Avenue with diagonal parking to accommodate more vehicles and by using the Nikkei parcel for parking.
- APN 5161018021 (Figure 5-5 # 39) – 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. If engineering analysis indicates that a full take is required, construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would displace the two restaurants (25 jobs) on this parcel to construct an underground station and for construction staging. 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 adverse impact related to job loss. Although the commercial building on this parcel is an older structure, it is not considered to be historically significant.

### 5.5.2 Indirect Impacts

There are no potential indirect impacts from the Fully Underground LRT Alternative – Little Tokyo Variation 1.

### 5.5.3 Cumulative Impacts

Cumulative impacts under the Fully Underground LRT Alternative – Little Tokyo Variation 1 would be similar to those under the Underground Emphasis LRT Alternative. Approximately the same amount of job loss and parking space loss is expected. The same mitigation measures would apply to the Fully Underground LRT Alternative – Little Tokyo Variation 1 as the Underground Emphasis LRT Alternative.

## 5.6 Fully Underground LRT Alternative – Little Tokyo Variation 2

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would follow the same alignment and be constructed in the same manner as the Underground Emphasis LRT

Alternative from the 7<sup>th</sup> Street/Metro Center Station to 2<sup>nd</sup> Street and Central Avenue. In this portion of the alignment, there would be three proposed underground stations; at Flower/5<sup>th</sup>/6<sup>th</sup> Streets, at 2<sup>nd</sup>/Hope Streets, and at 2<sup>nd</sup> Street and Broadway. A fourth underground stacked station in the block bounded by Central Avenue and 1<sup>st</sup>, 2<sup>nd</sup>, and Alameda Streets would be constructed. The alignment would emerge to at-grade connections with the existing Gold Line tracks via three portals: north of Temple and Alameda Streets for the north-south line and staggered portals on 1<sup>st</sup> Street east of Alameda Street for the east-west line.

Metro has identified the entire block for acquisition under the Fully Underground LRT Alternative - Little Tokyo Variation 2. This acquisition is needed to stage construction and build a new underground station, station entrances, and ancillary facilities. Metro may also use the site to launch tunnel boring machines and transport material from the tunnels. Alternately, this may also be done near the proposed 2<sup>nd</sup>/Hope Street station site. Metro intends to maintain some of the existing businesses acquired on Central Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets that would not be directly impacted by construction activities. Metro would, to the extent possible, promote and encourage businesses so that they remain open during construction, but Weilands Brewery, Café Cuba, Señor Fish, and Office Depot would need to be removed. This would represent a worst-case scenario. Potential reductions in the total acquisition may occur based on further engineering analysis during the preliminary engineering and final design stages.

### 5.6.1 Direct Impacts

A total of 12 parcels would potentially be acquired in part and 16 parcels as full takes to construct the Fully Underground LRT Alternative – Little Tokyo Variation 2. In addition, temporary construction easements that would affect five parcels and permanent underground easements that would affect six parcels would be required for this alternative.

Some station plans have multiple entrance options, though not all of them would be constructed. In these cases, all potential takings and easements for station entrances were evaluated. These properties would be utilized for TPSS site locations, construction staging, below-grade tunneling, and station locations. The Fully Underground LRT Alternative – Little Tokyo Variation 2 has a similar alignment as the Underground Emphasis LRT Alternative and Fully Underground LRT Alternative – Little Tokyo Variation 1, and shares most of the proposed stations with these two alternatives as well. The only parcels that would be fully or partially acquired as part of the Underground Emphasis LRT Alternative that would not be acquired as part of the Fully Underground LRT Alternative – Little Tokyo Variation 2 are:

- Parcel #5149001902 (Figure 5-3 #11)
- Parcel #5161024014 (Figure 5-3 #20)

- Parcel #5161024018 (Figure 5-3 #21)

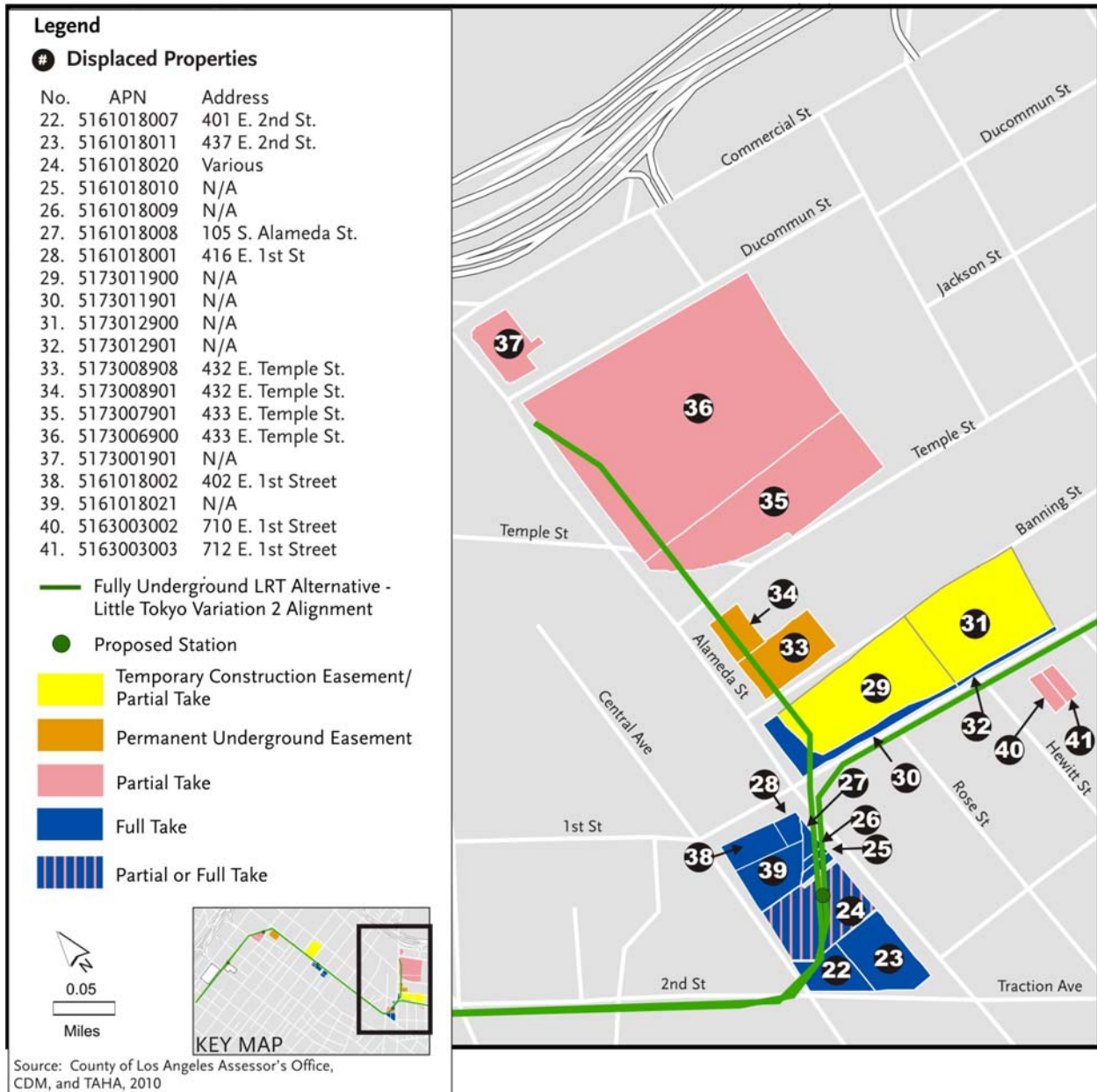
Therefore, all three of these alternatives share similar displacement impacts. Table 5-4 identifies parcels in the project area that could be impacted by displacement by the Fully Underground LRT Alternative – Little Tokyo Variation 2 that would not be impacted by either the Underground Emphasis LRT Alternative or the Fully Underground LRT Alternative – Little Tokyo Variation 1. Table 5-4 also references the parcel’s location as shown in Figure 5-6.

Additional engineering analysis may indicate that acquisition of two more parcels in the block bounded by Central Avenue, 1<sup>st</sup> Street, 2<sup>nd</sup> Street, and Alameda Street would be required.

**Table 5-4. Additional Parcels Potentially Affected by Displacement –Fully Underground LRT Alternative – Little Tokyo Variation 2**

Fig.	#	APN	Address	Type of Displacement	Current Use	Intended Use
5.6	40	5163003002	710 E. 1 <sup>st</sup> Street	Partial Take	Vacant lot (associated with adjacent office bldg)	Road Widening
5.6	41	5163003003	712 E. 1 <sup>st</sup> Street	Partial Take	Offices	Road Widening

Source: TAHA, 2010.



**Figure 5-6. Fully Underground LRT Alternative – Little Tokyo Variation 2 - Potential Displacement in Little Tokyo**

### 5.6.1.1 Easements

#### Temporary Construction Easements

The Fully Underground LRT Alternative – Little Tokyo Variation 2 would require temporary construction easements affecting five parcels, all of which would also be affected by either the Underground Emphasis LRT Alternative or the Fully Underground LRT Alternative – Little Tokyo Variation 1:

- Parcel #5151023400 (Figure 5-2 #1)
- Parcel #5151018017 (Figure 5-2 #2)
- Parcel #5149001903 (Figure 5-3 #7)
- Parcel #5173011900 (Figures 5-4/5-5/5-6 #29)
- Parcel #5173012900 (Figures 5-5/5-6 #31)

For the impact analysis of these parcels, refer to sections 5.4.1.1 and 5.5.1.1.

#### Permanent Underground Easements

The Fully Underground LRT Alternative – Little Tokyo Variation 2 would require permanent underground easements affecting six parcels, all of which would also be affected by either the Underground Emphasis LRT Alternative or the Fully Underground LRT Alternative – Little Tokyo Variation 1:

- Parcel # 5151004911/5151004912/5151004913 (Figure 5-2 #6)
- Parcels #5149006010-5149006151/5161026023/5161026024 (Figure 5-3 #s14, 16, 17)
- Parcels #5173008908 and #5173008901 (Figures 5-5/5-6 #s 33 and 34)

For the impact analysis of these parcels, refer to sections 5.4.1.1 and 5.5.1.1.

### 5.6.1.2 Partial Takes

There are 12 parcels that would be partially taken to construct the Fully Underground LRT Alternative – Little Tokyo Variation 2 (Figures 5-2 through 5-5). Ten of these parcels would also be partially taken under either the Underground Emphasis LRT Alternative or the Fully Underground LRT Alternative – Little Tokyo Variation 1:

- Parcel #5151014032 (Figure 5-2 #3)
- Parcel #5151014033 (Figure 5-2 #4)

- Parcel #5151027256 (Figure 5-2 #5)
- Parcel #5149001903 (Figure 5-3 #7)
- Parcel #5161018020 (Figures 5-4/5-5/5-6 #24)
- Parcel #5173011900 (Figures 5-4/5-5/5-6 #29)
- Parcel #5173012900 (Figures 5-5/5-6 #30)
- Parcels #5173007901 and #5173006900 (Figures 5-5/5-6 #s 35 and 36)
- Parcel #5173001901 (Figures 5-5/5-6 #37)

For the impact analysis of these parcels, refer to sections 5.4.1.2 and 5.5.1.2. The following additional parcels would be impacted by the Fully Underground LRT Alternative – Little Tokyo Variation 2:

- APN 5163003002(710 E. 1<sup>st</sup> Street; Figure 5-6 #40) – This parcel is currently vacant. Construction of the Fully Underground LRT Alternative – Little Tokyo Variation 2 would take a portion of the site for road widening to accommodate a realignment of 1<sup>st</sup> Street. This would be required to accommodate the train portals on 1<sup>st</sup> Street that would allow the Fully Underground LRT Alternative – Little Tokyo Variation 2 alignment to join the existing at-grade portion of the Metro Gold Line alignment. No adverse impacts associated with this partial take are expected because the parcel is vacant.
- APN 5163003003(712 E. 1<sup>st</sup> Street; Figure 5-6 #41) – This parcel is currently occupied by an office and associated parking lot. Construction of the Fully Underground LRT Alternative – Little Tokyo Variation 2 would take a portion of the site for road widening to accommodate a realignment of 1<sup>st</sup> Street. This would be required to accommodate portals on 1<sup>st</sup> Street that would allow the Fully Underground LRT Alternative – Little Tokyo Variation 2 alignment to join the existing at-grade portion of the Metro Gold Line alignment. A portion of the parking lot would be displaced, resulting in a loss of one to two parking spaces. The business to be relocated would be given advance written notice and informed of its eligibility for relocation assistance and payments. Provisions for replacement parking during construction and operation would be made for the business. In addition, further refinement of the alignment design would try to minimize the taking of parking for this business. With mitigation, no significant adverse impacts associated with this partial take are expected.

### 5.6.1.3 Full Takes

There are 13 parcels which would be fully taken to construct the Fully Underground LRT Alternative – Little Tokyo Variation 2 (Figures 5-2 through 5-5). These parcels would also be

fully taken under either the Underground Emphasis LRT Alternative or the Fully Underground LRT Alternative – Little Tokyo Variation 1, and include:

- Parcel #5149008031 (Figure 5-3 #8)
- Parcel #5149008030 (Figure 5-3 #9)
- Parcel #5149008032 (Figure 5-3 #10)
- Parcel #5149007006 (Figure 5-3 #12)
- Parcel #5149007005 (Figure 5.3 #13)
- Parcel #5161018007 (Figures 5-4/5-5/5-6 #22)
- Parcel #5161018011 (Figures 5-4/5-5/5-6 #23)
- Parcel #5161018010 (Figures 5-4/5-5/5-6 #25)
- Parcel #5161018009 (Figures 5-4/5-5/5-6 #26)
- Parcel #5161018008 (Figures 5-4/5-5/5-6 #27)
- Parcel #5161018001 (Figures 5-4/5-5/5-6 #28)
- Parcel #5173011901 (Figures 5-5/5-6 #30)
- Parcel #5173012901 (Figures 5-5/5-6 #32)
- Parcel #5161018002 (Figures 5-5/5-6 #38)
- Parcel #5161018020 (Figures 5-4/5-5/5-6 #24)
- Parcel #5161018021 (Figures 5-5/5-6 #39)

For the impact analysis of these parcels, refer to sections 5.4.1.3 and 5.5.1.3.

### **5.6.2 Indirect Impacts**

There are no potential indirect impacts from the Fully Underground LRT Alternative – Little Tokyo Variation 2.

### **5.6.3 Cumulative Impacts**

Cumulative impacts under the Fully Underground LRT Alternative – Little Tokyo Variation 2 would be similar to those under either the Underground Emphasis LRT Alternative or the Fully

Underground LRT Alternative – Little Tokyo Variation 1. Therefore, approximately the same amount of job loss and parking space loss is expected. The same mitigation measures would apply to the Fully Underground LRT Alternative – Little Tokyo Variation 2 as apply to the Underground Emphasis LRT Alternative and the Fully Underground LRT Alternative – Little Tokyo Variation 1.



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## 6.0 POTENTIAL MITIGATION MEASURES

### 6.1 No Build Alternative

#### 6.1.1 Direct Impacts

No direct adverse impacts associated with displacements and relocations are expected under the No Build Alternative. Therefore, no mitigation measures are required.

#### 6.1.2 Indirect Impacts

There are no indirect impacts associated with the No Build Alternative. Therefore, no mitigation measures are required.

#### 6.1.3 Cumulative Impacts

There are no cumulative impacts associated with the No Build Alternative. Therefore, no mitigation measures are required.

### 6.2 Transportation Systems Management (TSM) Alternative

#### 6.2.1 Direct Impacts

No direct adverse impacts associated with displacements and relocations of property are expected under the TSM Alternative. Therefore, no mitigation measures are required.

Up to 24 on-street parking spaces would need to be removed to install new bus stops on 2<sup>nd</sup> Street between Hill Street and Central Avenue. This assumes that each of the six new bus stops on 2<sup>nd</sup> Street would be 90 feet in length and displace up to four curb parking spaces.

Transit projects tend to offset the impacts of decreased parking by providing alternatives to driving. In the case of the TSM Alternative, parking impacts would be considered insignificant. Replacement parking may be required in the form of off-street parking at adjacent existing locations. Potential parking replacement locations and/or strategies would be identified to mitigate parking impacts.

#### 6.2.2 Indirect Impacts

There are no indirect impacts associated with the TSM Alternative. Therefore, no mitigation measures are required.

#### 6.2.3 Cumulative Impacts

There are no cumulative impacts associated with the TSM Alternative; therefore, no mitigation measures are required.

## 6.3 At-Grade Emphasis LRT Alternative

### 6.3.1 Direct Impacts

Potential adverse impacts associated with displacement are expected due to construction and operation of the At-Grade Emphasis LRT Alternative. The following mitigation measures would reduce potential impacts to below the thresholds of significance. Implementation of the proposed mitigation measures would result in a conclusion of no significant adverse impacts from the proposed alternative.

- Regarding APN 5151014032, where a potential adverse impact is expected due to the partial take of parking and primary access to the Central Plant, one-for-one replacement parking would be provided at the parcel or a nearby parcel. In addition, access to the Central Plant would be maintained at all times during construction of the At-Grade Emphasis LRT Alternative.
- Regarding APN 5161012901, where a potential adverse impact is expected due to the loss of 33 publicly operated parking spaces, replacement parking would be considered at a nearby parcel to ensure public parking continues to be available.
- Access would be maintained and adequate signage indicating the location and accessibility of a bus stop would be posted where access to bus stops are restricted (such as APN 5151023400).
- Adequate bus stop relocation to a nearby alternative location based on the re-routing of bus service would be implemented where bus stops would be displaced due to street closures (such as APN 5151016013). Adequate signage and notices indicating the relocated bus stop would be placed at strategic locations, as determined by Metro Operations.
- Metro would conduct a parking analysis of the Little Tokyo area to determine current parking capacity and how temporary or permanent displacement of parking would affect this capacity. Metro could possibly replace public (but paid) parking spaces displaced on APNs #s 6161012905 and 5161012901. During construction, access to other public parking lots would be maintained. Refer to the Traffic and Transportation Technical Memorandum for detailed mitigation measures regarding parking.
- Upon completion of construction, property needed for construction but not required to maintain the physical infrastructure or necessary for access would be included in Metro Joint Development Program for possible development. A development would be environmentally cleared separately from this project and would undergo its own community input process. Until a development is approved, the remaining underutilized property may be used to house surface public parking spaces or at the

very least be graded and fenced to a higher standard that reflects the community's identity and character more than typical gravel and chainlink.

- During construction, Metro would work with the City to evaluate potential parking mitigation options to increase the number of public parking spaces in the area of Little Tokyo. This could include, but would not be limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, increase number of hours of parking for on-street parking.

### 6.3.2 Indirect Impacts

There are no indirect impacts associated with the At-Grade Emphasis LRT Alternative. Therefore, no mitigation measures are required.

### 6.3.3 Cumulative Impacts

The proposed At-Grade Emphasis LRT Alternative would provide three new stations and greatly enhance non-auto access by rail to downtown and Little Tokyo. This would partly offset some of the loss of parking in the downtown area. Therefore, the project would be partly self-mitigating and the potential impact would not be significant.

## 6.4 Underground Emphasis LRT Alternative

### 6.4.1 Direct Impacts

Potential adverse impacts associated with displacement are expected due to construction and operation of the Underground Emphasis LRT Alternative. The following mitigation measures would result in no significant adverse impacts:

- Access would be maintained and adequate signage indicating the location and accessibility of a bus stop would be posted where access to bus stops are expected to be restricted (such as APN 5151023400).
- For APN 5151014032, the potential adverse impact is due to the partial take of parking and primary access to the Central Plant. Replacement parking would be provided at the parcel or a nearby parcel. In addition, access to the Central Plant would be maintained at all times during construction of the Underground Emphasis LRT Alternative.
- Access to the Little Tokyo Library Branch would be maintained at all times during construction of the Underground Emphasis LRT Alternative (APN 5161026033). Notification of construction activities would be defined in a Construction Mitigation Program developed by Metro upon approval of the project. This program would include identification of communication protocol with the community during final design and construction.

- Regarding all displaced businesses (APNs 5149007006, 5161018001, 5161018020, and 5161018021), Metro would provide relocation assistance and compensation as required by both the Uniform Act and the California Act. The details of these laws are described in Sections 3.1.1 and 3.1.2. Where acquisitions and relocations are unavoidable, FTA and Metro would follow the provisions of both acts and their amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which would not be less than the approved appraisal, would be made to each property owner. Each business displaced as a result of the project would be given advance written notice and informed of their 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. This would result in no significant adverse impacts related to job loss.
- Regarding APN 5161018001, refer to the Historical Resources Technical Memorandum for detailed mitigation measures regarding historical properties. Regarding the privately operated parking lot spaces in Little Tokyo (parcels bounded by Central Avenue, Alameda Street, 1<sup>st</sup> Street, and 2<sup>nd</sup> Street), Metro would conduct a parking capacity study in Little Tokyo to evaluate the need for replacing these parking spaces.
- Bus stops would be relocated to a nearby alternative location based on re-routed bus service due to street closures (such as APN 5151016013). Adequate signage and notices indicating the relocated bus stop would be placed at strategic locations, as determined by Metro Operations.
- Metro would conduct a parking analysis of the Little Tokyo area to determine parking capacity and if temporary or permanent displacement of parking would affect this capacity. During construction and operation of this alternative, Metro would consider replacing displaced parking on the block bounded by Central Avenue, 1<sup>st</sup> Street, 2<sup>nd</sup> Street, and Central Avenue. During construction, access to other public parking lots would be maintained. Refer to the Traffic and Transportation Technical Memorandum for detailed mitigation measures regarding parking.
- Upon completion of construction, property needed for construction but not required to maintain the physical infrastructure or necessary for access would be included in Metro Joint Development Program for possible development. A development would be environmentally cleared separately from this project and would undergo its own community input process. Until a development is approved, the remaining underutilized property may be used to house surface public parking spaces or at the very least be graded and fenced to a higher standard that reflects the community's identity and character than typical gravel and chainlink.

- During construction, Metro would work with the City to evaluate potential parking mitigation options to increase the number of public parking spaces in the area of Little Tokyo. This could include, but would not be limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, increase number of hours of parking for on-street parking.

### 6.4.2 Indirect Impacts

There are no indirect impacts associated with the Underground Emphasis LRT Alternative. Therefore, no mitigation measures are required.

### 6.4.3 Cumulative Impacts

The proposed Underground Emphasis LRT Alternative would provide three new stations and greatly enhance non-auto access by rail to downtown and Little Tokyo. This would partly offset some of the loss of parking in the downtown area. Therefore, the project would be partly self-mitigating and the potential impact would not be significant.

## 6.5 Fully Underground LRT Alternative – Little Tokyo Variation 1

### 6.5.1 Direct Impacts

The impacts associated with the Fully Underground LRT Alternative – Little Tokyo Variation 1 are similar to those expected for the Underground Emphasis LRT Alternative. Therefore, the same mitigation measures proposed in Section 6.4.1 would apply to the Fully Underground LRT Alternative – Little Tokyo Variation 1. In addition, the following mitigation would result in no significant adverse impacts associated with this alternative:

- For APNs 5173007901 and 5173006900, the LADWP will be consulted during the design phase to accommodate its operational needs during construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variation 1.

Area reduction of impacts would occur as engineering analysis continues, should properties be removed from the list of properties identify to be fully taken for construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variation 1. Similar mitigation as the Underground Emphasis LRT Alternative for displaced businesses and parking would be utilized to reduce potential impacts to a less than significant level.

Upon completion of construction, property needed for construction but not required to maintain the physical infrastructure or necessary for access would be included in Metro Joint Development Program for possible development. A development would be environmentally cleared separately from this project and would undergo its own community input process. Until a development is approved, the remaining underutilized property may be used to house

surface public parking spaces or at the very least be graded and fenced to a higher standard that reflects the community's identity and character more than typical gravel and chainlink.

During construction, Metro would work with the City to evaluate potential parking mitigation options to increase the number of public parking spaces in the area of Little Tokyo. This could include, but would not be limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, increasing the number of hours of parking for on-street parking.

### **6.5.2 Indirect Impacts**

There are no indirect impacts associated with the Fully Underground LRT Alternative – Little Tokyo Variation 1. Therefore, no mitigation measures are required.

### **6.5.3 Cumulative Impacts**

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would provide four new stations and greatly enhance non-auto access by rail to downtown and Little Tokyo. This would partly offset the parking loss in the downtown area. Therefore, the project would be partly self-mitigating and the potential impact would not be significant.

## **6.6 Fully Underground LRT Alternative – Little Tokyo Variation 2**

### **6.6.1 Direct Impacts**

The impacts associated with the Fully Underground LRT Alternative – Little Tokyo Variation 2 are similar to those anticipated for both the Underground Emphasis LRT Alternative and the Fully Underground LRT Alternative – Little Tokyo Variation 1. Therefore, the same mitigation measures proposed in sections 6.4.1 and 6.5.1 would apply to the Fully Underground LRT Alternative – Little Tokyo Variation 2. In addition, the following mitigation would result in no significant adverse impacts associated with this alternative:

- For APN 5163003003, further refinement of the alignment design would minimize the taking of parking.

If additional parcels are fully taken to construct and operate the Fully Underground LRT Alternative – Little Tokyo Variation 2, similar mitigation as the Underground Emphasis LRT Alternative for displaced businesses and parking would be utilized to result in no significant or adverse impacts.

Upon completion of construction, property needed for construction but not required to maintain the physical infrastructure or necessary for access would be included in Metro Joint Development Program for possible development. A development would be environmentally cleared separately from this project and will undergo its own community input process. Until a development is approved, the remaining underutilized property may be used to house

surface public parking spaces or at the very least be graded and fenced to a higher standard that reflects the community's identity and character more than typical gravel and chainlink.

During construction, Metro would work with the City to evaluate potential parking mitigation options to increase the number of public parking spaces in the area of Little Tokyo. This could include, but would not be limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, increase number of hours of parking for on-street parking.

### **6.6.2 Indirect Impacts**

There are no indirect impacts associated with the Fully Underground LRT Alternative – Little Tokyo Variation 2. Therefore, no mitigation measures are required.

### **6.6.3 Cumulative Impacts**

The Fully Underground LRT Alternative – Little Tokyo Variation 2 would provide four new stations and greatly enhance non-auto access by rail to downtown and Little Tokyo. This would partly offset some of the loss of parking in the downtown area. Therefore, the project would be partly self-mitigating and would not result in significant or adverse impacts.





## 7.0 CONCLUSIONS

### 7.1 No Build Alternative

#### 7.1.1 NEPA Findings

The No Build Alternative would include the transit investments already planned as described in the Metro 2009 LRTP. Accordingly, under the No Build Alternative there would be little to no construction in the project area associated with additional transit infrastructure investment. The No Build Alternative would not result in displacement of housing, people, or employment. Therefore, no significant adverse impacts are expected, and no mitigation measures are required.

#### 7.1.2 CEQA Determinations

Based on the CEQA thresholds of significance (Section 3.2), the No Build Alternative would not have a significant impact associated with displacement or relocation because it would not displace or relocate persons or housing, including affordable housing. Additionally, it would not displace employment. No cumulatively considerable impacts are anticipated. No adverse impacts are anticipated and no mitigation measures are required.

### 7.2 Transportation Systems Management (TSM) Alternative

#### 7.2.1 NEPA Findings

Under the TSM Alternative, transit infrastructure investment would occur, including (but not limited to) two new express shuttle bus lines linking the 7<sup>th</sup> Street/Metro Center Station and Union Station. This would be in addition to the same infrastructure investment that would occur under the No Build Alternative.

The TSM Alternative would utilize existing street and sidewalk networks wherever possible; however, approximately 24 curbside parking spaces would need to be removed from 2<sup>nd</sup> Street between Hill Street and Central Avenue to accommodate the new bus stops. No displacement or relocation of properties, residents, or employees would be required. Therefore, no significant adverse impacts associated with displacements and relocations are expected under the TSM Alternative, and no mitigation measures are required. Cumulative adverse impacts would not occur with respect to parking displacement of 24 on-street parking spaces. In addition, potential impacts to parking would be partially offset by the increased public transit access provided by the proposed TSM Alternative and therefore, would not be significant.

#### 7.2.2 CEQA Determinations

Based on the CEQA thresholds of significance (see Section 3.2), the TSM Alternative would not have a significant impact associated with displacement or relocation because it would not

displace or relocate persons or housing, including affordable housing. Additionally, it would not displace employment. No cumulatively considerable impacts are expected. No significant adverse impacts are expected and no mitigation measures are required.

## 7.3 At-Grade Emphasis LRT Alternative

### 7.3.1 NEPA Findings

The At-Grade Emphasis LRT Alternative would extend the light rail tracks from the underground 7<sup>th</sup> Street/Metro Center Station and connect to the Metro Gold Line tracks in a three-way junction north of the Little Tokyo/Arts District Station on Alameda Street at Temple Street. To implement this alternative, the number of traffic lanes and on-street parking on 2<sup>nd</sup> Street would be reduced.

It is expected that 11 parcels would be acquired as partial takes to construct the At-Grade Emphasis LRT Alternative. In addition, temporary easements during construction affecting two parcels would be required. These parcels would be utilized for TPSS site locations, construction staging, below grade tunneling, and proposed station locations.

Construction and operation of the At-Grade Emphasis LRT Alternative would result in potentially adverse impacts associated with displacement of 51 on-street spaces, 29 on-street loading spaces and 77 pay-to-park parking spaces, restriction to the Central Plant access and associated parking, and restriction or relocation of bus stops. Mitigation measures have been identified that would reduce potential impacts to a less than significant level. Cumulative adverse impacts would not occur with parking displacement of 33 parking spaces. In addition, potential impacts to parking would be partially offset by the increased public transit access provided by the proposed project and potential effects would be less than significant.

### 7.3.2 CEQA Determinations

Based on the CEQA thresholds of significance (see Section 3.2), the At-Grade Emphasis LRT Alternative would not have a significant impact associated with displacement or relocation because it would not displace or relocate persons or housing, including affordable housing. Also, no employment would be lost due to displacement under the At-Grade Emphasis LRT Alternative. No mitigation measures are required.

Adverse cumulative impacts would not occur due to loss of parking. In addition, impacts to parking would be partially offset by the increased public transit access provided by the proposed project and potential effects would be less than significant.

## 7.4 Underground Emphasis LRT Alternative

### 7.4.1 NEPA Findings

The Underground Emphasis LRT Alternative would extend from the 7<sup>th</sup> Street/Metro Center Station north along Flower Street, east under 2<sup>nd</sup> Street, and emerge at an at-grade connection just southwest of the 1<sup>st</sup>/Alameda Streets intersection.

To construct the Underground Emphasis LRT Alternative, it is expected that ten parcels would be acquired as partial takes and 11 parcels as in full takes. In addition, temporary easements during construction affecting eight parcels and permanent easements affecting four parcels would be required for this alternative. These parcels would be used for TPSS site locations, construction staging, below-grade tunneling, and station locations.

Construction and operation of the Underground Emphasis LRT Alternative would result in potential adverse impacts associated with:

- Displacement of approximately nine businesses, including approximately 90 jobs;
- Permanent displacement of between 148 and 281 parking spaces on privately operated lots, with approximately 139 of those spaces located in Little Tokyo;
- Permanent displacement of 17 on-street parking spaces and three on-street loading spaces;
- Potential restriction of access to the Central Plant (and associated parking) and the Little Tokyo Library Branch during construction; and
- Potential restriction of access or relocation of bus stops.

Mitigation measures have been identified that would reduce potential impacts to a less than significant level. Cumulative adverse impacts would not occur with respect to parking displacement. In addition, parking loss would be offset by increased transit access and replacement parking.

### 7.4.2 CEQA Determinations

Based on the CEQA thresholds of significance (see Section 3.2), the Underground Emphasis LRT Alternative would not have a significant impact associated with displacement or relocation because it would not displace or relocate persons or housing, including affordable housing.

Although no thresholds of significance exist under CEQA for employment displacement, the net loss of employment would be considered an adverse impact. However, mitigation measures have been identified that would mitigate this impact to a less-than-significant level.

Adverse cumulative impacts would not occur due to the loss of parking. In addition, parking losses would be partially offset by increased access provided by rail transit and replacement parking. Therefore, potential impacts would be less than significant.

## **7.5 Fully Underground LRT Alternative – Little Tokyo Variation 1**

### **7.5.1 NEPA Findings**

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would extend from the 7<sup>th</sup> Street/Metro Center Station north along Flower Street, east under 2<sup>nd</sup> Street, and emerge at an at-grade connection north of Temple Street parallel to Alameda Street and along 1<sup>st</sup> Street, east of Alameda Street.

To construct the Fully Underground LRT Alternative – Little Tokyo Variation 1, it is expected that nine to ten parcels would be acquired as partial takes and 13 to 16 parcels as full takes. In addition, temporary easements during construction affecting five parcels and permanent easements affecting six parcels would be required for this alternative. These parcels would be utilized for TPSS site locations, construction staging, below grade tunneling, and station locations. Additionally, if further engineering analysis indicates, three additional parcels may be fully taken on the block bounded by Central Avenue, 1<sup>st</sup> Street, 2<sup>nd</sup> Street, and Alameda Street.

Construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would result in similar potential adverse impacts as the Underground Emphasis LRT Alternative and, as a result, would require the same mitigation measures to reduce potential impacts to a less than significant level. In addition, the Fully Underground LRT Alternative – Little Tokyo Variation 1 would have an additional impact by potentially displacing parking and structures in the LADWP site located at the northeast corner of the Alameda Street/Temple Street intersection. Mitigation measures have been identified that would result in no adverse impacts. Cumulative adverse impacts would not occur with respect to parking displacement. In addition, parking loss would be partially offset by increased transit access and replacement parking. Therefore, potential impacts would be less than significant.

### **7.5.2 CEQA Determinations**

Based on the CEQA thresholds of significance (see Section 3.2), the Fully Underground LRT Alternative – Little Tokyo Variation 1 would not have a significant impact associated with displacement or relocation because it would not displace or relocate persons or housing, including affordable housing.

Although no thresholds of significance exist under CEQA for employment displacement, the net loss of employment is considered an adverse impact. However, mitigation measures have been identified that would mitigate this impact to a less-than-significant level.

Adverse cumulative impacts would not occur due to the loss of parking. In addition, parking losses would be partially offset by the increase in access provided by rail transit and replacement parking. Therefore, potential impacts would be less than significant.

## **7.6 Fully Underground LRT Alternative – Little Tokyo Variation 2**

### **7.6.1 NEPA Findings**

The Fully Underground LRT Alternative – Little Tokyo Variation 2 would extend from the 7<sup>th</sup> Street/Metro Center Station north along Flower Street, east under 2<sup>nd</sup> Street, and emerge at an at-grade connection north of Temple Street parallel to Alameda Street and along 1<sup>st</sup> Street, east of Alameda Street.

To construct Fully Underground LRT Alternative – Little Tokyo Variation 2, it is expected that 11 to 12 parcels would be acquired as partial takes and 13 to 16 parcels as full takes. In addition, temporary easements during construction affecting five parcels and permanent easements affecting six parcels would be required for this alternative. These parcels would be utilized for TPSS site locations, construction staging, below grade tunneling, and station locations. Additionally, if further engineering analysis indicates, three additional parcels may be taken in full on the block bounded by Central Avenue, 1<sup>st</sup> Street, 2<sup>nd</sup> Street, and Alameda Street.

Construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variation 2 would result in similar potential adverse impacts as both the Underground Emphasis LRT Alternative and the Fully Underground LRT Alternative – Little Tokyo Variation 1. Consequently, the same mitigation measures identified for these impacts would be required to reduce potential impacts to a less than significant level. In addition, the Fully Underground LRT Alternative – Little Tokyo Variation 2 would have an additional impact of potentially displacing parking and a setback for businesses on the south side of 1<sup>st</sup> Street between Hewitt Street and Garey Street. Mitigation measures have been identified that would result in less than significant impacts. Cumulative adverse impacts would not occur with respect to parking displacement. In addition, lost parking would be offset by increased transit access and replacement parking. Therefore, potential impacts would be less than significant.

### **7.6.2 CEQA Determinations**

Based on the CEQA thresholds of significance (see Section 3.2), the Fully Underground LRT Alternative – Little Tokyo Variation 2 would not have a significant impact associated with displacement or relocation because it would not displace or relocate persons or housing, including affordable housing.

Although no thresholds of significance exist under CEQA for employment displacement, the net loss of employment is considered an adverse impact. However, mitigation measures have been identified that would mitigate this impact to a less-than-significant level.

Adverse cumulative impacts would not occur due to the loss of parking. In addition, parking losses would be partially offset by increased access provided by rail transit and replacement parking. Therefore, potential impacts would be less than significant.

## 8.0 REFERENCES CITED

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