

Figure 4-8. Public Services and Religious Facilities – Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2

Table 4-4 and Figures 4-9 through 4-12 pertain to educational facilities, including daycare and preschools, high schools, and college and trade schools within the project area and associated with the project alternatives.

<b>Table 4-4. Educational Facilities Within 0.25 Miles of the Project Alternatives</b>			
<b>Map No<sup>1</sup></b>	<b>Name</b>	<b>Location</b>	<b>Proximity to Alignment (miles)<sup>2</sup></b>
<b>Day Care and Preschools</b>			
1	Nishi Hongwanji Child Development Center	815 E 1 <sup>st</sup> Street	0.28 ALRT 0.20 ULRT 0.01 FLRT 0.22 LTSM 0.28 UTSM
2	Lumbini Child Development Center	505 E 3 <sup>rd</sup> Street	0.33 ALRT 0.08 ULRT 0.08 FLRT 0.02 LTSM 0.32 UTSM
3	Cal Tot Child Care Center-a Serendipity School	300 S Spring Street	0.13 ALRT 0.13 ULRT 0.13 FLRT 0.01 LTSM 0.41 UTSM
4	H. Pregerson Child Care Center	255 E Temple Street	0.01 ALRT 0.26 ULRT 0.20 FLRT 0.26 LTSM 0.01 UTSM
5	Grace Lino Child Care Center	231 E 3 <sup>rd</sup> Street	0.12 ALRT 0.11 ULRT 0.11 FLRT 0.03 LTSM 0.36 UTSM

**Table 4-4. Educational Facilities Within 0.25 Miles of the Project Alternatives**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles) <sup>2</sup>
6	Bright Horizons	550 S Hope Street	0.09
7	Tiny DOTs – Early Education Center	100 S Main Street, suite 130	0.01 ALRT 0.00 ULRT 0.00 FLRT 0.02 LTSM 0.25 UTSM
8	Joy Picus Child Development Center	111 E 1 <sup>st</sup> Street	0.02 ALRT 0.13 ULRT 0.13 FLRT 0.13 LTSM 0.13 UTSM
<b>Public High Schools</b>			
1	California Academy for Liberal Studies Early College High School	700 Wilshire Blvd, 4 <sup>th</sup> Floor	0.07 ALRT 0.07 ULRT 0.07 FLRT 0.07 LTSM 0.04 UTSM
2	Oscar de la Hoya Animo Leadership Charter High School	350 S Figueroa St, Ste 100	0.07 ALRT 0.07 ULRT 0.07 FLRT 0.01 LTSM 0.23 UTSM
3	High School for the Visual and Performing Arts (formerly known as Central Los Angeles Area New High School #9)	450 N Grand Ave	0.40 ALRT 0.40 ULRT 0.40 FLRT 0.40 LTSM 0.15 UTSM

**Table 4-4. Educational Facilities Within 0.25 Miles of the Project Alternatives**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles) <sup>2</sup>
<b>College or Trade Schools</b>			
1	The Colburn School of Performing Arts	200 S Grand Avenue	0.02 ALRT 0.02 ULRT 0.02 FLRT 0.02 LTSM 0.01 UTSM
2	The Colburn School Conservatory of Music	200 S Grand Avenue	0.02 ALRT 0.02 ULRT 0.02 FLRT 0.02 LTSM 0.01 UTSM
3	Chicago School of Professional Psychology	617 W 7 <sup>th</sup> Street, 8 <sup>th</sup> Floor	0.12 ALRT 0.12 ULRT 0.12 FLRT 0.12 LTSM 0.01 UTSM
4	Bukkyo University Los Angeles Extension	442 E 3 <sup>rd</sup> Street	0.27 ALRT 0.12 ULRT 0.12 FLRT 0.01 LTSM 0.35 UTSM
5	Golden Gate University	725 S Figueroa Street, Suite 1550	0.08 ALRT 0.08 ULRT 0.08 FLRT 0.01 LTSM 0.08 UTSM
6	Fashion Institute of Design & Merchandising (FIDM)	919 S Grand Avenue	0.19 ALRT 0.19 ULRT 0.19 FLRT 0.19 LTSM

**Table 4-4. Educational Facilities Within 0.25 Miles of the Project Alternatives**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles) <sup>2</sup>
			0.27 UTSM
7	University of Southern California (Annenberg School for Communication; Institute for Justice and Journalism; Western Knight Center for Specialized Journalism)	300 S Grand Avenue, Suite 3950	0.02 ALRT 0.02 ULRT 0.02 FLRT 0.02 LTSM 0.04 UTSM
8	University of Southern California (Marshall School of Business; Institute for Communication Technology Management; Sports Business Institute)	444 S Flower Street, Suite 1000	0.08 ALRT 0.08 ULRT 0.08 FLRT 0.04 LTSM 0.01 UTSM
9	Southern California Institute of Architecture	960 E 3 <sup>rd</sup> Street	0.35 ALRT 0.30 ULRT 0.20 FLRT 0.30 LTSM 0.35 UTSM
10	University of California, Los Angeles (UCLA Extension at Figueroa Courtyard)	261 S Figueroa Street	0.16 ALRT 0.16 ULRT 0.16 FLRT 0.02 LTSM 0.23 UTSM

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figures 4-9 through 4-12.

<sup>2</sup> Distance to At-Grade Emphasis (ALRT), Underground Emphasis (ULRT), Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2 (FLRT), TSM Lower Grand Shuttle Bus (LTSM), and TSM Upper Grand Shuttle Bus (UTSM) unless otherwise noted.

Note: Distances are approximate following a straight line from location to the alternative line.

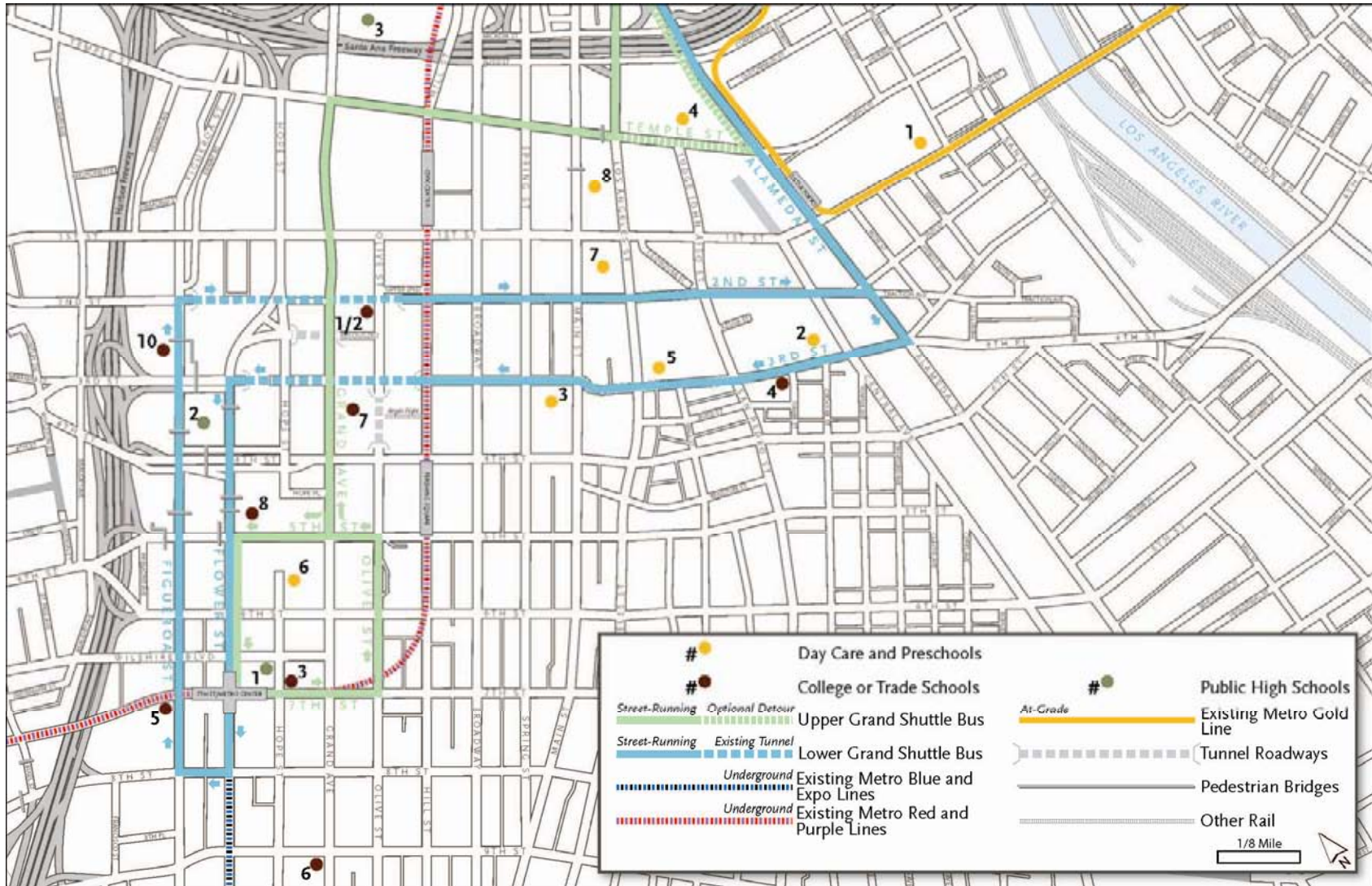


Figure 4-9. Educational Facilities – TSM Alternative

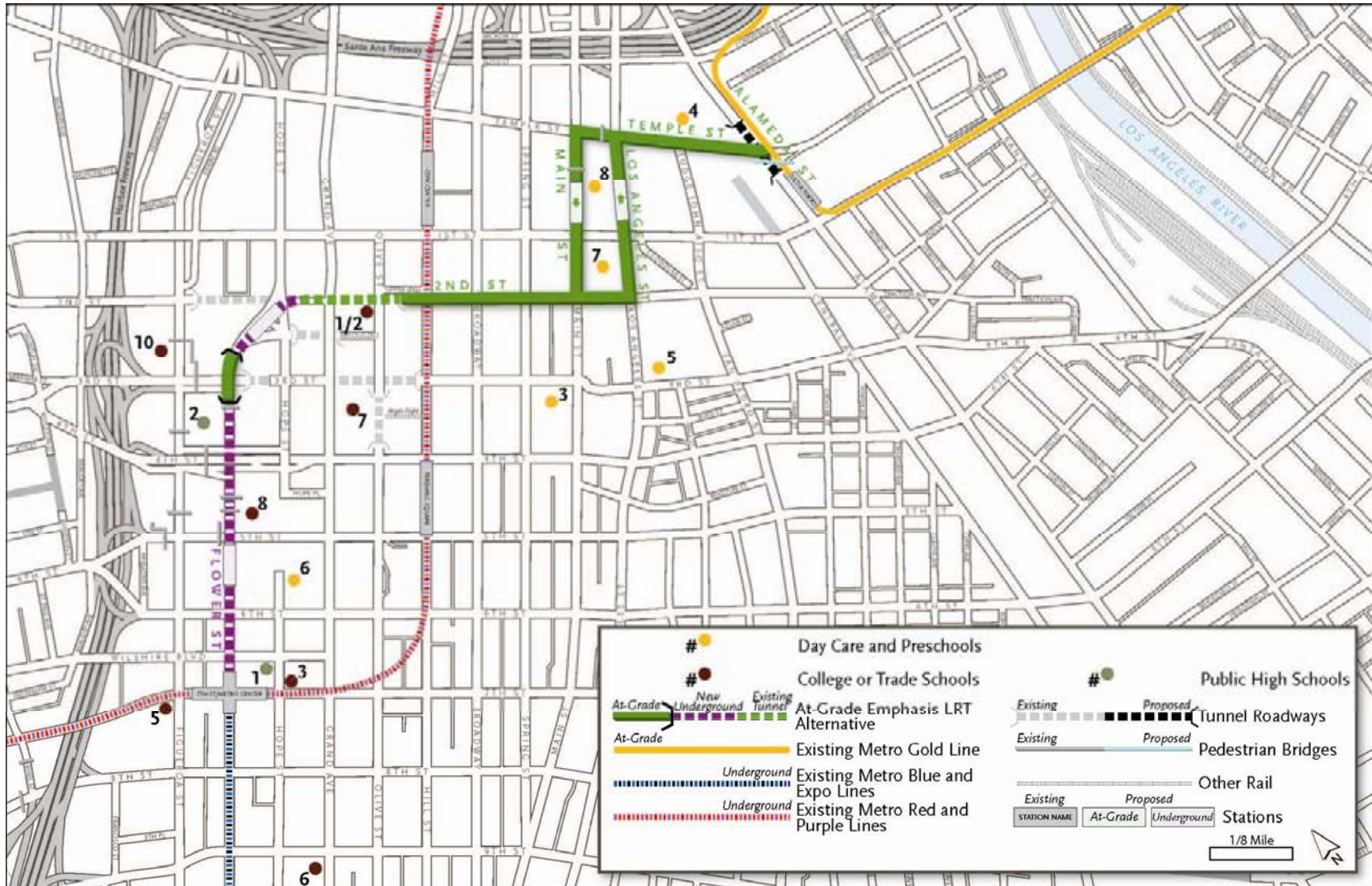


Figure 4-10. Educational Facilities – At-Grade Emphasis LRT Alternative

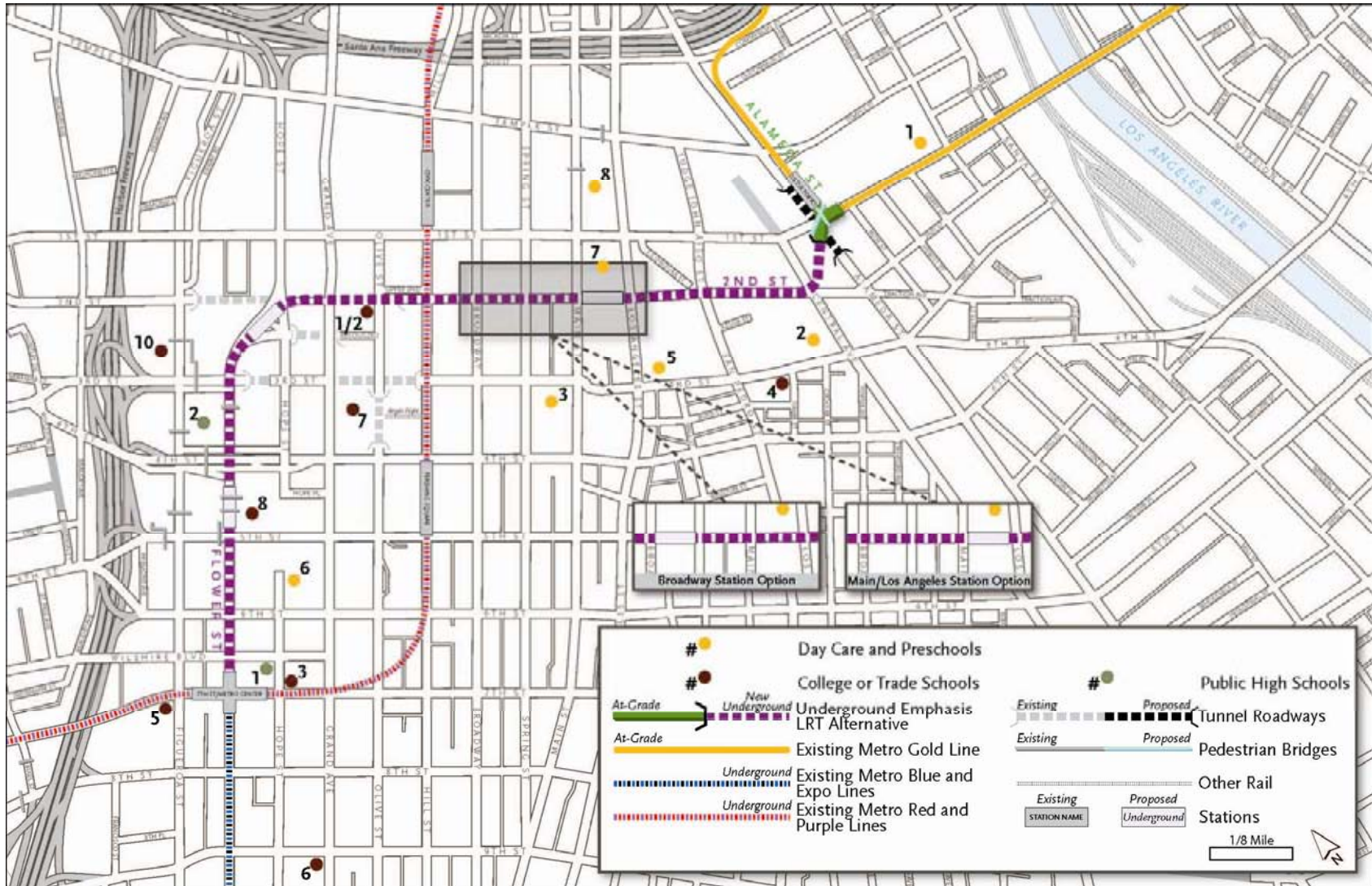


Figure 4-11. Educational Facilities – Underground Emphasis LRT Alternative

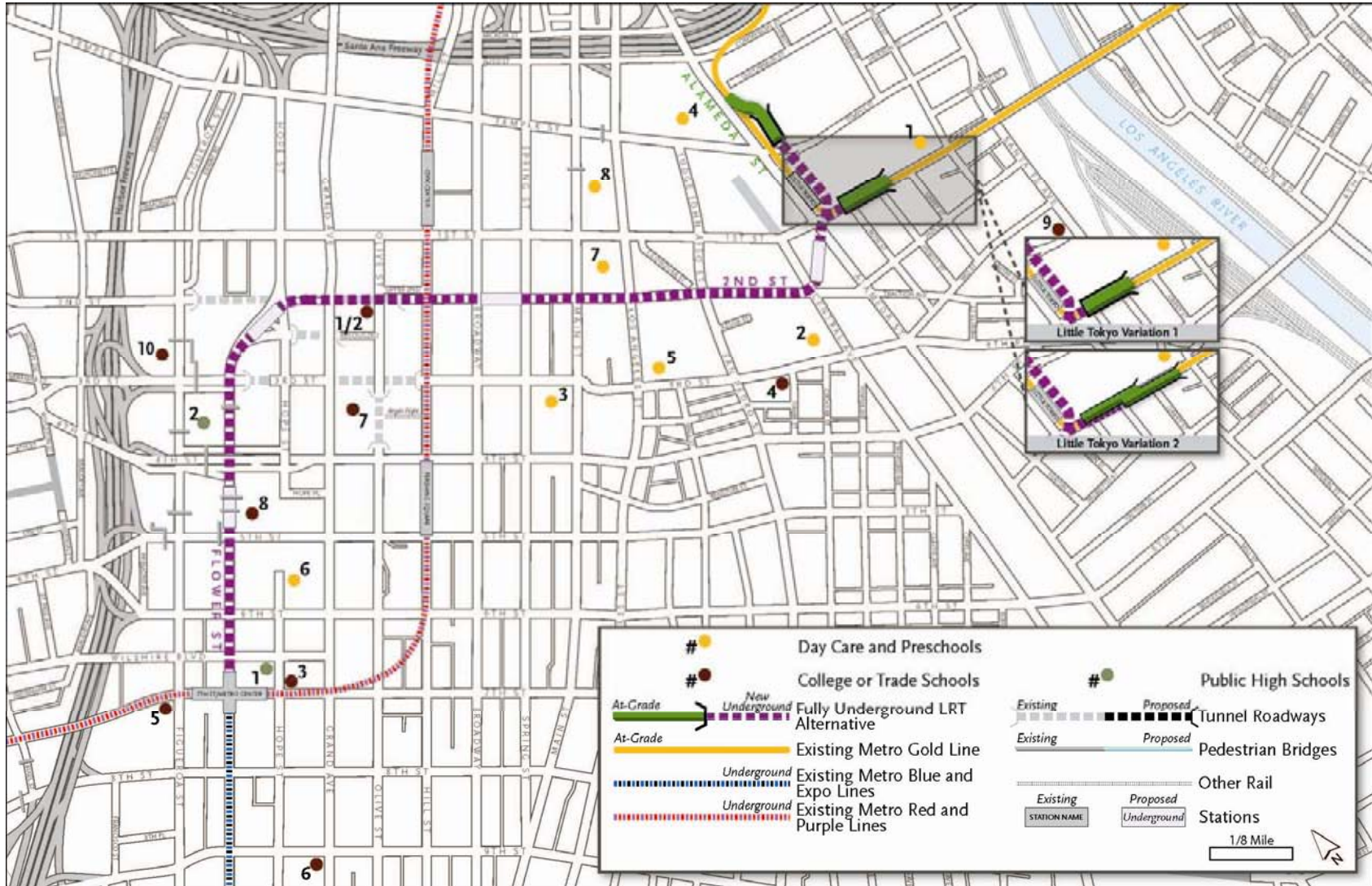


Figure 4-12. Educational Facilities – Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2

## 5.0 IMPACTS

This section analyzes the potential impacts to parklands and community facilities associated with six project alternatives: No Build (Baseline), Transportation System Management (TSM), At-Grade Emphasis Light Rail Transit (LRT), Underground Emphasis LRT, Fully Underground LRT Alternative – Little Tokyo Variation 1, and Fully Underground LRT Alternative – Little Tokyo Variation 2. The analysis is organized by community facility type and each alternative, except Fully Underground LRT Alternative – Little Tokyo Variation 1 and 2 is addressed separately under each facility type. Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2 were analyzed together due to their similarities.

### 5.1 Parklands and Recreational Resources

#### 5.1.1 No Build Alternative

The No Build Alternative would maintain existing transit service through the year 2035. No new transit infrastructure would be built, aside from projects currently under construction or identified in Metro's *2009 Long Range Transportation Plan*. Therefore, parklands and recreational resources would not be affected by this proposed alternative. In addition, the projects under the No Build Alternative would undergo project-specific environmental review, as appropriate.

Due to the various locations, distance from the proposed project, and additional project-specific environmental review, the projects under the No Build Alternative would not result in significant direct or indirect adverse impacts on parklands, recreational resources, or other Section 4(f) lands within the project area. The No Build Alternative would not have the beneficial impact of increasing non-auto access to recreational areas and open space amenities throughout the region, including to and from downtown. In summary, no cumulative impacts would occur under the No Build Alternative because there would be no significant direct and indirect adverse impacts.

#### 5.1.2 TSM Alternative

The TSM Alternative would include provisions of the No Build Alternative and add two shuttle bus routes to simulate the proposed LRT link between 7<sup>th</sup> Street/Metro Center and Union Stations. Buses would run frequently, perhaps just a few minutes apart during peak hours, and the routes would be designed to move passengers between the two stations as quickly as possible.

The Upper Grand Shuttle Bus Route would be along Grand Avenue and Temple and Los Angeles Streets, and the Lower Grand Shuttle Bus Route would be along Figueroa, Flower, Second, 3<sup>rd</sup>, and Alameda Streets. Shuttle buses would use existing bus-only lanes, where

available, and peak hour bus-only lanes would be created where possible by restricting parking on streets that do not already have dedicated all-day bus lanes. The shuttle buses would be fitted with a Transit Priority System (TPS) similar to those used on Metro Rapid to increase bus speed and efficiency.

Stops would be located every two or three blocks to provide adequate coverage of the project service area. The shuttle routes would be operated by Metro and could use 30-foot shuttle buses. As shown on Figure 4-1, the TSM Alternative would be operated within existing public rights-of-way (i.e., streets) and would not have adverse direct or indirect impacts on parklands, recreational resources, or other Section 4(f) lands.

Removal of curb parking spaces may be needed along 2<sup>nd</sup> Street to create new bus stops for the Lower Grand Route. However, this would not effectively impede access to any surrounding parks or public facilities because there are several large surface parking lots and garages nearby. The TSM Alternative would have a beneficial impact of increasing non-auto access to recreational areas and open space amenities within the downtown area. No cumulative impacts would occur under the TSM Alternative because no direct and indirect adverse impacts are expected.

### 5.1.3 At-Grade Emphasis LRT Alternative

Table 5-1 summarizes potential impacts to parklands and recreational resources located within 0.25 miles of the At-Grade Emphasis LRT Alternative. The At-Grade Emphasis LRT Alternative would use a combination of at-grade and underground tracks along Temple, Main, Los Angeles, 2<sup>nd</sup>, and Flower Streets.

#### 5.1.3.1 Acquisition

The At-Grade Emphasis LRT Alternative would include acquisition of additional right-of-way for tracks along the alignment, at-grade stations, and portals to underground stations. Under the worst case scenario, this alternative's alignment would reduce the 2<sup>nd</sup> Street tunnel from four lanes to a minimum of one lane. One travel lane and 23 on-street parking and five loading spaces along the south side of 2<sup>nd</sup> Street would be removed to Los Angeles Street, which would leave a single travel lane primarily for access to parking lots and loading zones.

In addition, new right-of-way would be needed for the at-grade double tracks on Flower Street between 4<sup>th</sup> and 3<sup>rd</sup> Streets (including the intersection at 3<sup>rd</sup> and Flower Streets) and on Temple Street between Los Angeles and Alameda Streets. Proposed at-grade single tracks would require property acquisition on Main and Los Angeles Streets between 2<sup>nd</sup> and Temple Streets, and on Temple and 2<sup>nd</sup> Streets between Main and Los Angeles Streets. The at-grade stations on Main Street north of 1<sup>st</sup> Street and on Los Angeles Street north of 1<sup>st</sup> Street could require acquisition of additional right-of-way. There would be no need for acquisitions, only possible

easements, for the pedestrian entrances to the stations on Flower Street south of 5<sup>th</sup> Street and southwest of 2<sup>nd</sup> and Hope Streets.

Construction staging for the proposed Flower/6<sup>th</sup>/5<sup>th</sup> Street station is expected to occur within the public right-of-way (i.e., sidewalk) adjacent to the Maguire Gardens at the Los Angeles Central Library, along Flower Street. Construction staging would also be required along the City Hall South Lawn Park’s Main Street boundary as part of the proposed Main/1<sup>st</sup> Street station.

Maguire Gardens is not a designated City park, but an open space area that is part of the Central Library. The garden consists of a grass lawn, seating, and a water feature. In addition, there is a five-story subterranean parking structure located underneath the garden.

City Hall South Lawn Park is a designated park and consists of a lawn, landscaping, and a memorial. The park is mostly used for passive recreation.

The At-Grade Emphasis LRT Alternative would not result in direct or indirect impacts to parklands and recreational facilities from acquisition of or easements on either Maguire Gardens or City Hall South Lawn Park. In addition, because the At-Grade Emphasis LRT Alternative would be located within the existing street system and along existing right-of-way, no direct or indirect impacts associated with acquisition of or easements on a Section 4(f) would occur. Therefore, the At-Grade Emphasis LRT Alternative would not adversely affect the features, attributes, or activities of Section 4(f) parklands or recreational facilities.

**Table 5-1. Parklands and Recreational Resources Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Parklands</b>								
1	Grand Hope Park	919 S Grand Avenue	0.16	Yes	No	No	No	No
2	Pershing Square	532 S Olive Street	0.24	Yes	No	No	No	No
3	City Hall South Lawn	200 N Spring	0.04	Yes	No	Yes	No	Yes <sup>2</sup>

**Table 5-1. Parklands and Recreational Resources Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
	Park	Street						
4	Civic Center Mall	Block bounded by S Hill Street, S Grand Avenue, W 1 <sup>st</sup> Street, and W Temple Street	0.14	Yes	No	No	No	No
5	Los Angeles Plaza Park	125 Paseo de la Plaza	0.25	No	No	No	No	No
<b>Museums</b>								
1	Museum of Contemporary Art (MOCA)	250 S Grand Avenue	0.09	Yes	No	No	No	No
2	The Geffen Contemporary at MOCA	152 N Central Avenue	0.09	Yes	No	Yes <sup>2</sup>	Yes <sup>2</sup>	Yes <sup>2</sup>
3	Los Angeles Children's Museum	310 N Main Street	0.06	Yes	No	No	No	No
4	El Pueblo de Los Angeles State Historical	500 Block of N Main Street	0.24	Yes	No	No	No	No

**Table 5-1. Parklands and Recreational Resources Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
	Monument							
5	Japanese American National Museum	369 E 1 <sup>st</sup> Street	0.13	Yes	No	Yes	Yes	Yes <sup>2</sup>
6	Museum of Neon Art (MONA)	136 W 4 <sup>th</sup> Street	0.26	No	No	No	No	No
<b>Recreational Facilities</b>								
1	The Walt Disney Concert Hall	111 S Grand Avenue	0.06	Yes	No	Yes <sup>2</sup>	No	No
2	Union Center for the Arts	120 Judge John Aiso Street	0.10	Yes	No	No	No	No
4	Maryknoll Shotokan Karate Club	222 S Hewitt Street	0.20	Yes	No	No	No	No
5	Japanese American Cultural and Community Center	244 S San Pedro Street, Suite 505	0.13	Yes	No	No	No	No
6	Dorothy Chandler	135 N Grand	0.14	Yes	No	No	No	No

**Table 5-1. Parklands and Recreational Resources Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
	Pavilion	Avenue						
7	Mark Taper Forum	135 N Grand Avenue	0.25	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figure 4-2

<sup>2</sup> Temporary construction-related effects

No current and reasonably foreseeable related actions/projects would result in direct or indirect adverse impacts on the Maguire Gardens at the Central Library, City Hall South Lawn Park, or other parklands. In addition, no current and reasonably foreseeable related actions/projects would involve direct or indirect adverse impacts to other recreational resources within 0.25 miles of the At-Grade Emphasis LRT Alternative. Therefore, no cumulative impacts to parklands and recreational facilities would occur under the At-Grade Emphasis LRT Alternative.

### 5.1.3.2 Access

For the at-grade segments of the At-Grade Emphasis LRT Alternative, the two LRT tracks would typically occupy a 26-foot-wide surface right-of-way bordered by mountable curbs. An approximately 13-foot right-of-way would be needed along roadway segments with one LRT track, including the couplet on Main and Los Angeles Streets. The Main/1<sup>st</sup> Street and Los Angeles/1<sup>st</sup> Street couplet station platforms would require approximately 20 additional feet of right-of-way.

Vehicular and pedestrian crossings would be limited to traffic signal-controlled intersections, with the signal phasing modified to provide adequate green time for the LRT vehicles to cross safely. For safety reasons, no uncontrolled mid-block vehicular crossings of the tracks would be permitted.

Access to existing parking structures, parking lots, loading docks, and commercial frontage would be affected by the at-grade LRT facilities. Left-turn parking ingress and egress is presently allowed at many downtown sites. However, the at-grade LRT facilities would eliminate uncontrolled mid-block left turns, thus modifying existing approach and departure traffic patterns.

The proposed At-Grade Emphasis LRT alignment travels at-grade along 2<sup>nd</sup> Street, and it is assumed that this street would be dedicated as a transit-only roadway between the 2<sup>nd</sup> Street tunnel and Los Angeles Street. This segment of 2<sup>nd</sup> Street would be closed to through traffic and provide only emergency vehicle access and local access to adjacent properties.

To minimize conflicts between rail, vehicular, and pedestrian traffic, and to minimize delays at the intersection of Temple and Alameda Streets, this alternative includes a vehicular underpass and a pedestrian overpass along Alameda Street. The underpass would route through traffic beneath the rail tracks and Temple Street traffic. Through traffic traveling north and south on Alameda Street would operate unimpeded without being stopped or delayed at the intersection. In addition, a one-lane, southbound, at-grade frontage road would be provided along Alameda Street to maintain access to businesses and properties on the west side of the street. Three bus loading zone spaces on Alameda Street adjacent to the Japanese American National Museum would have to be permanently removed to accommodate the underpass and associated frontage roads. The museum staff has indicated that many visitors arrive via school buses that unload in these spaces. However, additional bus loading zone spaces are available in front of the museum on 1st Street, and replacement loading spaces could be identified at other locations in close proximity to the museum entrance. Access to the museum's loading dock would be maintained.

During construction, the At-Grade Emphasis LRT Alternative would potentially impact vehicle access to an underground structure along Flower Street adjacent to the Maguire Gardens, pedestrian access to the gardens, and the City Hall South Lawn Park. Although access would be modified during construction, these impacts would be temporary and limited only to the portion of the sites adjacent to the proposed project; therefore, potential impacts on access would not be significant.

During operation of this alternative, the proposed stations in the vicinity of the Maguire Gardens and City Hall South Lawn Park would potentially modify pedestrian access. However, the modifications would be beneficial because the stations would increase access to these open space/park areas. No vehicle access impacts to recreational resources would occur during operation.

Construction of the underpass at Temple and Alameda Streets would occur along Alameda Street between US 101 and 1<sup>st</sup> Street. This could temporarily interrupt vehicle and pedestrian access to the Geffen MOCA and Japanese American National Museum.

City Hall South Lawn Park is the only officially designated park subject to Section 4(f) evaluation along the At-Grade Emphasis LRT Alternative. Construction of the Main/1<sup>st</sup> Street station would potentially result in a temporary, indirect impact to pedestrian access to this public park. However, due to size and lack of active space and recreational amenities, the City Hall South Lawn Park is not considered a “significant public park” under Section 4(f). Any impacts to the park would be temporary and would not substantially diminish or adversely affect access to the property; therefore, the At-Grade Emphasis LRT Alternative would not adversely affect the features, attributes, or activities of the park.

There are no current and reasonably foreseeable related actions/projects in the vicinity of the open space/park areas (Maguire Gardens and City Hall South Lawn Park) that would be under construction at the same period of the At-Grade Emphasis LRT Alternative (years 2014 through 2018). Therefore, a cumulative impact would not occur under the At-Grade Emphasis LRT Alternative.

### 5.1.3.3 Parking

Construction of at-grade tracks along 2<sup>nd</sup> Street and the need for adequate street widths to provide local access lanes would require elimination of 23 existing on-street parking and five loading spaces to accommodate the At-Grade Emphasis LRT Alternative. This loss of parking may result in spillover to adjacent streets if parking on these streets is readily available.

The Alternative Analysis study showed that the number of parking spaces potentially lost under the At-Grade Emphasis LRT Alternative would total 88, with 35 of those spaces located on 2<sup>nd</sup> Street between Hill and Los Angeles Streets. Recent restriping by the City of Los Angeles to incorporate left-turn pockets has reduced the number of parking spaces potentially lost with this proposed alternative. All of the potentially lost parking spaces would be in the Civic Center, Historic Core, and Bunker Hill areas. No on-street parking would be displaced in the community of Little Tokyo.

In addition, 12 spaces may also be lost along the south side of Temple Street west of Alameda Street due to the proposed underpass. On the north side of Temple Street, the four off-peak parking spaces between Main and Los Angeles Streets would be eliminated. Consequently, it may be necessary to implement mitigation measures such as off-street parking facilities to replace the lost curb spaces. On the east side of Flower Street between 5<sup>th</sup> and 3<sup>rd</sup> Streets, seven curb spaces would be removed within one block of Maguire Gardens. An additional five on-street parking spaces on the west side of the street would also be removed. However, this localized loss of parking would not result in an adverse impact to garden access because there is a multi-level parking structure underneath, and several others nearby.

No on-street parking in the immediate vicinity of parkland or recreational resource along the alignment would be affected; therefore, there would be no direct or indirect construction and operational impacts to on-street parking. In addition, there are various nearby off-street

parking options available throughout the project area. Furthermore, operation of the proposed project would be beneficial by providing enhanced access to adjacent parklands and recreational resources.

On the south side of Temple Street, 12 curb parking spaces would need to be removed permanently to accommodate the new light rail tracks. It is possible that these spaces are currently being used by museum visitors. After construction is complete, however, non-automobile access to these museums would be greatly improved by the new transit service, which would more than offset the loss of curb parking.

The At-Grade Emphasis LRT Alternative would not impact a Section 4(f) resource; therefore, the At-Grade Emphasis LRT Alternative would not adversely affect the features, attributes, or activities associated with parklands or recreational resources. Cumulative impacts to parks and recreational facilities would not occur under the At-Grade Emphasis LRT Alternative because no direct or indirect adverse impacts on parking would occur during construction or operation.

#### 5.1.4 Underground Emphasis LRT Alternative

Table 5-2 summarizes impacts to parklands and recreational resources located within 0.25 miles of the Underground Emphasis LRT Alternative. The Underground Emphasis LRT Alternative would have a single at-grade crossing at the intersection of 1<sup>st</sup> and Alameda Streets; the rest of the route would be constructed underground.

**Table 5-2. Parklands and Recreational Resources Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Parklands</b>								
1	Grand Hope Park	919 S Grand Avenue	0.16	Yes	No	No	No	No
2	Pershing Square	532 S Olive Street	0.24	Yes	No	No	No	No
3	City Hall South Lawn Park	200 N Spring	0.14	Yes	No	No	No	No

**Table 5-2. Parklands and Recreational Resources Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
		Street						
4	Civic Center Mall	Block bounded by S Hill Street, S Grand Avenue, W 1st Street, and W Temple Street	0.14	Yes	No	No	No	No
5	Los Angeles Plaza Park	125 Paseo de la Plaza	0.25	No	No	No	No	No
<b>Museums</b>								
1	Museum of Contemporary Art (MOCA)	250 S Grand Avenue	0.09	Yes	No	No	No	No
2	The Geffen Contemporary at MOCA	152 N Central Avenue	0.09	Yes	No	Yes	Yes <sup>2</sup>	Yes <sup>2</sup>
5	Japanese American National Museum	369 E 1 <sup>st</sup> Street	0.02	Yes	No	Yes	Yes	Yes <sup>2</sup>
6	Museum of Neon Art (MONA)	136 W 4 <sup>th</sup> Street	0.26	No	No	No	No	No

**Table 5-2. Parklands and Recreational Resources Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Recreational Facilities</b>								
1	The Walt Disney Concert Hall	111 S Grand Avenue	0.06	Yes	No	Yes <sup>2</sup>	No	No
2	Union Center for the Arts	120 Judge John Aiso Street	0.14	Yes	No	No	No	No
4	Maryknoll Shotokan Karate Club	222 S Hewitt Street	0.20	Yes	No	No	No	No
5	Japanese American Cultural and Community Center	244 S San Pedro Street, Suite 505	0.07	Yes	No	No	No	No
6	Dorothy Chandler Pavilion	135 N Grand Avenue	0.14	Yes	No	No	No	No
7	Mark Taper Forum	135 N Grand Avenue	0.25	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figure 4-3

<sup>2</sup> Temporary construction-related effects

#### 5.1.4.1 Acquisition

The Underground Emphasis LRT Alternative would require acquisition of private property for additional right-of-way. The single at-grade crossing at the intersection of 1<sup>st</sup> and Alameda Streets would require acquisition of additional right-of-way at this intersection.

The tracks on 2<sup>nd</sup> Street would veer north through a new portal located on private property; therefore, acquisition of part of the block bounded by Central Avenue, Alameda Street, 1<sup>st</sup> Street, and 2<sup>nd</sup> Street would be required. This block is currently occupied entirely by retail and restaurant businesses. No other acquisitions would be needed for the LRT tracks because the rest of the route would be underground.

The Underground Emphasis LRT Alternative would also require property acquisition for pedestrian entrances to stations on Flower Street north of 5<sup>th</sup> Street, southwest of the intersection of 2<sup>nd</sup> and Hope Streets, and on 2<sup>nd</sup> Street either between Broadway and Spring Street or between Main and Los Angeles Streets.

The Underground Emphasis LRT Alternative would not result in a direct or indirect impact (i.e., acquisition or easement) to any parkland or recreational resource. Therefore, there would be no significant adverse impact.

No Section 4(f) resources are located adjacent to the areas needed for construction or operation of this alternative. Therefore, there would be no direct or indirect significant adverse impacts on access to Section 4(f) lands.

No current or reasonably foreseeable related actions/projects would involve direct or indirect adverse impacts on parklands or recreational resources. Therefore, there would be no cumulative impacts under the Underground Emphasis LRT Alternative.

#### 5.1.4.2 Access

The Underground Emphasis LRT Alternative alignment does not affect surface traffic or pedestrian circulation except at the intersection of Alameda and 1<sup>st</sup> Streets, where the LRT alignment operates in an at-grade configuration. Consequently, vehicular circulation patterns along downtown streets adjacent to most of the alignment would continue to operate the same as current traffic flow patterns.

A vehicular underpass and pedestrian overpass are proposed at the intersection of Alameda and 1<sup>st</sup> Streets to minimize potential delays by separating the heavy traffic volumes along Alameda Street from rail traffic. The proposed underpass would result in uninterrupted flow along Alameda Street in the north and south directions between 2<sup>nd</sup> and Temple Streets. In addition, at-grade frontage roads would be provided along both sides of Alameda Street south of the intersection and on the southbound side of the street north of the intersection to maintain access to adjacent businesses and properties. A full northbound frontage road is

infeasible because of the location of the rail tracks and the Little Tokyo/Arts District Station on the east side of Alameda Street.

Potential direct and indirect impacts to vehicle or pedestrian access to parklands and recreational resources would be minimal because a majority of the construction and operation of the Underground Emphasis LRT Alternative would occur underground. Construction associated with the Flower/5<sup>th</sup>/4<sup>th</sup> Street station could temporarily affect pedestrian access along a portion of Maguire Gardens. Three bus loading zone spaces on Alameda Street adjacent to the Japanese American National Museum would have to be permanently removed to accommodate the underpass and associated frontage roads. The museum staff has indicated that many visitors arrive via school buses that unload in these spaces. However, additional bus loading zone spaces are available in front of the museum on 1<sup>st</sup> Street, and replacement loading spaces could be identified at other locations in close proximity to the museum entrance. Access to the museum's loading dock would be maintained.

Operation of this alternative would not adversely impact access to parklands or recreational resources. In fact, as with the At-Grade Emphasis LRT Alternative, operation would be beneficial by increasing pedestrian access (via the stations) to these parklands and recreational resources.

Construction of the underpass at 1<sup>st</sup> and Alameda Streets would require work along Alameda Street between Temple and 2<sup>nd</sup> Streets. This would cause temporary access detours for the Geffen MOCA and Japanese American National Museum. Most of these potential traffic impacts would be resolved once construction is completed.

No Section 4(f) resources are located adjacent to the areas needed for construction or operation of this alternative. Therefore, no direct or indirect adverse impacts on access to Section 4(f) lands would occur.

No current and reasonably foreseeable related actions/projects would involve direct or indirect adverse impacts on parklands or recreational resources. Therefore, no cumulative impacts would occur under the Underground Emphasis LRT Alternative.

#### **5.1.4.3 Parking**

With the proposed alignment mostly underground, the Underground Emphasis LRT Alternative would result in a loss of on-street public parking spaces along Flower and Alameda Streets. Seven curb spaces would be removed on Flower Street between 5<sup>th</sup> and 3<sup>rd</sup> Streets, which is within one block of Maguire Gardens. However, there would be no adverse impact to garden access because there is a multi-level parking structure underneath, and several others nearby.

The proposed underpass at 1<sup>st</sup> and Alameda Streets would result in the loss of existing private parking spaces along the east side of Alameda Street near the intersection. Approximately 10 on-street spaces would be displaced, including three bus tour loading spaces. Construction of the Underground Emphasis LRT Alternative would temporarily displace parking spaces along the alignment for the duration of construction in that particular location.

No parkland or recreational resource would be directly impacted by the displaced parking. However, there is the potential that the ten on-street parking spaces displaced could be used by patrons going to the Japanese American National and MOCA (Geffen) museums. However, this would not be an adverse or significant effect on parking for these recreational resources because this indirect impact would be temporary (during construction) and there are off-street parking lots in the area. Also, non-automobile access to the museums would be significantly improved by the new transit service, which would offset the effects of the lost parking spaces.

No Section 4(f) resources are located adjacent to the areas needed for construction or operation of this alternative. Therefore, there would be no direct or indirect adverse impacts on access to Section 4(f) lands.

No current and reasonably foreseeable related actions/projects would involve direct or indirect significant adverse impacts on parklands or recreational resources. Therefore, no cumulative impacts would occur under the Underground Emphasis LRT Alternative.

#### 5.1.4.4 Design Options

The Underground Emphasis LRT Alternative includes the following two design options:

- 2<sup>nd</sup> Street station – Broadway Option: This option would include an underground station on 2<sup>nd</sup> Street between Broadway and Spring Street.
- 2<sup>nd</sup> Street station – Los Angeles Street Option: This option would include an underground station on 2<sup>nd</sup> Street between Main and Los Angeles Streets.

No direct or indirect adverse impacts on parklands and recreational resources from construction and operation of this alternative would occur from acquisition, access, or parking associated with either of the two design options.

#### 5.1.5 Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2

Table 5-3 summarizes impacts to parklands and recreational resources located within 0.25 miles of the Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2. The entire route would be located

underground, and there would be no at-grade crossings constructed as part of these alternatives.

#### 5.1.5.1 Acquisition

The Fully Underground LRT Alternative would require acquisition of private property for additional right-of-way. The tracks on 2<sup>nd</sup> Street would veer north through a new station located beneath private property on the block bounded by Central Avenue, Alameda Street, 1<sup>st</sup> Street, and 2<sup>nd</sup> Street. This block is currently occupied entirely by retail and restaurant businesses.

Metro has identified the entire block for acquisition to stage construction and build a new underground station, station entrances, and ancillary facilities. This block could potentially be used to launch tunnel boring machines and transport material from the tunnels. 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 are not directly impacted by construction activities. Acquisition of the entire block represents a worst-case scenario. However, no impacts to parklands or recreational resources would occur.

Potential reductions in acquisition on this block may occur based on further engineering analysis during the preliminary engineering and final design stages. Acquisition of part of the vacant parcel on the northeast corner of 1<sup>st</sup> and Alameda Streets would also be needed for tunnel and portal construction. Additionally, the Fully Underground LRT Alternative – Little Tokyo Variation 2 would require acquisition of small vacant portions of two parcels on the south side of 1<sup>st</sup> Street between Hewitt and Garey Streets. None of these acquisitions would affect or impede access to any parklands or recreational resources. In addition, property acquisition could be needed for pedestrian entrances to stations on Flower Street north of 5<sup>th</sup> Street, southwest of the intersection of 2<sup>nd</sup> and Hope Streets, and on 2<sup>nd</sup> Street between Broadway and Spring Street.

Neither Fully Underground LRT Alternative – Little Tokyo Variations 1 or 2 would result in a direct or indirect impact (i.e., acquisition or easement) to any parkland or recreational resource. Therefore, there would be no significant adverse impact.

No Section 4(f) resources are located adjacent to the areas needed for construction or operation of these alternatives. Therefore, there would be no direct or indirect significant adverse impacts on access to Section 4(f) lands.

No current and reasonably foreseeable related actions/projects would involve direct or indirect adverse impacts on parklands or recreational resources. Therefore, no cumulative impacts would occur under either alternative.

**Table 5-3. Parklands and Recreational Resources  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Parklands</b>								
1	Grand Hope Park	919 S Grand Avenue	0.16	Yes	No	No	No	No
2	Pershing Square	532 S Olive Street	0.24	Yes	No	No	No	No
3	City Hall South Lawn Park	200 N Spring Street	0.14	Yes	No	No	No	No
4	Civic Center Mall	Block bounded by S Hill Street, S Grand Avenue, W 1st Street, and W Temple Street	0.14	Yes	No	No	No	No
5	Los Angeles Plaza Park	125 Paseo de la Plaza	0.25	No	No	No	No	No
<b>Museums</b>								
1	Museum of Contemporary Art (MOCA)	250 S Grand Avenue	0.09	Yes	No	No	No	No

**Table 5-3. Parklands and Recreational Resources  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
2	The Geffen Contemporary at MOCA	152 N Central Avenue	0.09	Yes	No	Yes	Yes <sup>2</sup>	Yes <sup>2</sup>
4	El Pueblo de Los Angeles State Historical Monument	500 Block of N Main Street	0.20	No	No	No	No	No
5	Japanese American National Museum	369 E 1 <sup>st</sup> Street	0.02	Yes	No	Yes	Yes <sup>2</sup>	Yes <sup>2</sup>
6	Museum of Neon Art (MONA)	136 W 4 <sup>th</sup> Street	0.26	No	No	No	No	No
<b>Recreational Facilities</b>								
1	The Walt Disney Concert Hall	111 S Grand Avenue	0.06	Yes	No	Yes <sup>2</sup>	No	No
2	Union Center for the Arts	120 Judge John Aiso Street	0.14	Yes	No	No	No	No
4	Maryknoll Shotokan Karate Club	222 S Hewitt Street	0.10	Yes	No	No	No	No

**Table 5-3. Parklands and Recreational Resources  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
5	Japanese American Cultural and Community Center	244 S San Pedro Street, Suite 505	0.07	Yes	No	No	No	No
6	Dorothy Chandler Pavilion	135 N Grand Avenue	0.14	Yes	No	No	No	No
7	Mark Taper Forum	135 N Grand Avenue	0.25	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figure 4-4.

<sup>2</sup> Temporary construction-related effects.

### 5.1.5.2 Access

The Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 alignments would not affect surface traffic or pedestrian circulation except at the intersection of 1<sup>st</sup> and Hewitt Streets, where the alignment would prevent cars and pedestrians from crossing 1<sup>st</sup> Street. Pedestrians and automobiles would still be able to cross nearby at Vignes Street. Consequently, vehicular circulation patterns along downtown streets adjacent to most of the alignment would continue to operate as they do today.

Since a majority of construction and operation of the two alternatives would occur underground, potential direct and indirect impacts to vehicle or pedestrian access to parklands and recreational resources would be minimal. Construction associated with the Flower/5<sup>th</sup>/4<sup>th</sup> Street station could temporarily affect pedestrian access along a portion of Maguire Gardens. Operation of this alternative would not adversely impact access to parklands or recreational resources. In fact, as with the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative, operation would be beneficial by increasing pedestrian access (via the stations) to these parklands and recreational resources.

During construction, both of the Fully Underground LRT Alternatives may require temporary closure of three bus loading zone spaces on Alameda Street adjacent to the Japanese American National Museum. The museum staff has indicated that many visitors arrive via school buses that unload in these spaces. However, additional bus loading zone spaces are available in front of the museum on 1st Street, and temporary alternate loading spaces could be identified at other locations in close proximity to the museum entrance during construction. Access to the museum's loading dock would be maintained.

No Section 4(f) resources are located adjacent to the areas needed for construction or operation of this alternative. Therefore, no direct or indirect adverse impacts on access to Section 4(f) lands would occur.

No current or reasonably foreseeable related actions/projects would involve direct or indirect adverse impacts on parklands or recreational resources. Therefore, no cumulative impacts would occur under Fully Underground LRT Alternative – Little Tokyo Variations 1 or 2.

### 5.1.5.3 Parking

Parking impacts of the Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 would be identical to the Underground Emphasis LRT Alternative except in the vicinity of 1<sup>st</sup> and Alameda Streets. Here, existing on-street parking and loading spaces would be maintained because the two Fully Underground LRT Alternatives would not include an underpass or pedestrian bridge.

No Section 4(f) resources are located adjacent to the areas needed for construction or operation of this alternative. Therefore, no direct or indirect adverse impacts on access to Section 4(f) lands would occur.

No current or reasonably foreseeable related actions/projects are anticipated to involve direct or indirect significant adverse impacts on parklands or recreational resources. Therefore, no cumulative impacts would occur under either alternative.

## 5.2 Public Services and Religious Facilities

### 5.2.1 No Build Alternative

The No Build Alternative would maintain existing transit service through the year 2035. No new transit infrastructure would be built aside from projects currently under construction or identified in Metro's *2009 Long Range Transportation Plan*. Therefore, public facilities would not be affected by the proposed project.

The No Build Alternative would not result in significant adverse impacts on public services and religious facilities (including emergency response times or access). No cumulative

impacts would occur under the No Build Alternative because no significant direct and indirect adverse impacts would occur.

### **5.2.2 TSM Alternative**

The TSM Alternative would include the provisions of the No Build Alternative and add two shuttle bus routes to provide a transit link between 7<sup>th</sup> Street/Metro Center and Union Stations. The Upper Grand Shuttle Bus Route would be along Grand Avenue and Temple and Los Angeles Streets and the Lower Grand Shuttle Bus Route would be along Figueroa, Flower, 2<sup>nd</sup>, 3<sup>rd</sup>, and Alameda Streets. Shuttle buses would use existing bus-only lanes, where available, and peak hour bus-only lanes would be created where possible by restricting parking on streets that do not already have dedicated all-day bus lanes. Stops would be located every two or three blocks to provide adequate coverage of the project service area. As shown in Figure 4-4, the TSM Alternative would be operated within public rights-of-way (i.e., streets).

Improvements associated with the TSM Alternative would add additional buses along the proposed routes. These additional buses would not have a significant adverse direct impact on public services and religious facilities. Even though the TSM Alternative improvements would require very minimal construction, operation of additional buses along the proposed routes could result in an indirect impact on traffic. However, this would not have a significant adverse impact on traffic.

Construction and operation of the TSM Alternative would not have significant adverse direct or indirect impacts on public services and religious facilities. No cumulative impacts would occur from the TSM Alternative because no significant direct and indirect adverse impacts would occur.

### **5.2.3 At-Grade Emphasis LRT Alternative**

Table 5-4 summarizes the impacts to public facilities located within 0.25 miles of the At-Grade Emphasis LRT Alternative. The At-Grade Emphasis LRT Alternative would use a combination of at-grade and underground tracks along Temple, Main, Los Angeles, 2<sup>nd</sup>, and Flower Streets.

#### **5.2.3.1 Acquisition**

The At-Grade Emphasis LRT Alternative would require property acquisitions and easements to create sufficient right-of-way for the tracks along the alignment, at-grade stations, and entrances to the underground stations. In addition, the proposed at-grade stations on Main Street north of 1<sup>st</sup> Street and on Los Angeles Street north of 1<sup>st</sup> Street would require acquisition of additional right-of-way. Pedestrian entrances to proposed underground stations on Flower Street south of 5<sup>th</sup> Street and southwest of 2<sup>nd</sup> Street and Hope Streets would not require acquisition, only possible easements. The At-Grade Emphasis LRT Alternative would result in a direct impact (i.e., permanent partial take) to portions of the Los Angeles City Hall East/Annex and Parker Center properties for the Main Street and Los Angeles Street stations.

Construction of the Flower/6<sup>th</sup>/5<sup>th</sup> Street station would require temporary use of the sidewalk for construction staging adjacent to the Los Angeles Central Library along the portion known as the Maguire Gardens. No acquisition associated with the Central Library facility is proposed and construction staging would not impact the library building. Portions of the City Hall East/Annex and Parker Center properties that would be permanently acquired would not result in a significant adverse effect on the buildings or the function of the sites.

Construction and operation of the At-Grade Emphasis LRT Alternative would not have significant adverse direct or indirect impacts related to acquisitions and easements on public services and religious facilities. No cumulative impacts to public services and religious facilities would occur under the At-Grade Emphasis LRT Alternative because no significant direct and indirect adverse impacts would occur.

**Table 5-4. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Police Stations<sup>3</sup></b>								
1	LAPD Parker Center	150 N Los Angeles Street	0.00	Yes	Yes	Yes	Yes <sup>2</sup>	Yes <sup>2</sup>
2	New LAPD Headquarters	100 W 1 <sup>st</sup> Street	0.01	Yes	No	No	No	Yes <sup>2</sup>
4	LA Federal Metropolitan Detention Center	535 N Alameda Street	0.10	Yes	No	No	No	No
<b>Fire Stations</b>								
1	LAFD Station #3	108 N Fremont Avenue	0.25	Yes	No	No	No	No
2	LAFD Station #4	450 E	0.20	Yes	No	No	No	No

**Table 5-4. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
		Temple						
		Street						
<b>Libraries</b>								
1	Little Tokyo Branch Public Library	203 S Los Angeles Street	0.02	Yes	No	Yes	No	No
2	Los Angeles County Law Library	301 W 1 <sup>st</sup> Street	0.13	Yes	No	No	No	No
3	Los Angeles Central Library	630 W 5 <sup>th</sup> Street	0.09	Yes	No	No	No	No
5	United States Court Library	312 N Spring Street, #G8	0.08	Yes	No	No	No	No
<b>Government Offices</b>								
1a	Los Angeles City Hall	200 N Spring Street	0.03	Yes	No	Yes	Yes <sup>2</sup>	Yes <sup>2</sup>
1b	City Hall East/Annex	200 N. Main Street	0.00	Yes	Yes	Yes	Yes	Yes <sup>2</sup>
2	Los Angeles County Archives & Records	222 N Hill Street	0.11	Yes	No	No	No	No

**Table 5-4. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
3	Los Angeles Superior Courthouse	110 N Grand Avenue	0.15	Yes	No	No	No	No
4	Los Angeles Superior Courthouse	111 N Hill Street	0.15	Yes	No	No	No	No
5	State of California Administrative Offices	300 S Spring Street	0.13	Yes	No	No	No	No
7	Former Site of State of California Department Offices (Planned Federal Courthouse Site)	107 S Broadway	0.09	Yes	No	No	No	No
8	United States Federal Government Offices	251 S Olive Street	0.09	Yes	No	No	No	No
9	United States Federal Building (Roybal Center)	255 E Temple Street	0.01	Yes	No	Yes	Yes <sup>2</sup>	Yes <sup>2</sup>
10	United States Federal Courthouse	312 N Spring Street	0.06	Yes	No	No	No	No

**Table 5-4. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
11	CALTRANS – District 7	100 S Main Street	0.02	Yes	No	Yes <sup>2</sup>	Yes <sup>2</sup>	Yes <sup>2</sup>
12	Los Angeles Superior Courthouse	210 W Temple Street	0.10	No	No	No	No	No
13	Kenneth Hahn Hall of Administration	500 W Temple Street	0.25	No	No	No	No	No
<b>Medical Facilities</b>								
1	Veterans Administration Los Angeles Ambulatory Care Center	351 E Temple Street	0.02	Yes	No	Yes	Yes <sup>2</sup>	Yes <sup>2</sup>
<b>Religious Facilities</b>								
1	Third Church of Christ Scientist	730 S Hope Street	0.10	Yes	No	No	No	No
2	Higashi Honganji Buddhist Temple	505 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No
3	Koyasan Buddhist Temple	342 E 1 <sup>st</sup> Street	0.18	Yes	No	No	No	No
4	Union Church of Los Angeles	401 E 3 <sup>rd</sup> Street	0.19	Yes	No	No	No	No

**Table 5-4. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
5	Centenary United Methodist Church	300 S Central Avenue	0.22	Yes	No	No	No	No
6	St. Francis Xavier Chapel Japanese Catholic Center	222 S Hewitt Street	0.19	Yes	No	No	No	No
7	Zenshuji Soto Mission	123 S Hewitt Street	0.12	Yes	No	No	No	No
9	Jodo Shu North America Buddhist	442 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No
10	Vision Full Gospel Church	420 S Grand Avenue	0.15	Yes	No	No	No	No
11	Church Federation of Southern California	401 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figure 4-6.

<sup>2</sup> Temporary construction-related effects.

<sup>3</sup> The Central Community Police Station of the Central Bureau serves the project area, but is not located within 0.25 miles of the proposed project.

### 5.2.3.2 Access

Vehicular and pedestrian crossings would be limited to traffic signal-controlled intersections for the at-grade segments of the At-Grade Emphasis LRT Alternative. Signal phasing would be modified to provide adequate green time for the LRT vehicles to cross safely. Access to existing parking structures, parking lots, loading docks, and commercial frontage would be affected by the at-grade LRT facilities.

Left-turn parking ingress and egress is presently allowed at many downtown sites. The at-grade LRT facilities would eliminate uncontrolled mid-block left-turns, thus modifying existing approach and departure traffic patterns.

The proposed At-Grade Emphasis LRT alignment would travel at-grade along 2<sup>nd</sup> Street, and this street would be dedicated as a transit-only roadway between the 2<sup>nd</sup> Street tunnel and Los Angeles Street. This segment of 2<sup>nd</sup> Street would be closed to through traffic and provide only emergency vehicle access and local access to adjacent properties.

A vehicular underpass and a pedestrian overpass are proposed along Alameda Street to avoid potential conflicts between rail, vehicular, and pedestrian traffic, and to minimize delays at the intersection of Temple and Alameda Streets. Through traffic on Alameda Street would operate unimpeded without being stopped or delayed at the intersection. In addition, a one-lane, southbound, at-grade frontage road would be provided along Alameda Street to maintain access to the businesses and properties on the west side of the street.

During construction, the At-Grade Emphasis LRT Alternative would potentially impact (directly and indirectly) pedestrian and vehicle ingress and egress associated with public services and religious facilities along the entire at-grade alignment. Discrete locations along the alignment that could experience modified pedestrian and vehicle access during construction and operation include LAPD's Parker Center, Caltrans, Los Angeles City Hall and City Hall East/Annex, U.S. Federal Government Building (Roybal Center), Los Angeles Ambulatory Care Center, and the Little Tokyo Branch Public Library.

The At-Grade Emphasis LRT Alternative would also involve modifications to the intersection of Temple and Alameda, one block from LAFD Station #4. This could require re-routing of emergency vehicles, but Metro will attempt to avoid or minimize impacts to emergency response times. Further consultation with LAFD will be needed to determine the extent of this impact.

Standard specifications and traffic work plans would be developed to lessen potential construction impacts on emergency service providers by reducing potential impacts on emergency response times. Potential impacts on other public services and religious facilities during construction would be temporary and therefore would not be considered significant.

Although vehicle and pedestrian access during operation— particularly along Main, Los Angeles, 2<sup>nd</sup>, and Alameda Streets, and Temple Street near Alameda Street—would be modified, the At-Grade Emphasis LRT Alternative includes elements that would minimize conflicts between rail, vehicular, and pedestrian traffic, and minimize delays at intersections. In addition, modification of pedestrian access during operation of the alternative would be beneficial because the proposed project would increase access to these facilities. Therefore, the effect on vehicle or pedestrian access to and from public services and religious facilities would not be significant.

Reasonably foreseeable related actions/projects under construction at the same time as the proposed project – (years 2014 to 2018) would not involve a direct or indirect adverse impact on public services and religious facilities, including the Children’s Museum and Art Park, Block 8, Vibiana Phase II, the Federal Courthouse, and the Grand Phases I-III. As with the proposed project, these projects would be required to coordinate with, as well as prepare and submit traffic work plans to, the City of Los Angeles Department of Transportation (LADOT). LADOT would review and coordinate potential access issues associated with construction and operation of the proposed project and other projects. Therefore, cumulative impacts would not be significant under the At-Grade Emphasis LRT Alternative.

### **5.2.3.3 Parking**

Construction of at-grade tracks along 2<sup>nd</sup> Street and the need for adequate street widths to provide local access lanes would eliminate existing on-street parking and loading spaces. This potential loss of parking may result in spillover to adjacent streets if parking on these streets is readily available.

Under the At-Grade Emphasis LRT Alternative, a total of 80 on-street parking spaces would be eliminated, with 28 of those spaces located on 2<sup>nd</sup> Street between Hill and Los Angeles Streets. Recent restriping by the City of Los Angeles to incorporate left-turn pockets has reduced the number of parking spaces potentially lost under this project alternative. All of the eliminated parking spaces would be in the Civic Center, Historic Core, and Financial District areas. No on-street parking would be displaced in the community of Little Tokyo. Of the total 80 parking spaces eliminated, 12 spaces would be lost along the south side of Temple Street west of Alameda Street due to the proposed underpass. Mitigation measures would be considered, including providing off-street parking facilities to replace the eliminated curb spaces.

Construction of the At-Grade Emphasis LRT Alternative would potentially impact (directly and indirectly) on-street parking near public services and religious facilities along the entire at-grade alignment. Specific locations along the alignment that could potentially experience direct and indirect on-street parking impacts during construction and operation of this alternative include LAPD’s Parker Center, Los Angeles City Hall and City Hall East/Annex, U.S. Federal Building (Roybal Center), Caltrans, Los Angeles Ambulatory Care Center, and the Little Tokyo Branch Public Library. In some instances, the potential impacts to on-street

parking during construction would be localized and temporary. In other locations (i.e., portions of 2<sup>nd</sup> and Temple Streets), on-street parking would be eliminated for both construction and operation of the proposed project.

Although the At-Grade Emphasis LRT Alternative would impact on-street parking, impacts to off-street parking would be minimal because the number of spaces eliminated is small compared to other parking available (on- and off-street) throughout the downtown area. In addition, the reduction in on-street parking would be balanced by the benefit that the proposed transit system would provide to downtown access. Therefore, the effect on public services and religious facilities related to potential impacts on parking would not be adverse or significant.

There are several reasonably foreseeable related actions/projects that would involve direct or indirect adverse impacts on public services and religious facilities in the area. As with the proposed project, these projects would be required to coordinate with, as well as prepare and submit traffic work plans to, LADOT. LADOT would review and coordinate potential parking issues associated with construction and operation of the proposed project and other projects. Therefore, cumulative impacts would not be significant from the At-Grade Emphasis LRT Alternative.

## **5.2.4 Underground Emphasis LRT Alternative**

Table 5-5 summarizes potential impacts to public services and religious facilities located within 0.25 miles of the Underground Emphasis LRT Alternative. The Underground Emphasis LRT Alternative would have a single at-grade crossing at the intersection of 1<sup>st</sup> and Alameda Streets; the rest of the route would be constructed underground.

### **5.2.4.1 Acquisition**

The Underground Emphasis LRT Alternative would require acquisition of private property to create adequate right-of-way for the proposed alignment. The alignment would have a single at-grade crossing at the intersection of 1<sup>st</sup> and Alameda Streets. This at-grade crossing would require property acquisition at the intersection.

Tracks on 2<sup>nd</sup> Street would veer north through a new portal located on private property; therefore, acquisition of part of the block bounded by Central Avenue, Alameda Street, 1<sup>st</sup> Street, and 2<sup>nd</sup> Street would be required. This block is currently occupied entirely by retail and restaurant businesses. No other acquisitions would be needed for the LRT tracks because the rest of the route would be underground.

The Underground Emphasis LRT Alternative would require acquisitions for pedestrian entrances to stations on Flower Street north of 5<sup>th</sup> Street, southwest of the intersection of 2<sup>nd</sup> and Hope Streets, and on 2<sup>nd</sup> Street either between Broadway and Spring Street or between

Main and Los Angeles Streets. Construction staging associated with the 2<sup>nd</sup> Street station - Broadway Option could potentially result in a temporary direct impact (i.e., easement) to a portion of the new LAPD headquarters property. The 2<sup>nd</sup> Street station – Los Angeles Street Option could potentially result in a direct impact (i.e., permanent partial take or temporary easement) to a portion of the new LAPD headquarters (easement for construction staging), Caltrans building (partial take for station entrance), and the Little Tokyo Branch Library (partial take for station plaza). The acquisition could also have an indirect impact to access and on-street parking along 2<sup>nd</sup> Street used by patrons of those facilities.

The minimal portion of the properties acquired would not result in a significant adverse effect on the buildings or the function of sites associated with public services or religious facilities. Therefore, the construction and operation of the Underground Emphasis LRT Alternative would not have a significant adverse direct or indirect impact on public services or religious facilities. No cumulative impacts would occur from the Underground Emphasis LRT Alternative because no significant direct or indirect adverse impacts would occur.

**Table 5-5. Public Services and Religious Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Police Stations<sup>2</sup></b>								
1	LAPD Parker Center	150 N Los Angeles Street	0.14	Yes	No	No	No	No
2	New LAPD Headquarters	100 W 1 <sup>st</sup> Street	0.01	Yes	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>
4	LA Federal Metropolitan Detention Center	535 N Alameda Street	0.20	Yes	No	No	No	No
<b>Fire Stations</b>								
1	LAFD Station	108 N	0.25	Yes	No	No	No	No

**Table 5-5. Public Services and Religious Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
	#3	Fremont Avenue						
2	LAFD Station #4	450 E Temple Street	0.15	Yes	No	No	No	No
<b>Libraries</b>								
1	Little Tokyo Branch Public Library	203 S Los Angeles Street	0.09	Yes	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>
2	Los Angeles County Law Library	301 W 1 <sup>st</sup> Street	0.13	Yes	No	No	No	No
3	Los Angeles Central Library Bldg	630 W 5 <sup>th</sup> Street	0.09	Yes	No	No	No	No
<b>Government Offices</b>								
1a	Los Angeles City Hall	200 N Spring Street	0.20	Yes	No	No	No	No
1b	City Hall East/Annex	200 N. Main Street	0.11	Yes	No	No	No	No
2	Los Angeles County Archives & Records	222 N Hill Street	0.25	Yes	No	No	No	No

**Table 5-5. Public Services and Religious Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
3	Los Angeles Superior Courthouse	110 N Grand Avenue	0.15	Yes	No	No	No	No
4	Los Angeles Superior Courthouse	111 N Hill Street	0.15	Yes	No	No	No	No
5	State of California Administrative Offices	300 S Spring Street	0.13	Yes	No	No	No	No
7	Former Site of State of California Department Offices (Planned Federal Courthouse Site)	107 S Broadway	0.09	Yes	No	No	No	No
8	United States Federal Government Offices	251 S Olive Street	0.09	Yes	No	No	No	No
9	United States Federal Building (Roybal Center)	255 E Temple Street	0.23	Yes	No	No	No	No

**Table 5-5. Public Services and Religious Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
11	Caltrans – District 7	100 S Main Street	0.01	Yes	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>
12	Los Angeles Superior Courthouse	210 W Temple Street	0.23	No	No	No	No	No
13	Kenneth Hahn Hall of Administration	500 W Temple Street	0.23	No	No	No	No	No
<b>Medical Facilities</b>								
1	Veterans Administration Los Angeles Ambulatory Care Center	351 E Temple Street	0.17	Yes	No	No	No	No
<b>Religious Facilities</b>								
1	Third Church of Christ Scientist	730 S Hope Street	0.10	Yes	No	No	No	No
2	Higashi Honganji Buddhist Temple	505 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No
3	Koyasan Buddhist Temple	342 E 1 <sup>st</sup> Street	0.05	Yes	No	No	No	No

**Table 5-5. Public Services and Religious Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
4	Union Church of Los Angeles	401 E 3 <sup>rd</sup> Street	0.12	Yes	No	No	No	No
5	Centenary United Methodist Church	300 S Central Avenue	0.22	Yes	No	No	No	No
6	St. Francis Xavier Chapel Japanese Catholic Center	222 S Hewitt Street	0.19	Yes	No	No	No	No
7	Zenshuji Soto Mission	123 S Hewitt Street	0.13	Yes	No	No	No	No
8	Nishi Hongwanji Buddhist Temple	815 E 1 <sup>st</sup> Street	0.20	Yes	No	No	No	No
9	Jodo Shu North America Buddhist	442 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No
10	Vision Full Gospel Church	420 S Grand Avenue	0.15	Yes	No	No	No	No

**Table 5-5. Public Services and Religious Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
11	Church Federation of Southern California	401 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figure 4-7.

<sup>2</sup> The Central Community Police Station of the Central Bureau serves the project area, but is not located within 0.25 miles of the proposed project.

<sup>3</sup> There are no LAFD stations located within 0.25 miles of the proposed project, but five stations serve the area (Fire Stations #3, #4, #9, #10, and #11).

<sup>4</sup> Temporary construction-related effects.

#### 5.2.4.2 Access

The Underground Emphasis LRT Alternative alignment would not affect surface traffic or pedestrian circulation except at the intersection of Alameda and 1<sup>st</sup> Streets, where the LRT alignment would operate at-grade. Consequently, vehicular circulation patterns along downtown streets adjacent to most of the alignment would continue to operate in their current traffic flow patterns.

Future roadway levels of service for this alternative would be the same as the No Build and TSM Alternatives except potentially at the intersection of Alameda and 1<sup>st</sup> Streets. A vehicular underpass and pedestrian overpass would be proposed at this intersection to separate the heavy traffic volumes along Alameda Street from rail traffic and minimize delays.

The proposed underpass would result in uninterrupted flow along Alameda Street in the north and south directions between 2<sup>nd</sup> and Temple Streets. In addition, at-grade frontage roads would be provided along both sides of Alameda Street south of the intersection, and on the southbound side of the street north of the intersection to maintain access to adjacent businesses and properties. A full northbound frontage road is infeasible because of the location of the rail tracks and the Little Tokyo/Arts District Station on the east side of Alameda Street. Instead, motorists traveling north along this frontage road would have to make a right turn on 1<sup>st</sup> Street to get back to 2<sup>nd</sup> Street for through, northbound travel.

The new underpass at 1<sup>st</sup> and Alameda Streets may facilitate emergency vehicle travel through the area, thus shortening trip times. For example, fire trucks from LAFD Station #4 would no longer have to negotiate cross-traffic at 1<sup>st</sup> Street when traveling south on Alameda Street.

The construction and operation of the Underground Emphasis LRT Alternative would occur mostly underground, and therefore significant adverse impacts to vehicle or pedestrian access to public services and religious facilities would not occur. However, construction of the proposed 2<sup>nd</sup> Street station – Los Angeles Street Option could temporarily modify and potentially affect pedestrian and vehicular access at the site of the new LAPD headquarters, Caltrans, and the Little Tokyo Branch Public Library.

Operation of this station would result in beneficial effects on pedestrian access because it would increase access to these facilities. In addition, no significant adverse impacts to vehicle access would occur. Therefore, the effect on vehicle or pedestrian access to and from public services and religious facilities would not be significant. No cumulative impacts would occur under the Underground Emphasis LRT Alternative because no direct or indirect significant adverse impacts would occur.

#### **5.2.4.3 Parking**

The proposed alignment for this alternative would be mostly underground, and thus would result in the loss of only a few on-street public parking spaces along Flower and Alameda Streets. The proposed underpass at 1<sup>st</sup> and Alameda Streets would result in the loss of 10 existing on-street parking spaces along the east side of Alameda Street near the intersection, including three bus tour loading spaces on the west side of the street. Approximately 20 on-street spaces would be displaced by this reconfiguration.

Construction of the Underground Emphasis LRT Alternative would temporarily displace parking spaces along the alignment for the duration of construction in discrete locations. In particular, construction of the proposed 2<sup>nd</sup> Street station – Los Angeles Street Option could temporarily modify and affect on-street parking along 2<sup>nd</sup> Street in the vicinity of the Caltrans building, new LAPD Headquarters, and Little Tokyo Branch Public Library.

If the proposed station requires modification of on-street parking during operation of the alternative, the loss of on-street parking would be minimal and not significant due to the low number of spaces being taken and availability off-street parking in the area. In addition, potential parking access impacts of the project would be balanced by an increase in non-automobile-related access that would be provided by the new transit system to the Little Tokyo Branch Public Library. Therefore, no direct or indirect potential impacts to public services or religious facilities would occur due to changes in available on-street parking.

No cumulative impacts would occur under the Underground Emphasis LRT Alternative because no direct or indirect significant adverse impacts would occur.

#### 5.2.4.4 Design Options

The Underground Emphasis LRT Alternative includes the following two design options:

- 2<sup>nd</sup> Street station – Broadway Option: This option would include an underground station on 2<sup>nd</sup> Street between Broadway and Spring Street.
- 2<sup>nd</sup> Street station – Los Angeles Street Option: This option would include an underground station on 2<sup>nd</sup> Street between Main and Los Angeles Streets.

The 2<sup>nd</sup> Street station – Broadway Option has the potential to result in a direct impact (i.e., easement) to a portion of the new LAPD headquarters property. The 2<sup>nd</sup> Street – Los Angeles Street option would require acquisition of a temporary easement from a portion of the new LAPD headquarters, Caltrans building, and a small plaza area adjacent to the Little Tokyo Branch Library (both permanent partial takes). The direct impacts would not be significant and would not affect the function of the services provided to the public. Construction and operation of the Underground Emphasis LRT Alternative would cause no significant direct or indirect adverse impacts to public services or religious facilities due to acquisition, access, or parking associated with the two design options.

#### 5.2.5 Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2

Table 5-6 summarizes the potential impacts to public services and religious facilities located within 0.25 mile of Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2. The routes of these alternatives are entirely underground, and no at-grade crossings would be constructed.

##### 5.2.5.1 Acquisition

The Fully Underground LRT Alternatives would require acquisition of private property for additional right-of-way. The tracks on 2<sup>nd</sup> Street would veer north to a new station located beneath private property on the block bounded by Central Avenue, Alameda Street, 1<sup>st</sup> Street, and 2<sup>nd</sup> Street. This block is currently occupied entirely by retail and restaurant businesses.

Metro has identified the entire block for acquisition to stage construction and build a new underground station, station entrances, and ancillary facilities. This block is one of two possible launching sites being considered for the tunnel boring machines and transporting material from the tunnels. Metro intends to maintain the existing businesses acquired along Central Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets that are not directly impacted by construction activities, except for Café Cuba and potentially Starbucks. Acquisition of this block would represent a worst-case scenario. However, no impacts to public services or religious facilities would occur.

Acquisition on this block may be reduced based on further engineering analysis during the preliminary engineering and final design stages. No additional impacts to public services or religious facilities would occur.

Acquisition of part of the vacant parcel on the northeast corner of 1<sup>st</sup> and Alameda Streets would be needed for tunnel and portal construction. The Fully Underground LRT Alternative – Little Tokyo Variation 2 would also require acquisition of small vacant portions of two parcels on the south side of 1<sup>st</sup> Street between Hewitt and Garey Streets. None of these acquisitions would affect or impede access to any public services or religious facilities.

Property acquisition could be needed for pedestrian entrances to stations on Flower Street north of 5<sup>th</sup> Street, southwest of the intersection of 2<sup>nd</sup> and Hope Streets, and on 2<sup>nd</sup> Street between Broadway and Spring Street. Construction staging for the 2<sup>nd</sup> Street/Broadway station could potentially result in a temporary direct impact (i.e., easement) to a portion of the new LAPD headquarters property. The acquisition could also have an indirect impact to access and on-street parking along 2<sup>nd</sup> Street used by people traveling to the headquarters.

The portion of the properties acquired would not result in a significant adverse effect on the buildings or the function of the sites associated with public services or religious facilities. Therefore, construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variations 1 or 2 would not have a significant adverse direct or indirect impact on public services or religious facilities. No cumulative impacts would occur from either alternative because no significant direct or indirect adverse impacts would occur.

**Table 5-6. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Police Stations<sup>2</sup></b>								
1	LAPD Parker Center	150 N Los Angeles Street	0.14	Yes	No	No	No	No
2	New LAPD Headquarters	100 W 1 <sup>st</sup> Street	0.01	Yes	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>

**Table 5-6. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
4	LA Federal Metropolitan Detention Center	535 N Alameda Street	0.20	Yes	No	No	No	No
<b>Fire Stations</b>								
1	LAFD Station #3	108 N Fremont Avenue	0.25	Yes	No	No	No	No
2	LAFD Station #4	450 E Temple Street	0.15	Yes	No	No	No	No
<b>Libraries</b>								
1	Little Tokyo Branch Public Library	203 S Los Angeles Street	0.09	Yes	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>
2	Los Angeles County Law Library	301 W 1 <sup>st</sup> Street	0.13	Yes	No	No	No	No
3	Los Angeles Central Library Bldg	630 W 5 <sup>th</sup> Street	0.09	Yes	No	No	No	No
<b>Government Offices</b>								
1a	Los Angeles	200 N Spring	0.20	Yes	No	No	No	No

**Table 5-6. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

<b>Map No<sup>1</sup></b>	<b>Name</b>	<b>Location</b>	<b>Proximity to Alignment (miles)</b>	<b>Within ¼ mile of station</b>	<b>Land Acquisition</b>	<b>Loss of supporting street parking</b>	<b>Affect vehicle access</b>	<b>Barrier to Pedestrian Access</b>
	City Hall	Street						
1b	City Hall East/Annex	200 N. Main Street	0.11	Yes	No	No	No	No
2	Los Angeles County Archives & Records	222 N Hill Street	0.25	Yes	No	No	No	No
3	Los Angeles Superior Courthouse	110 N Grand Avenue	0.15	Yes	No	No	No	No
4	Los Angeles Superior Courthouse	111 N Hill Street	0.15	Yes	No	No	No	No
5	State of California Administrative Offices	300 S Spring Street	0.13	Yes	No	No	No	No
7	Former Site of State of California Department Offices (Planned Federal Courthouse Site)	107 S Broadway	0.09	Yes	No	No	No	No

**Table 5-6. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

<b>Map No<sup>1</sup></b>	<b>Name</b>	<b>Location</b>	<b>Proximity to Alignment (miles)</b>	<b>Within ¼ mile of station</b>	<b>Land Acquisition</b>	<b>Loss of supporting street parking</b>	<b>Affect vehicle access</b>	<b>Barrier to Pedestrian Access</b>
8	United States Federal Government Offices	251 S Olive Street	0.09	Yes	No	No	No	No
9	United States Federal Building (Roybal Center)	255 E Temple Street	0.23	Yes	No	No	No	No
11	Caltrans – District 7	100 S Main Street	0.01	Yes	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>	Yes <sup>4</sup>
12	Los Angeles Superior Courthouse	210 W Temple Street	0.23	No	No	No	No	No
13	Kenneth Hahn Hall of Administration	500 W Temple Street	0.23	No	No	No	No	No
<b>Medical Facilities</b>								
1	Veterans Administration Los Angeles Ambulatory Care Center	351 E Temple Street	0.17	Yes	No	No	No	No
<b>Religious Facilities</b>								

**Table 5-6. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
1	Third Church of Christ Scientist	730 S Hope Street	0.10	Yes	No	No	No	No
2	Higashi Honganji Buddhist Temple	505 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No
3	Koyasan Buddhist Temple	342 E 1 <sup>st</sup> Street	0.05	Yes	No	No	No	No
4	Union Church of Los Angeles	401 E 3 <sup>rd</sup> Street	0.12	Yes	No	No	No	No
5	Centenary United Methodist Church	300 S Central Avenue	0.22	Yes	No	No	No	No
6	St. Francis Xavier Chapel Japanese Catholic Center	222 S Hewitt Street	0.19	Yes	No	No	No	No
7	Zenshuji Soto Mission	123 S Hewitt Street	0.13	Yes	No	No	No	No
8	Nishi Hongwanji Buddhist Temple	815 E 1 <sup>st</sup> Street	0.20	Yes	No	No	Yes	Yes

**Table 5-6. Public Services and Religious Facilities  
Within 0.25 Miles of the Proposed Fully Underground LRT Alternative –  
Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
9	Jodo Shu North America Buddhist	442 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No
10	Vision Full Gospel Church	420 S Grand Avenue	0.15	Yes	No	No	No	No
11	Church Federation of Southern California	401 E 3 <sup>rd</sup> Street	0.13	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figure 4-8.

<sup>2</sup> The Central Community Police Station of the Central Bureau serves the project area, but is not located within 0.25 mile of the proposed project.

<sup>3</sup> There are no LAFD stations located within 0.25 mile of the proposed project, but five stations serve the area (Fire Stations #3, #4, #9, #10, and #11).

<sup>4</sup> Temporary construction-related effects.

### 5.2.5.2 Access

The alignment of both Fully Underground LRT Alternatives would not affect surface traffic or pedestrian circulation except at the intersection of 1<sup>st</sup> and Hewitt Streets, where the LRT alignments would prevent pedestrians and automobiles from crossing 1<sup>st</sup> Street. This may affect routes that visitors take to Nishi Hongwanji Temple. However, alternative access would be available (Vignes Street), and this one-block detour would not significantly impede access to the Temple.

Overall, vehicular circulation patterns along downtown streets adjacent to most of the alignment would continue to operate as they currently do. The future roadway levels of service for these alternatives would be the same as the No Build and TSM alternatives.

Most of the construction and operation of these two alternatives would occur underground, and significant adverse impacts to vehicle or pedestrian access to public services or religious facilities would not occur. However, construction of the proposed 2<sup>nd</sup>/Broadway station could temporarily modify and potentially affect pedestrian and vehicular access at the new LAPD headquarters site. Operation of this station would result in beneficial effects because it would increase access for pedestrian use.

There would be no significant adverse impacts to vehicle access. Therefore, the effect on vehicle or pedestrian access to and from public services and religious facilities would not be significant. No cumulative impacts would occur with either alternative because no direct or indirect significant adverse impacts are would occur.

### 5.2.5.3 Parking

Parking impacts of the Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 would be identical to the Underground Emphasis LRT Alternative except in the vicinity of 1<sup>st</sup> and Alameda Streets. Here, no curb parking spaces would be removed because the two Fully Underground LRT Alternatives would not include an underpass or pedestrian bridge and the three bus tour loading spaces on the west side of Alameda would not be permanently displaced. Therefore, a total of approximately 7 on-street spaces would be displaced by the Fully Underground LRT Alternatives.

The loss of on-street parking would be minimal and not significant due to the low number of spaces being taken and available off-street parking in the area. In addition, potential parking access impacts of the project would be balanced by an increase in non-automobile-related access provided by the new transit system to the adjacent library.

Therefore, no direct or indirect potential impacts to public services or religious facilities would occur due to changes in available on-street parking. No cumulative impacts would occur under either alternative because there would be no direct and indirect significant adverse impacts.

## 5.3 Educational Facilities

### 5.3.1 No Build Alternative

The No Build Alternative would maintain existing transit service through the year 2035. No new transit infrastructure would be built aside from projects currently under construction or identified in Metro's *2009 Long Range Transportation Plan*. Therefore, educational facilities within the corridor would not be affected by the No Build Alternative.

The No Build Alternative would not result in significant adverse impacts on educational facilities. No cumulative impacts would occur under the No Build Alternative because no significant direct and indirect adverse impacts would occur.

### 5.3.2 TSM Alternative

The TSM Alternative would include provisions of the No Build Alternative and add two shuttle bus routes to provide a link between 7<sup>th</sup> Street/Metro Center and Union Stations. The Upper Grand Shuttle Bus Route would be along Grand Avenue and Temple and Los Angeles Streets, and the Lower Grand Shuttle Bus Route would be along Figueroa, Flower, 2<sup>nd</sup>, 3<sup>rd</sup>, and Alameda Streets. Shuttle buses would use existing bus-only lanes, where available, and peak hour bus-only lanes would be created where possible by restricting parking on streets that do not already have dedicated all-day bus lanes.

Stops would be located every two or three blocks to provide adequate coverage of the project service area. As show on Figure 4-7, the TSM Alternative would be operated within public rights-of-way (i.e., streets).

Improvements associated with the TSM Alternative would require very minimal construction. Additional buses would not have a significant adverse impact on educational facilities; therefore, construction and operation of the TSM Alternative would not have significant direct or indirect impacts on educational facilities. In addition, the TSM Alternative would not have adverse direct or indirect impacts on Section 4(f) resources (i.e., public school facility opened for public recreation). No cumulative impacts would occur under the TSM Alternative because no significant direct or indirect adverse impacts would occur.

### 5.3.3 At-Grade Emphasis LRT Alternative

Table 5-7 summarizes potential impacts to educational facilities located within 0.25 miles of the At-Grade Emphasis LRT Alternative. This alternative would use a combination of at-grade and underground tracks along Temple, Main, Los Angeles, 2<sup>nd</sup>, and Flower Streets.

#### 5.3.3.1 Acquisition

The At-Grade Emphasis LRT Alternative would require partial or full acquisition of properties for the tracks along the alignment, at-grade stations, and portals to the underground stations. This alternative's alignment would reduce the 2<sup>nd</sup> Street tunnel from four lanes to a minimum of one lane (potentially two lanes, pending further detailed engineering).

One travel lane and both parking lanes would be removed along 2<sup>nd</sup> Street to Los Angeles Street, which would leave a single travel lane, primarily for access to parking lots and loading zones. In addition, new right-of-way would be needed for the at-grade double tracks on Flower Street between 4<sup>th</sup> and 3<sup>rd</sup> Streets, including the intersection at 3<sup>rd</sup> and Flower Streets, and on Temple Street between Los Angeles and Alameda Streets.

Proposed at-grade single tracks would require additional right-of-way on Main and Los Angeles Streets between 2<sup>nd</sup> and Temple Streets, and on Temple and 2<sup>nd</sup> Streets between Main and Los Angeles Streets. Additional right-of-way would be required for the proposed

pedestrian entrances to stations on Flower Street south of 5<sup>th</sup> Street and southwest of 2<sup>nd</sup> and Hope Streets. In addition, the at-grade stations on Main Street north of 1<sup>st</sup> Street and on Los Angeles Street north of 1<sup>st</sup> Street would require acquisition of additional right-of-way.

The At-Grade Emphasis LRT Alternative would not result in a direct or indirect acquisition or easement impact to an educational facility. Therefore, construction and operation of the At-Grade Emphasis LRT Alternative would not have significant direct or indirect adverse impact related to acquisitions or easements on educational facilities.

No impact to a Section 4(f) resource (i.e., schools open to the public for recreation) would occur because there is no proposed direct or indirect impact on an educational facility. No cumulative impacts would occur under the At-Grade Emphasis LRT Alternative because no significant direct or indirect adverse impacts would occur.

**Table 5-7. Educational Facilities Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Day Cares and Preschools</b>								
3	Cal Tot Child Care Center	300 S Spring Street	0.13	Yes	No	No	No	No
4	H. Pregerson Child Care Center	255 E Temple Street	0.01	Yes	No	Yes	Yes <sup>2</sup>	Yes <sup>2</sup>
5	Grace Lino Child Care Center	231 E 3 <sup>rd</sup> Street	0.12	Yes	No	No	No	No
6	Bright Horizons	550 S Hope Street	0.09	Yes	No	No	No	No
7	Tiny DOTs – Early Education Center	100 S Main Street	0.01	Yes	No	Yes <sup>2</sup>	Yes <sup>2</sup>	Yes <sup>2</sup>

**Table 5-7. Educational Facilities Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
8	Joy Picus Child Development Center	200 N Main Street	0.00	Yes	No	Yes	Yes	Yes <sup>2</sup>
<b>Public High Schools</b>								
1	California Academy for Liberal Studies Early College High School	700 Wilshire Boulevard	0.07	Yes	No	No	No	No
2	Oscar de la Hoya Animo Leadership Charter High School	350 S Figueroa Street, Suite 100	0.07	Yes	No	No	No	No
<b>Colleges and Trade Schools</b>								
1	The Colburn School of Performing Arts	200 S Grand Avenue	0.02	Yes	No	No	No	No
2	The Colburn School of Conservatory Music	225 S Olive Street	0.21	Yes	No	No	No	No

**Table 5-7. Educational Facilities Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
3	Chicago School of Professional Psychology	617 W 7 <sup>th</sup> Street, Suite 404	0.12	Yes	No	No	No	No
5	Golden Gate University	725 S Figueroa Street, Suite 1550	0.08	Yes	No	No	No	No
6	Fashion Institute of Design & Merchandising (FIDM)	919 S Grand Avenue	0.19	Yes	No	No	No	No
7	USC (Annenberg School for Communication ; Institute for Justice and Journalism; Western Knight Center for Specialized Journalism)	300 S Grand Avenue, Suite 3950	0.02	Yes	No	No	No	No

**Table 5-7. Educational Facilities Within 0.25 Miles of the Proposed At-Grade Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
8	USC (Marshall School of Business; Institute for Communication Technology Management; Sports Business Institute)	444 S Flower Street, Suite 1000	0.08	Yes	No	No	No	No
10	UCLA Extension at Figueroa Courtyard	261 S Figueroa Street	0.16	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figure 4-10.

<sup>2</sup> Temporary construction-related effects.

### 5.3.3.2 Access

For the at-grade segments vehicular and pedestrian crossings would be limited to traffic signal-controlled intersections. Signal phasing would be modified to provide adequate green time for the LRT vehicles to cross safely. For safety reasons, no uncontrolled mid-block vehicular crossings of the tracks would be permitted.

Access to existing parking structures, parking lots, loading docks, and commercial frontage would be affected by the at-grade LRT facilities. Left-turn parking ingress and egress is presently allowed at many downtown sites. However, the at-grade LRT facilities would eliminate uncontrolled mid-block left-turns, and thus modify existing approach and departure traffic patterns.

The proposed At-Grade Emphasis LRT alignment travels at-grade along 2<sup>nd</sup> Street, and it is assumed that this street would be dedicated as a transit-only roadway between the 2<sup>nd</sup> Street tunnel and Los Angeles Street. This segment of 2<sup>nd</sup> Street would be closed to through traffic and provide only emergency vehicle access and local access to adjacent properties.

This alternative includes a vehicular underpass and pedestrian overpass along Alameda Street to avoid potential conflicts between rail, vehicular, and pedestrian traffic, and minimize delays at the intersection of Temple and Alameda Streets,. Through traffic on Alameda Street would operate unimpeded without being stopped or delayed at the intersection. In addition, a one-lane, southbound, at-grade frontage road would be provided along Alameda Street to maintain access to the businesses and properties on the west side of the street.

Construction of the Alameda Street underpass under the At-Grade Emphasis LRT Alternative would potentially impact (directly and indirectly) pedestrian and vehicle access to the U.S. Federal Government Building (Roybal Center), which contains the H. Pregerson Child Care Center. In addition, construction of the couplet station along Main Street would potentially impact (directly and indirectly) pedestrian and vehicle access to the Tiny DOTs – Early Education Center and pedestrian access to Joy Picus Child Development Center. Potential impacts would be temporary (during construction) and are not considered significant.

Operation of the LRT and station along Main Street could potentially impact vehicle access to the Joy Picus Child Development Center. However, the alignment would only consist of a single LRT track and a couplet station along the roadway. Main Street is wide enough to accommodate the single track and maintain acceptable vehicular circulation. Therefore, impacts associated with vehicle access to the Joy Picus Child Development Center would be less than significant.

No adverse impact to a Section 4(f) educational resource would occur because no direct or indirect impacts on educational facilities would occur. No cumulative impacts would occur under the At-Grade Emphasis LRT Alternative because there would be no significant direct or indirect adverse impacts.

### **5.3.3.3 Parking**

Construction of at-grade tracks along 2<sup>nd</sup> Street and the need for adequate street widths to provide local access lanes would eliminate existing on-street parking and loading spaces. This loss of parking may result in spillover to adjacent streets if parking on those streets is readily available.

The number of parking spaces potentially lost under the At-Grade Emphasis LRT Alternative would total 80, with 28 of those spaces located on 2<sup>nd</sup> Street between Hill and Los Angeles Streets. Recent restriping by the City of Los Angeles to incorporate left-turn pockets has reduced the number of parking spaces potentially lost under this project alternative. All of the parking spaces potentially lost would be in the Civic Center area. No on-street parking would be displaced in the community of Little Tokyo.

Twelve spaces would also be lost along the south side of Temple Street west of Alameda Street due to the proposed underpass. Mitigation measures would be considered, including providing off-street parking facilities to replace the lost curb spaces.

Construction and operation of the At-Grade Emphasis LRT Alternative would potentially impact on-street parking that could be used to access the U.S. Federal Government Building (Roybal Center), which contains the H. Pregerson Child Care Center, Joy Picus Child Development Center, and the Tiny DOTs – Early Education Center. The availability of various nearby off-street parking options throughout the project area would result in this impact being not adverse or significant. Furthermore, operation of the proposed project could be beneficial by providing enhanced transit access to the child care centers.

No adverse impact to a Section 4(f) educational resource would occur because there would be no direct or indirect impacts on educational facilities.

Reasonably foreseeable related actions/projects (potential projects under construction at the same time as the proposed alternative - years 2014 to 2018) are in the vicinity of the H. Pregerson Child Care Center and could cause direct and indirect impacts to the Children's Museum and Art Park, which is proposed across Temple Street from the U.S. Federal Government Building (Roybal Center). The off-street parking lot that could be eliminated by the proposed new museum is not a public lot, and potential direct or indirect impacts on parking for the child care center would not be significant. Therefore, cumulative impacts would not be significant under the At-Grade Emphasis LRT Alternative.

### **5.3.4 Underground Emphasis LRT Alternative**

Table 5-8 summarizes potential impacts to educational facilities located within 0.25 miles of the Underground Emphasis LRT Alternative. This alternative would have a single at-grade crossing at the intersection of 1<sup>st</sup> and Alameda Streets. The rest of the route would be constructed underground.

#### **5.3.4.1 Acquisition**

The Underground Emphasis LRT Alternative would require acquisitions of private property for additional right-of-way. The alignment would have a single at-grade crossing at the intersection of 1<sup>st</sup> and Alameda Streets. The tracks on 2<sup>nd</sup> Street would veer north through a new portal; therefore, acquisition of a portion of the block bounded by Central Avenue, Alameda, 1<sup>st</sup>, and 2<sup>nd</sup> Streets would be required. The properties at this intersection are currently occupied entirely by retail and restaurant businesses. No other right-of-way acquisitions would be needed for the LRT tracks because the rest of the route would be underground. The Underground Emphasis LRT Alternative would also require acquisitions for pedestrian entrances to stations on Flower Street north of 5<sup>th</sup> Street, southwest of the

intersection of 2<sup>nd</sup> and Hope Streets, and on 2<sup>nd</sup> Street either between Broadway and Spring Street or between Main and Los Angeles Streets.

The Underground Emphasis LRT Alternative would not result in direct or indirect acquisition-related impacts to educational facilities. Therefore, the construction and operation of the Underground Emphasis LRT Alternative would not have significant direct or indirect impacts on educational facilities related to acquisitions and easements.

No adverse impacts to a Section 4(f) educational resource (schools open to the public for recreation) would occur because this alternative would have no direct or indirect impacts on educational facilities. No cumulative impacts would occur under the Underground Emphasis LRT Alternative because there would be no significant direct or indirect adverse impacts.

**Table 5-8. Educational Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Day Cares and Preschools</b>								
1	Nishi Hongwanji Child Development Center	815 E 1 <sup>st</sup> Street	0.20	Yes	No	No	No	No
2	Lumbini Child Development Center	505 E 3 <sup>rd</sup> Street	0.08	Yes	No	No	No	No
3	Cal Tot Child Care Center	300 S Spring Street	0.13	Yes	No	No	No	No
5	Grace Lino Child Care Center	231 E 3 <sup>rd</sup> Street	0.11	Yes	No	No	No	No
6	Bright Horizons	550 S Hope	0.09	Yes	No	No	No	No

**Table 5-8. Educational Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
		Street						
7	Tiny DOTs – Early Education Center	100 S Main Street	0.00	Yes	No	Yes <sup>2</sup>	Yes <sup>2</sup>	Yes <sup>2</sup>
8	Joy Picus Child Development Center	200 N Main Street	0.11	Yes	No	No	No	No
<b>Public High Schools</b>								
1	California Academy for Liberal Studies Early College High School	700 Wilshire Boulevard	0.07	Yes	No	No	No	No
2	Oscar de la Hoya Animo Leadership Charter High School	350 S Figueroa Street, Suite 100	0.07	Yes	No	No	No	No
<b>Colleges and Trade Schools</b>								
1	The Colburn School of Performing Arts	200 S Grand Avenue	0.02	Yes	No	No	No	No

**Table 5-8. Educational Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
2	The Colburn School of Conservatory Music	225 S Olive Street	0.05	Yes	No	No	No	No
3	Chicago School of Professional Psychology	617 W 7 <sup>th</sup> Street, Suite 404	0.12	Yes	No	No	No	No
4	Bukkyo University	442 E 3 <sup>rd</sup> Street	0.12	Yes	No	No	No	No
5	Golden Gate University	725 S Figueroa Street, Suite 1550	0.08	Yes	No	No	No	No
6	Fashion Institute of Design & Merchandising (FIDM)	919 S Grand Avenue	0.19	Yes	No	No	No	No

**Table 5-8. Educational Facilities Within 0.25 Miles of the Proposed Underground Emphasis LRT Alternative**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
7	USC (Annenberg School for Communication ; Institute for Justice and Journalism; Western Knight Center for Specialized Journalism)	300 S Grand Avenue, Suite 3950	0.02	Yes	No	No	No	No
8	USC (Marshall School of Business; Institute for Communication Technology Management; Sports Business Institute)	444 S Flower Street, Suite 1000	0.08	Yes	No	No	No	No
10	UCLA Extension at Figueroa Courtyard	261 S Figueroa Street	0.16	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figures 4-11.

<sup>2</sup> Temporary construction-related effects.

### 5.3.4.2 Access

Construction of Underground Emphasis LRT Alternative – Los Angeles Street Station option along 2<sup>nd</sup> Street could potentially impact (directly and indirectly) pedestrians and vehicles traveling northbound, from areas south of 2<sup>nd</sup> Street, to the Tiny DOTs – Early Education

Center. Potential impacts would be temporary (during construction) and are not considered significant.

The Underground Emphasis LRT Alternative alignment would not affect surface traffic or pedestrian circulation except at the intersection of Alameda and 1<sup>st</sup> Streets, where the LRT alignment operates in an at-grade configuration. Consequently, vehicular circulation patterns along downtown streets adjacent to most of the alignment would continue to operate as they do today.

Future roadway levels of service for this alternative would be the same as the No Build and TSM alternatives except at the intersection of Alameda and 1<sup>st</sup> Streets, where a vehicular underpass and pedestrian overpass are proposed. The proposed underpass would result in uninterrupted flow along Alameda Street between 2<sup>nd</sup> and Temple Streets. In addition, at-grade frontage roads would be provided along both sides of Alameda Street south of the intersection, and on the southbound side of the street north of the intersection, to maintain access to adjacent businesses and properties. A full northbound frontage road is not feasible because of the location of the rail tracks and the Little Tokyo/Arts District Station on the east side of Alameda Street.

The Underground Emphasis LRT Alternative would not result in significant direct or indirect adverse access impacts to an educational facility. Therefore, construction and operation of this alternative would not have a significant adverse impact.

There would be no adverse impact to Section 4(f) resources (schools open to the public for recreation) because there is no proposed direct or indirect impact on educational facilities. No cumulative impacts would occur under the Underground Emphasis LRT Alternative because there would be no significant direct or indirect adverse impacts.

#### **5.3.4.3 Parking**

The proposed Underground Emphasis LRT Alternative alignment is mostly underground, and would result in the loss of seven on-street public parking spaces along Flower Street. The proposed underpass at 1<sup>st</sup> and Alameda Streets would result in the loss of 10 on-street parking spaces along the east side of Alameda Street near the intersection, including three bus tour loading spaces. Approximately 20 on-street spaces would be displaced.

Construction of the Underground Emphasis LRT Alternative would temporarily displace parking spaces along the alignment for the duration of construction in discrete locations. This would not be a significant adverse effect on street parking for educational facilities because the alignment for this alternative would be mostly underground.

The Underground Emphasis LRT Alternative would not result in significant direct or indirect adverse impacts to on-street parking associated with educational facilities. Therefore,

construction and operation of this alternative would not have an adverse or significant impact.

No adverse impacts to a Section 4(f) resource (schools open to the public for recreation) would occur because the Underground Emphasis LRT Alternative would not result in direct or indirect impacts on educational facilities. No cumulative impacts would occur under the Underground Emphasis LRT Alternative because there would be no significant direct or indirect adverse impacts.

#### **5.3.4.4 Design Options**

The Underground Emphasis LRT Alternative includes the following two design options:

- 2<sup>nd</sup> Street station – Broadway Option: This option would include an underground station on 2<sup>nd</sup> Street between Broadway and Spring Street.
- 2<sup>nd</sup> Street station – Los Angeles Street Option: This option would include an underground station on 2<sup>nd</sup> Street between Main and Los Angeles Streets.

The two design options would not significantly affect educational facilities by acquisitions or easements, changes in vehicle or pedestrian access, or on-street parking. Therefore, there would be no impacts. In addition, these design options would not have a direct or indirect adverse impact on access and parking to Section 4(f) lands. No cumulative impacts would occur under the design options for the Underground Emphasis LRT Alternative because there would be no direct or indirect adverse impacts.

### **5.3.5 Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Table 5-9 summarizes the potential impacts to educational facilities located within 0.25 miles of the Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2. Both alternatives would be completely underground, and no at-grade crossings would be required.

#### **5.3.5.1 Acquisition**

The Fully Underground LRT Alternatives would require acquisition of private property for additional right-of-way. The tracks on 2<sup>nd</sup> Street would veer north through a new station located beneath private property on the block bounded by Central Avenue, Alameda Street, 1<sup>st</sup> Street, and 2<sup>nd</sup> Street. This block is currently occupied entirely by retail and restaurant businesses.

Metro has identified this entire block for acquisition 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.

Metro intends to maintain some of the businesses acquired on Central Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets that are not directly impacted by construction activities. This would represent a worst-case scenario. However, no impacts to educational facilities would occur. Potential reductions in acquisition on this block may occur based on further engineering analysis during the preliminary engineering and final design stages.

Acquisition of part of the vacant parcel on the northeast corner of 1<sup>st</sup> and Alameda Streets would be needed for tunnel and portal construction under both alternatives. The Fully Underground LRT Alternative – Little Tokyo Variation 2 would also require acquisition of small vacant portions of two parcels on the south side of 1<sup>st</sup> Street between Hewitt and Garey Streets. None of these acquisitions would affect or impede access to any educational facilities. Both alternatives would require property acquisition for pedestrian entrances to stations on Flower Street north of 5<sup>th</sup> Street, southwest of the intersection of 2<sup>nd</sup> and Hope Streets, and on 2<sup>nd</sup> Street between Broadway and Spring Street.

Neither of the Fully Underground LRT Alternatives would result in direct or indirect acquisition-related impacts to educational facilities. Therefore, construction and operation would not have significant direct or indirect impacts related to acquisitions or easements on educational facilities.

There would be no adverse impacts to Section 4(f) educational resources (schools open to the public for recreation) because there would be no direct or indirect impact on educational facilities. No cumulative impacts would occur under either alternative because no significant direct or indirect adverse impacts would occur.

**Table 5-9. Educational Facilities Within 0.25 Miles of the Proposed Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
<b>Day Cares and Preschools</b>								
1	Nishi Hongwanji Child Development Center	815 E 1 <sup>st</sup> Street	0.20	Yes	No	No	No	No

**Table 5-9. Educational Facilities Within 0.25 Miles of the Proposed Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
2	Lumbini Child Development Center	505 E 3 <sup>rd</sup> Street	0.08	Yes	No	No	No	No
3	Cal Tot Child Care Center	300 S Spring Street	0.13	Yes	No	No	No	No
4	H. Pregerson Child Care Center	255 E Temple Street	0.20	No	No	No	No	No
5	Grace Lino Child Care Center	231 E 3 <sup>rd</sup> Street	0.11	Yes	No	No	No	No
6	Bright Horizons	550 S Hope Street	0.09	Yes	No	No	No	No
7	Tiny DOTs – Early Education Center	100 S Main Street	0.00	Yes	No	No	No	No
8	Joy Picus Child Development Center	200 N Main Street	0.11	Yes	No	No	No	No
<b>Public High Schools</b>								
1	California Academy for Liberal Studies Early College	700 Wilshire Boulevard	0.07	Yes	No	No	No	No

**Table 5-9. Educational Facilities Within 0.25 Miles of the Proposed Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
	High School							
2	Oscar de la Hoya Animo Leadership Charter High School	350 S Figueroa Street, Suite 100	0.07	Yes	No	No	No	No
<b>Colleges and Trade Schools</b>								
1	The Colburn School of Performing Arts	200 S Grand Avenue	0.02	Yes	No	No	No	No
2	The Colburn School of Conservatory Music	225 S Olive Street	0.05	Yes	No	No	No	No
3	Chicago School of Professional Psychology	617 W 7 <sup>th</sup> Street, Suite 404	0.12	Yes	No	No	No	No
4	Bukkyo University	442 E 3 <sup>d</sup> Street	0.12	Yes	No	No	No	No
5	Golden Gate University	725 S Figueroa Street, Suite 1550	0.08	Yes	No	No	No	No

**Table 5-9. Educational Facilities Within 0.25 Miles of the Proposed Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
6	Fashion Institute of Design & Merchandising (FIDM)	919 S Grand Avenue	0.19	Yes	No	No	No	No
7	USC (Annenberg School for Communication ; Institute for Justice and Journalism; Western Knight Center for Specialized Journalism)	300 S Grand Avenue, Suite 3950	0.02	Yes	No	No	No	No
8	USC (Marshall School of Business; Institute for Communication Technology Management; Sports Business Institute)	444 S Flower Street, Suite 1000	0.08	Yes	No	No	No	No
9	Southern California Institute of Architecture	960 E 3rd Street	0.20	No	No	No	No	No

**Table 5-9. Educational Facilities Within 0.25 Miles of the Proposed Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

Map No <sup>1</sup>	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of street parking	Affect vehicle access	Barrier to Pedestrian Access
10	UCLA Extension at Figueroa Courtyard	261 S Figueroa Street	0.16	Yes	No	No	No	No

Source: CDM 2009

<sup>1</sup> Map numbers correspond to Figures 4-12

<sup>2</sup> Temporary construction-related effects

### 5.3.5.2 Access

The Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 alignments would not affect surface traffic or pedestrian circulation except at the intersection of 1<sup>st</sup> and Hewitt Streets. Here, the LRT alignment would prevent automobile and pedestrian traffic from crossing 1<sup>st</sup> Street. An alternative crossing would remain one block east at Vignes Street.

Vehicular circulation patterns along downtown streets adjacent to most of the alignment would continue to operate as it does currently. Future roadway levels of service for this alternative would be the same as the No Build and TSM alternatives.

Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 would not result in significant direct or indirect adverse impacts to educational facility access. Therefore, construction and operation of the two alternatives would not have significant adverse impacts.

There would be no adverse impacts to a Section 4(f) resource (schools open to the public for recreation) because there would be no direct or indirect impacts on educational facilities.

No cumulative impacts would occur under the Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 because there would be no significant direct or indirect adverse impacts.

### 5.3.5.3 Parking

The alignment for, Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 is entirely underground. Both alternatives would result in the loss of seven on-street public parking spaces along Flower Street. Therefore, there would not be a significant adverse effect on educational facilities from on-street parking loss. Neither alternative would result in significant direct or indirect adverse impacts to on-street parking for educational facilities. Therefore, construction and operation of the alternatives would not have adverse or significant impacts.

There would be no adverse impacts to Section 4(f) resources (schools open to the public for recreation) under either alternative because there would be no direct or indirect impacts on educational facilities. No cumulative impacts would occur under either alternative because there would be no significant direct or indirect adverse impacts.

## 6.0 POTENTIAL MITIGATION MEASURES

No adverse construction or operational impacts to parklands and other community facilities have been identified, and the project would comply with applicable regulations. Therefore, no mitigation measures would be required. However, permanent replacement bus loading spaces should be identified near the Japanese American National Museum for the At-Grade Emphasis LRT Alternative and the Underground Emphasis LRT Alternative. Temporary replacement spaces should be identified for the Fully Underground LRT Alternatives during construction. Additional information on potential parking impacts and potential mitigation measures are detailed in the Transportation Technical Memorandum.



## 7.0 CONCLUSIONS

### 7.1 Parklands and Recreational Resources

NEPA does not have specific thresholds related to potential impacts on parklands and community facilities. However, Section 4(f) of the U.S. Department of Transportation Act of 1966 requires protection of some parklands and community facilities, as specified in the regulation. The standards of significance for impacts to Section 4(f) resources are discussed in this memorandum. Based on the *L.A. CEQA Thresholds Guide*, Section 3.2 lists significance thresholds for impacts to parklands and recreational resources.

#### 7.1.1 No Build Alternative

##### 7.1.1.1 NEPA Findings

The No Build Alternative would not result in an adverse impact on parklands and recreational resources.

##### 7.1.1.2 CEQA Determinations

The No Build Alternative would maintain existing transit service through the year 2035. No new transit infrastructure would be built aside from projects currently under construction or identified in Metro's *2009 Long Range Transportation Plan*. Therefore, the No Build Alternative would not affect parklands and recreational resources in the project area.

The No Build Alternative would not result in significant adverse physical impacts. Potential impacts could occur if there was a need to provide new or physically altered parks. However, the No Build Alternative would not increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated. The No Build Alternative would not require construction or expansion of parklands and recreational resources that might have a physical impact on the environment. The No Build Alternative would not have the beneficial impact of increasing non-auto access to recreational facilities throughout the region, including to and from downtown.

#### 7.1.2 TSM Alternative

##### 7.1.2.1 Section 4(f) and NEPA Findings

The TSM Alternative would be operated within existing public right-of-way (i.e., streets) and would not have a significant adverse impact on parklands, recreational resources, or Section 4(f) resources.

### 7.1.2.2 CEQA Determinations

The TSM Alternative would include provisions of the No Build Alternative and would add two shuttle bus routes to provide a transit link between 7<sup>th</sup> Street/Metro Center and Union Stations. This alternative would not result in significant physical impacts that might otherwise occur if there were a need to provide new or physically altered parks.

The TSM Alternative would not increase use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated. The TSM Alternative does not affect parklands and recreational resources or require construction or expansion of parklands and recreational resources.

### 7.1.3 At-Grade Emphasis LRT Alternative

#### 7.1.3.1 Section 4(f) and NEPA Findings

The At-Grade Emphasis LRT Alternative would not result in direct impacts to parkland or recreational facilities. During construction there would be potential indirect and temporary impacts to vehicle and pedestrian access at the Maguire Gardens (a public facility) and City Hall South Lawn Park (a designated park). However, the impacts would be temporary and would not significantly affect the amenities or access associated with either site. Therefore, there would be no adverse impacts to Section 4(f) resources.

#### 7.1.3.2 CEQA Determinations

The proposed At-Grade Emphasis LRT Alternative would have the beneficial effect of situating public transit adjacent to parklands and recreational resources and thereby potentially increasing the public's ability to visit them. As shown in Table 4-1, five parks are within 0.25 miles of the proposed alignment.

Although the proposed At-Grade Emphasis LRT Alternative would potentially make these parklands more accessible, this would not create a demand on parklands to the extent that they would need to be expanded or have new facilities constructed. Therefore, the At-Grade Emphasis LRT Alternative would not result in significant physical impacts that might occur if there were a need for new or physically altered parks.

The At-Grade Emphasis LRT Alternative would not increase use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated. The At-Grade Emphasis LRT Alternative does not affect parklands or recreational resources, or require construction or expansion of parklands or recreational resources that might otherwise have a physical impact on the environment.

In conclusion, no significant impact to parklands or recreational resources would occur from construction and operation of the At-Grade Emphasis LRT Alternative.

## **7.1.4 Underground Emphasis LRT Alternative**

### **7.1.4.1 Section 4(f) and NEPA Findings**

The Underground Emphasis LRT Alternative would not result in direct or indirect impacts (i.e., acquisition or easement) to any parkland or recreational resource. Therefore, no significant adverse impact would occur. Additionally, because there would be no significant adverse impacts, there would be no adverse impact to Section 4(f) resources.

### **7.1.4.2 CEQA Determinations**

The proposed Underground Emphasis LRT Alternative would have the beneficial effect of situating public transit adjacent to parklands and recreational resources and thereby potentially increasing accessibility to these resources. As shown in Table 4-1, four parks are within 0.25 miles of the proposed alignment.

The proposed Underground Emphasis LRT Alternative would potentially make these parklands more accessible, but not to an extent that parklands would need to be expanded or new facilities constructed. Therefore, this alternative would not result in significant physical impacts that might otherwise occur if there were a need for new or physically altered parks.

The Underground Emphasis LRT Alternative would not increase use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated. The Underground Emphasis LRT Alternative does not affect parklands or recreational resources, or require the construction or expansion of parklands or recreational resources, that might otherwise have a physical impact on the environment.

In conclusion, no significant impact to parklands or recreational resources would occur from construction and operation of the Underground Emphasis LRT Alternative.

### **7.1.4.3 Design Options**

The two station design options would not result in significant adverse physical impacts that might occur if there were a need for new or physically altered parks. These options would not increase use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated. Neither option would affect parklands and recreational resources or require construction or expansion of parklands and recreational resources that might otherwise have a physical impact on the environment.

In conclusion, no significant impact to parklands or recreational resources would occur from either Underground Emphasis LRT Alternative design option.

## 7.1.5 Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2

### 7.1.5.1 Section 4(f) and NEPA Findings

Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 would not result in direct or indirect impacts (i.e., acquisition or easement) to any parkland or recreational resource. Therefore, because there would be no significant adverse impacts with these alternatives, there would be no adverse impact to Section 4(f) resources. .

### 7.1.5.2 CEQA Determinations

The two alternatives would have the beneficial effect of situating public transit adjacent to parklands and recreational resources, thereby potentially increasing the public's ability to visit them. As shown in Table 4-1, four parks are within 0.25 miles of the proposed alignment.

Although the proposed alternatives would potentially make these parklands more accessible, they would not create a demand to the extent that parklands would need to be expanded or new facilities constructed. Therefore, neither of the Fully Underground LRT Alternative – Little Tokyo variations would result in significant physical impacts that might otherwise occur if there were a need for new or physically altered parks.

Neither alternative would increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated. Neither alternative would affect parklands and recreational resources or require construction or expansion of parklands and recreational resources that might otherwise have a physical impact on the environment.

In conclusion, no significant impact to parklands and recreational resources would occur from construction and operation of either Fully Underground LRT Alternative – Little Tokyo variations.

## 7.2 Public Services and Religious Facilities

NEPA does not have specific thresholds related to potential impacts on public services and religious facilities. Significance thresholds from the *L.A. CEQA Thresholds Guide* that address impacts to public facilities are identified in Section 3.

### 7.2.1 No Build Alternative

#### 7.2.1.1 NEPA Findings

The No Build Alternative would not result in significant adverse impacts on public services and religious facilities.

### **7.2.1.2 CEQA Determinations**

The No Build Alternative would maintain existing transit service through the year 2035. No new infrastructure would be built, aside from projects currently under construction or identified in Metro's *2009 Long Range Transportation Plan*. Therefore, the No Build Alternative would not affect public services and religious facilities in the project area. In addition, the No Build Alternative would not result in significant physical impacts.

Potential impacts could occur if new or physically altered governmental facilities were required to maintain acceptable service ratios, response times, or other performance objectives for police protection, fire protection, and other public services. The No Build Alternative would not physically affect an adopted emergency response plan or evacuation plan, nor would it expose people or structures to a significant risk of loss, injury, or death.

## **7.2.2 TSM Alternative**

### **7.2.2.1 NEPA Findings**

The TSM Alternative would be operated within existing public right-of-way (i.e., streets) and would not have significant adverse impacts on public services or religious facilities.

### **7.2.2.2 CEQA Determinations**

The TSM Alternative would include the provisions of the No Build Alternative and would add two shuttle bus routes to provide a transit link between 7<sup>th</sup> Street/Metro Center and Union Stations. The TSM Alternative would not result in significant physical impacts that might otherwise occur if new or physically altered governmental facilities were required to maintain acceptable service ratios, response times, or other performance objectives for police protection, fire protection, and other public services.

The TSM Alternative would not physically affect an adopted emergency response plan or evacuation plan, nor would it expose people or structures to a significant risk of loss, injury, or death. The TSM Alternative would also not significantly impact religious facilities in the project area.

## **7.2.3 At-Grade Emphasis LRT Alternative**

### **7.2.3.1 NEPA Findings**

Several public service or religious facilities could experience potential impacts during construction of the At-Grade Emphasis LRT Alternative. However, the impacts would be temporary and not significant.

### **7.2.3.2 CEQA Determinations**

As shown in Table 4-1, the At-Grade Emphasis LRT Alternative would not displace existing public services or religious facilities, including police and fire services or other public facilities,

nor would it hinder access to these facilities. This alternative would provide increased access to existing public service and religious facilities, but not to the extent that would require new or expanded services or facilities, or interfere with response times of police and fire service providers.

The At-Grade Emphasis LRT Alternative could potentially affect emergency vehicle routes in the vicinity of Temple and Alameda Streets, particularly trucks coming from LAFD Station #4. However, Metro would coordinate with LAFD to minimize or avoid impacts to emergency vehicle response times. This alternative would not expose people or structures to any significant risk of loss, injury, or death.

The At-Grade Emphasis LRT Alternative would not result in a need for new or expanded public services or hinder implementation of an emergency response plan. Therefore, the potential impact on public service facilities would be less than significant.

## **7.2.4 Underground Emphasis LRT Alternative**

### **7.2.4.1 NEPA Findings**

Although most of construction and operation of the Underground Emphasis LRT Alternative would be underground, several public service facilities could experience potential impacts during construction. These impacts, however, would be temporary and not significant.

### **7.2.4.2 CEQA Determinations**

As shown in Table 4-1, the Underground Emphasis LRT Alternative would not displace existing public services or religious facilities, including police or fire services or other public facilities, nor would it hinder access to these facilities. The Underground Emphasis LRT Alternative would provide increased access to existing public service and religious facilities, but would not generate a need for new or expanded services or facilities or interfere with response times of police and fire service providers.

The Underground Emphasis LRT Alternative would not affect adopted emergency response plans or emergency evacuation plans, nor would it expose people or structures to a significant risk of loss, injury, or death. This alternative may improve response times for emergency vehicles traveling on Alameda Street through the intersection with 1<sup>st</sup> Street because traffic would be grade separated.

The Underground Emphasis LRT Alternative would not require new or expanded public services or hinder implementation of an emergency response plan. Therefore, the potential impact on public service facilities would be less than significant.

### 7.2.4.3 Design Options

The two Underground Emphasis LRT Alternative station design options would not displace or hinder access to existing public services or religious facilities, including police or fire services or other public facilities. In addition, these options would not affect adopted emergency response plans or emergency evacuation plans, nor would they expose people or structures to a significant risk of loss, injury, or death.

The two Underground Emphasis LRT Alternative options would not require new or expanded public services or hinder implementation of an emergency response plan. Therefore, potential impacts on public service facilities would be less than significant.

## 7.2.5 Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2

### 7.2.5.1 NEPA Findings

Although most construction and operation of the Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 would be underground, several public service facilities could experience potential impacts during construction. However, the impacts would be temporary and not significant.

### 7.2.5.2 CEQA Determinations

As shown in Table 4-1, neither of the Fully Underground LRT alternatives would displace existing public services or religious facilities, including police or fire services or other public facilities, nor would they hinder access to these facilities. The two alternatives would provide increased access to existing public service and religious facilities, but not to the extent that would require new or expanded services or facilities or interfere with response times of police and fire service providers.

Neither Fully Underground LRT Alternative – Little Tokyo Variations 1 or 2 would affect adopted emergency response plans or emergency evacuation plans, nor would they expose people or structures to a significant risk of loss, injury, or death. No effects on emergency vehicle response times are anticipated.

Neither alternative would require new or expanded public services or hinder implementation of an emergency response plan. Therefore, potential impacts on public service facilities would be less than significant.

## 7.3 Educational Facilities

NEPA does not have specific thresholds related to potential impacts on education facilities with the exception of those that meet the requirements of Section 4(f) resources. Significance

thresholds from the *L.A. CEQA Thresholds Guide* that address impacts to educational facilities are identified in Section 3.

### **7.3.1 No Build Alternative**

#### **7.3.1.1 NEPA Findings**

The No Build Alternative would not result in significant impacts on educational facilities.

#### **7.3.1.2 CEQA Determinations**

The No Build Alternative would maintain existing transit service through the year 2035. No new infrastructure would be built aside from projects currently under construction or identified in Metro's *2009 Long Range Transportation Plan*. Therefore, the No Build Alternative would not affect educational facilities in the project area.

Other transportation projects under Metro's *2009 Long Range Transportation Plan* would undergo project-specific environmental review, as appropriate. The No Build Alternative would not result in significant physical impacts to the area. Potential impacts could occur if new or physically altered educational facilities were required.

### **7.3.2 TSM Alternative**

#### **7.3.2.1 Section 4(f) and NEPA Findings**

The TSM Alternative would be operated within existing public right-of-way (i.e., streets) and would not have a significant impact on educational facilities or Section 4(f) resources (i.e., schools used for public recreation).

#### **7.3.2.2 CEQA Determinations**

The TSM Alternative would include the provisions of the No Build Alternative and would add two shuttle bus routes to provide a transit link between 7<sup>th</sup> Street/Metro Center and Union Stations. The TSM Alternative would not result in significant physical impacts that might otherwise occur if new or physically altered educational facilities were required.

### **7.3.3 At-Grade Emphasis LRT Alternative**

#### **7.3.3.1 Section 4(f) and NEPA Findings**

A limited number of public facilities could experience potential impacts during construction. However, the impacts would be temporary and not significant.

#### **7.3.3.2 CEQA Determinations**

As shown in Table 4-1, the At-Grade Emphasis LRT Alternative would not displace existing educational facilities, nor would it hinder access to these facilities. This alternative would provide increased access to existing education facilities, but not to an extent that new or

expanded education facilities would be required. Potential impacts of the At-Grade Emphasis LRT Alternative on public service facilities would be less than significant because this alternative would not require new or expanded education facilities.

### **7.3.4 Underground Emphasis LRT Alternative**

#### **7.3.4.1 Section 4(f) and NEPA Findings**

Most of construction and operation of the Underground Emphasis LRT Alternative would be underground, so potential impacts during construction would be temporary and not significant.

#### **7.3.4.2 CEQA Determinations**

As shown in Table 4-1, the Underground Emphasis LRT Alternative would not displace existing educational facilities, nor would it hinder access to these facilities. This alternative would provide increased access to the existing educational facilities, but would not require new or expanded educational facilities. Potential impacts of the Underground Emphasis LRT Alternative on educational facilities would be less than significant because this alternative would not require new or expanded educational facilities.

#### **7.3.4.3 Design Options**

The two Underground Emphasis LRT Alternative station design options would not displace or hinder access to and from existing educational facilities. Potential impacts on educational facilities under these two options would be less than significant because they would not require new or expanded educational facilities.

### **7.3.5 Fully Underground LRT Alternative – Little Tokyo Variation 1 and Fully Underground LRT Alternative – Little Tokyo Variation 2**

#### **7.3.5.1 Section 4(f) and NEPA Findings**

Most of the construction and operation of Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 would be underground, and therefore no educational facilities would be affected.

#### **7.3.5.2 CEQA Determinations**

As shown in Table 4-1, neither Fully Underground LRT Alternative would displace or hinder access to existing educational facilities. Both alternatives would provide increased access to the existing educational facilities, but not to an extent that would require new or expanded educational facilities. Potential impacts on educational facilities under these two alternatives would be less than significant because they would not require new or expanded educational facilities.



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