

3.14 Parks and Community Facilities

3.14.1 Introduction

This section identifies the park and community facility resources in the study area and examines the potential impacts that the proposed Expo Phase 2 project would have on the parks and community facilities in the vicinity of the proposed alignment and stations. For the purposes of this section, community facilities are defined as places of worship, hospitals and convalescent homes, day care centers, schools, libraries, and police and fire stations.

Information in this section is taken from the *Parks and Community Facilities Technical Background Report*. Full bibliographic references can be found in Appendix B (Bibliography).

3.14.2 Existing Conditions

Local Setting

Figure 3.14-1 (Publicly Owned Parks and Recreation Resources) identifies the parks within the study area. Study area community facilities are shown in Figure 3.14-2 (Community Facilities Map) and Figure 3.14-2a (Community Facilities List). Community facilities include social services, places of worship, healthcare/hospitals and senior centers/convalescent homes, day care centers/preschool, schools and libraries. Figure 3.15-1 (Police/Fire Departments in Study Area) in Section 3.15 (Safety and Security) identifies the location of police and fire stations in the study area.

3.14.3 Regulatory Setting

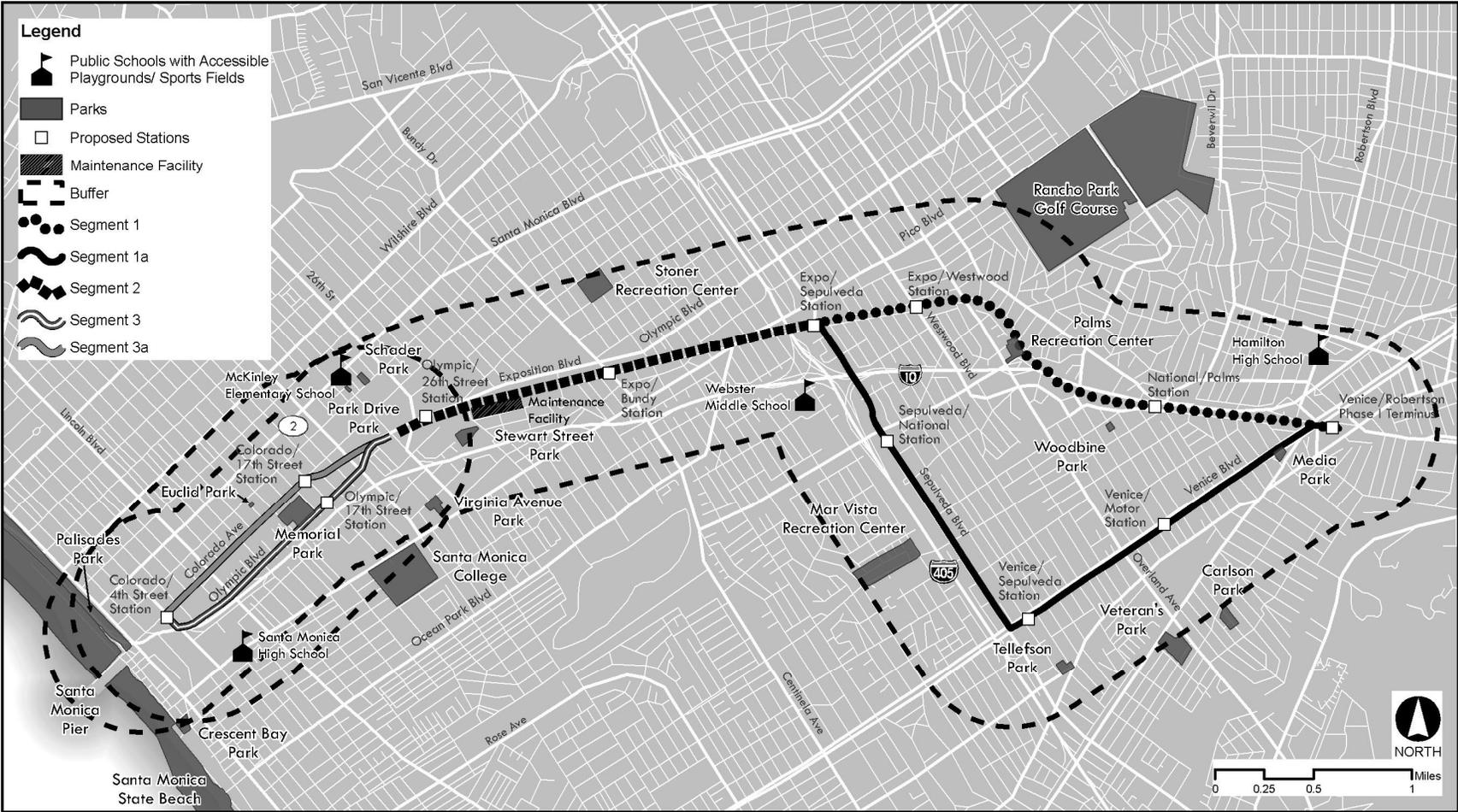
State

California Public Park Preservation Act of 1971

Public Resources Code Section 5400–5409, as codified in the *Public Park Preservation Act of 1971*, states that “No city, city and county, county, public district, or agency of the state, including any division department or agency of the state government, or public utility, shall acquire any real property, which property is in use as a public park at the time of such acquisition, for the purposes of utilizing such property for any non-park purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both.”

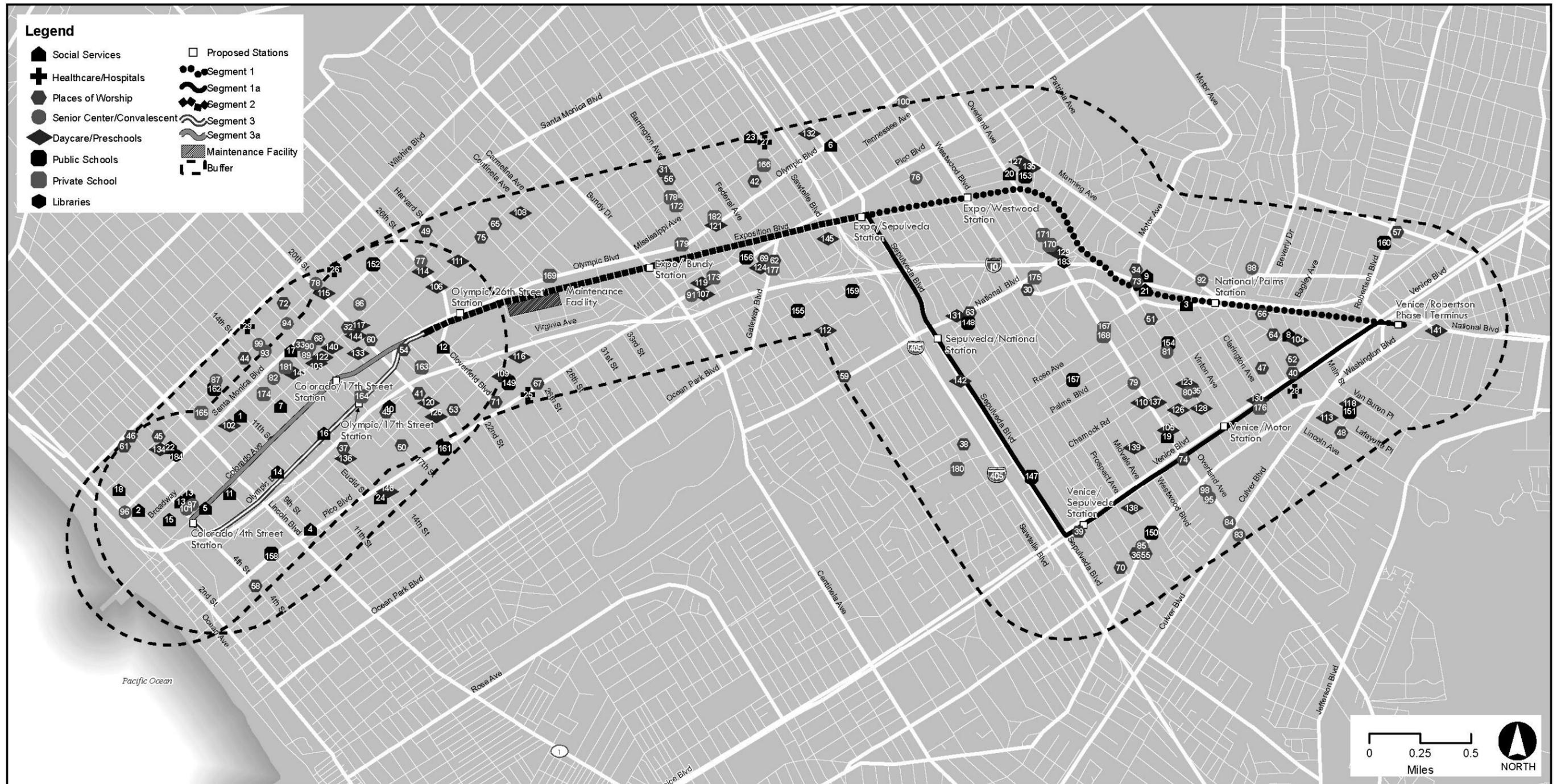
3.14.4 Analytic Methodology

Parks and community facilities in the study area were identified through reconnaissance surveys, as well as through online database searches and consultation with the cities of Culver City, Los Angeles, and Santa Monica. The study area for community resources is defined as a one-mile zone centered along each of the proposed LRT Alternatives, including station sites.



Source: PBS&J, ESRI

Figure 3.14-1 Publicly Owned Parks and Recreation Resources



Source: PBS&J, ESRI

Figure 3.14-2 Community Facilities Map

3.14. Parks and Community Facilities

- Social Services**
- 1, American Red Cross
 - 2, American Youth Hostels
 - 3, Boy Scouts of America
 - 4, Clare
 - 5, Colorado Court, 502 Colorado
 - 6, Edelman Westside Mental Health
 - 7, Family Services of Santa Monica
 - 8, Felicity House Women's Halfway Home
 - 9, Julia Ann Singer Center
 - 10, Meals on Wheels
 - 11, Ocean Park Community Center (OPCC)
 - 12, OPCC Cloverfield Service Center
 - 13, Salvation Army
 - 14, Salvation Army Rehab Center
 - 15, Santa Monica Low Income Housing
 - 16, Santa Monica Police Activities League (PAL)
 - 17, Sojourn Services for Battered (OPCC)
 - 18, Step up on 2nd
 - 19, Sunny Days Adult Day Care
 - 20, The Riddick Youth Center
 - 21, Vista Del Mar Child Family Services
 - 22, YMCA Santa Monica
 - 23, YMCA Los Angeles
 - 24, YWCA Housing Program
- Healthcare/Hospitals**
- 25, Venice Family Clinic Sims Man Health & Wellness Center
 - 26, Saint Johns Hospital & Health Center
 - 27, New Center for Psychoanalysis
 - 28, Brotman Medical Center
 - 29, UCLA Medical Center and Orthopedic Hospital
- Places of Worship**
- 30, Adat Shalom
 - 31, Barrington Avenue Baptist
 - 32, Calvary Baptist Church
 - 33, Chabad House Lubavitch
 - 34, Chabad of Cheviot Hills
 - 35, Christian Science Church
 - 36, Christian Testimony Assembly
 - 37, Church of Christ
 - 38, Church of Jesus Christ of Latter Day Saints
 - 39, Culver City Gospel Hall
 - 40, Culver Palms Church of Christ
 - 41, Delaware Avenue Seventh Day Adventist Church
 - 42, Faith Tabernacle Church
 - 43, First African Methodist Episcopal Church
 - 44, First Assembly of God
 - 45, First Christian Church of Santa Monica
 - 46, First Church of Christ Scientist
 - 47, First Lutheran Church
 - 48, First Southern Baptist Church
 - 49, Friends Meeting House
 - 50, Greater Morning Star Baptist
 - 51, Imam Cultural Center
 - 52, ISKCON Rukmini Dwarakadish Temple
 - 53, Jehovah's Witnesses
 - 54, Kehillat Ma'arav
 - 55, King Fahd Mosque
 - 56, New Heart Christian Fellowship
 - 57, Palms Westminster Presbyterian Church
 - 58, Phillips Chapel Christian Methodist Episcopal Church
 - 59, Saint Andrews Lutheran
 - 60, Saint Anne Catholic Church
 - 61, Saint Augustine by the Sea
 - 62, Saint Joan of Arc
 - 63, Saint John's Presbyterian
 - 64, Saint Mary Church -Palms
 - 65, Santa Monica Bahai' Center
 - 66, Seven Day Adventist Church
 - 67, SGI- USA Buddhist Temple
 - 68, Sha' Arei Am The Santa Monica Synagogue
 - 69, Sisters of St Joseph
 - 70, The Quest a Foursquare Church
 - 71, Unity by the Sea # 111
 - 72, Unitarian Universalist Community Church of Santa Monica
 - 73, Vista Del Mar Temple
 - 74, West Los Angeles Christian Center
 - 75, Westside Christian Fellowship
- Senior Center/Convalescent**
- 76, Ayres Residential Care
 - 77, Berkley Gardens
 - 78, Berkley East Convalescent Hospital
 - 79, Cheviot Hills Colden Manor
 - 80, Comfort Keepers
 - 81, Country Villa, Cheviot Garden
 - 82, Crescent Bay Convalescent Hospital
 - 83, Culver City Multipurpose Senior Center
 - 84, Culver City Senior Center
 - 85, Culver Village
 - 86, Geneva Plaza
 - 87, Good Shephard Convalescent
 - 88, Hallmark Cheviot Hills
 - 89, Holiday Villa
 - 90, Holiday Villa East
 - 91, Inglewood Adult Center
 - 92, Nazareth House
 - 93, Oceanview Convalescent Hospital
 - 94, Pacific Convalescent Center
 - 95, Palm Court
 - 96, Santa Monica Senior Center
 - 97, Silvercrest Senior Citizens
 - 98, Studio Royale
 - 99, Sunrise Assisted Living Center
 - 100, Westwood Playa Retirement
 - 101, Wise Senior Center
- Daycare/Preschools**
- 102, 10th Street Preschool
 - 103, Bright Start Learning Center
 - 104, Butterfly Garden Preschool
 - 105, California Wz Kids
 - 106, Cornerstone CDC (Bright Horizons)
 - 107, Creative Space
 - 108, Dreamland Preschool
 - 109, Edison Preschool
 - 110, Estrella E. Lee Center Head Start
 - 111, Evergreen Community School
 - 112, Greenhouse Daycare
 - 113, Happyland Preschool
 - 114, Hill An' Dale Discovery Pre-K Center
 - 115, Kennedy Child Study Center
 - 116, Les Enfants
 - 117, Lighthouse Church Preschool
 - 118, Linwood Howe Child Development Center
 - 119, Little Village School
 - 120, Los Amigos Head Start
 - 121, Mann Family Early Childhood Center
 - 122, Masonic Head Start
 - 123, Mel-o-dee Montessori Center
 - 124, Nelson Family Preschool-St. Joan of Arc S
 - 125, New Path Montessori
 - 126, New World Montessori
 - 127, Overland Star Camp
 - 128, Palms Area Center Delta Head Start
 - 129, Palms Recreation Center
 - 130, Saint Augustine School Pre-K
 - 131, Saint John's Presbyterian School
 - 132, Samuel Goldwyn Center
 - 133, Santa Monica Montessori
 - 134, Santa Monica YMCA Child Development Center
 - 135, Star-Overland
 - 136, Step by Step Edu-Play Programs Inc.
 - 137, Success! Educational Center
 - 138, Sunshine Daydreams Child Development Cent
 - 139, Sunshine Learning Center & Preschool
 - 140, The First School-Broadway
 - 141, Turning Point
 - 142, University Parents Co-Op
 - 143, Waldorf Early Childhood Center
 - 144, Welford R. Carter Christian Education Center
 - 145, Wonder Years Preschool
 - 146, YWCA of Santa Monica After School Program
- Public Schools**
- 147, Charnock Road Elementary School
 - 148, Clover Avenue Elementary School
 - 149, Edison Elementary School
 - 150, La Ballona Elementary School
 - 151, Linwood E. Howe Elementary School
 - 152, McKinley Elementary School
 - 153, Overland Avenue Elementary
 - 154, Palms Elementary School
 - 155, Richland Ave Elementary School
 - 156, New West Charter School
 - 157, Palms Middle School
 - 158, Santa Monica High School
 - 159, Webster Middle School
 - 160, Hamilton High School
 - 161, Santa Monica College
 - 162, Santa Monica College Madison Ave Campus
- Private Schools**
- 163, Crossroads Middle and High School
 - 164, Crossroads Elementary School
 - 165, Gan Israel Pre-School
 - 166, Japanese Institute of Sawtelle
 - 167, Le Lycée Français de Los Angeles Elementary School
 - 168, Le Lycée Français de Los Angeles High School
 - 169, New Roads High School
 - 170, Notre Dame Academy Elementary School
 - 171, Notre Dame Academy High School
 - 172, Park Century School
 - 173, Poseidon School
 - 174, PS No 1-Elementary School
 - 175, Redeemer Baptist School
 - 176, Saint Augustine Elementary School
 - 177, Saint Joan of Arc Elementary School
 - 178, The Westview School
 - 179, The Wildwood School
 - 180, Windward School
 - 181, Westside Waldorf School
 - 182, Wilshire Boulevard Temple School
- Libraries**
- 183, Palms-Rancho Park Branch Los Angeles Public Library
 - 184, Santa Monica Public Library

Figure 3.14-2a Community Facilities List

The analysis in this section focuses on only those parks and community facilities that are potentially affected by the proposed project. All other parks and community facilities are addressed in the *Parks and Community Facilities Technical Background Report*. The following analysis considers access and potential access restrictions associated with operation of the proposed project. In addition to access, noise and air quality effects are examined in relation to community facilities. A complete analysis of the project's air quality and noise impacts can be found in Section 3.4 (Air Quality) and in Section 3.12 (Noise and Vibration) of this DEIR. Impacts resulting from construction are addressed in Chapter 4 (Construction Impacts).

3.14.5 Assessment of Effects and Impacts

Criterion Would the project acquire or displace a community facility?

No-Build Alternative

There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Within and immediately adjacent to the Expo Phase 2 ROW, the No-Build Alternative would require no acquisition or displacement of a community facility. Therefore, there would be **no impact** to community facilities.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. These improvements would not require the acquisition or displacement of a community facility. **No impact** would occur.

LRT Alternatives

No community facilities would be acquired or displaced as the result of any of the LRT Alternatives. However, portions of parking lots amounting to 10 to 12 parking spaces for the Culver Palms Church of Christ (i.e., 15 feet of the church parking lot along Venice Boulevard, or about 2 to 4 parking spaces) and the West Los Angeles Christian Center (i.e., about 85 square feet of the parking lot, or about 8 parking spaces) would be acquired as part of LRT Alternative 3 (Venice/Sepulveda–Olympic) and LRT Alternative 4 (Venice/Sepulveda–Colorado). The parking space losses would occur on private property; therefore, adherence to existing laws and regulations regarding relocation assistance and compensation for property acquisitions will be required and will ensure that this impact remains **less than significant**. As identified in Table 3.2-2 (Existing Parking Availability within Potentially Affected Segments) in Section 3.2 (Transportation/Traffic), on-street parking on Venice Boulevard is about 51 percent utilized in this area, indicating that parking is available. The loss of these parking spaces would be mitigated as provided in mitigation measure MM TR-6(a) through MM TR-6(e) in Section 3.2 (Transportation/Traffic) and in mitigation measure MM PAR-1 identified below. Refer to Section 3.16 (Socioeconomics) for acquisition impacts and application of the *California Relocation Assistance Act*. Impacts would be **less than significant**.

FEIR Design Options

Development of the Sepulveda Grade Separation, Colorado Parking Retention, Colorado/4th Parallel Platform and South Side Parking, Maintenance Facility Buffer, or Expo/Westwood Station No Parking design options would involve the redesign of certain elements within the proposed alignment. As the proposed design improvements would involve only minor alterations to the project configuration and would not necessitate the acquisition or displacement of a community facility, impacts would remain **less than significant**.

Criterion Would the proposed project disrupt community facilities and services through a reduction in access to community facilities or cause a substantial alteration of service areas?

This analysis addresses permanent (operational activities) restrictions in access and parking (both on-street and off-street), as well as changes in access to the service area of emergency providers, including police and fire. Temporary construction impacts are addressed in Chapter 4 (Construction Impacts).

No-Build Alternative

There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Disruption of access to community facilities would occur during construction of the I-405 Widening project, but a Traffic Management Plan and staged construction would be implemented to mitigate the impact. Therefore, a **less-than-significant** impact would occur.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. The minor improvements defined for the TSM Alternative would not add to the impacts identified under the No-Build Alternative. Therefore, a **less-than-significant** impact would occur.

LRT Alternatives

The following discussion applies to all LRT Alternatives. The differences among the LRT Alternatives are then addressed separately below.

Parks

Memorial Park, located in Segment 3 (Olympic) is accessed primarily from the facility parking lot on 14th Street. On-street parking is also available along Olympic Boulevard and 16th Street. Operation of the LRT Alternatives along Olympic Boulevard would result in the loss of about ~~2118~~ on-street parking spaces on Olympic Boulevard in front of the park. As identified in Table 3.2-37 (Segment 3—Parking Utilization and Replacement Parking Options) in Section 3.2 (Transportation/Traffic), on-street parking on Olympic Boulevard is about ~~48~~45-percent utilized in the area, indicating that parking is available. ~~This is a potentially significant impact. However,~~

‡The project proposes to provide replacement parking in the general vicinity of Memorial Park based on the number of removed spaces that are utilized. Mitigation measure MM PAR-1 would reduce access impacts to community facilities resulting from loss of on-street parking, as follows:

MM PAR-1 For those community facilities that utilize on-street parking, the Expo Authority shall provide reasonably proximate parking to replace permanently lost parking spaces based on the number of removed spaces that are utilized. Prior to construction of the proposed project, the Expo Authority ~~shall~~ has completed a parking demand study for affected community facilities to determine the appropriate amount of parking replacement that would be required. The location of the replacement parking would be in accordance with the requirements listed in MM TR-5-6 through MM TR-9(b) in Section 3.2 (Transportation/Traffic).

In addition, mitigation measure MM TR-5-6 through MM TR-9(b) in Section 3.2 (Transportation/Traffic) would require the Expo Authority to accommodate for the loss of on-street parking with the development of parking lots along the LRT Alternatives. Implementation of mitigation measure MM PAR-1 in conjunction with MM TR-5-6 through MM TR-9(b) in Section 3.2 (Transportation/Traffic) would reduce this impact to **less than significant**.

Permanent loss of on-street parking near Memorial Park would also occur under LRT Alternative 2 (Expo ROW–Colorado) and LRT Alternative 4 (Venice/Sepulveda–Colorado). Some parking spaces would be lost along the south side of Colorado Avenue from 14th Street to the terminus. As identified in Table 3.2-38 (Segment 3a—Parking Utilization and Replacement Parking Options) in Section 3.2 (Transportation/Traffic), on-street parking on Colorado Avenue is about 62.5-percent utilized, indicating that parking is constrained. However, the park is primarily accessed from a parking lot on 14th Street that provides off-street parking for the site. Access to Memorial Park under LRT Alternative 2 and LRT Alternative 4 would not be affected, as the on-street parking loss is distant from the park, and the park has its own parking lot. In addition, the loss of this parking could be offset by the expected increase in accessibility via transit. No alteration of park service areas would result from implementation of the LRT Alternatives as Memorial Park does not rely exclusively on on-street parking along Colorado Avenue. This is a **less-than-significant** impact.

FEIR Design Options

The Colorado Parking Retention Design Option would reduce the width of the LRT track spacing and sidewalks along Colorado Avenue to lessen on-street parking impacts. The other design options would not alter the park impacts associated with the LRT Alternatives. As such, no alteration of park service areas would result from implementation of the design options, and impacts would remain **less than significant**.

Community Facilities

While there are many community facilities within the study area, only some are located along adjacent roadways and could be affected by the LRT Alternatives. Table 3.14-1 (Access, Parking, and Service Area Impacts on Community Facilities by Segment) identifies whether access, off- or on-street parking, or the service area would be affected by each LRT Alternative segment. No impacts have been identified with regard to the service area of the community

facilities. Permanent access changes were identified with displacement of parking near the community facility, or changes to the roadway configuration adjacent to the community facility.

Table 3.14-1 Access, Parking, and Service Area Impacts on Community Facilities by Segment

Community Facility	Segment	Access Disrupted? ^a	Off-Street Parking Loss? ^a	On-Street Parking Loss? ^a	Service Area Altered?
Overland Elementary School (Overland Avenue/Selby Avenue)	1	No	Permanent	Permanent	No
Culver Palms Church of Christ (Venice Boulevard/Delmas Terrace)	1a	No	Permanent	Permanent	No
West Los Angeles Christian Center (Venice Boulevard/Mentone Avenue)	1a	No	Permanent	No	No
Culver City Gospel Hall (Venice Boulevard/Sepulveda Boulevard)	1a	No	No	Permanent	No
Charnock Road Elementary School (Sepulveda Boulevard/Charnock Street)	1a	Permanent	No	Permanent	No
University Parents Co-op (South Sepulveda Boulevard/Queensland Street)	1a	Permanent	No	Permanent	No
Colorado Court Project (Colorado/5 th Street)	3a	No	No	Permanent	No

SOURCE: PBSJ, 2008.

a. Permanent refers to impacts after operation.

The sections below present the potential access and parking impacts by LRT Alternative as well as mitigation measures to address the impacts. They are summarized in Table 3.14-2 (Number of Access, Parking, and Service Area Impacts on Community Facilities by LRT Alternative). No impacts were identified with regard to the service area of the community facilities.

Table 3.14-2 Number of Access, Parking, and Service Area Impacts on Community Facilities by LRT Alternative

LRT Alternative	Number of Facilities with:			
	Access Disrupted	Off-Street Parking Loss	On-Street Parking Loss	Service Area Altered
LRT 1: Expo ROW–Olympic	0	1	1	0
LRT 2: Expo ROW–Colorado	0	1	2	0
LRT 3: Venice/Sepulveda–Olympic	2	2	4	0
LRT 4: Venice/Sepulveda–Colorado	2	2	5	0

LRT Alternative 1: Expo ROW–Olympic

Parking would be affected at one community facility, Overland Elementary School, within the LRT Alternative 1 (Expo ROW–Olympic). Overland Elementary School is located north of the Exposition ROW along Overland Avenue between Ashby Avenue to the north and Northvale Road to the south. The school is accessed primarily from Overland Avenue and Ashby Avenue with drop-off/pick-up zones located along Ashby Avenue Putney Road. Access is also provided along Northvale Road and Putney Road to the east. ~~On-street parking is located on all four streets surrounding the school.~~ Under LRT Alternative 1, permanent loss of 34 leased off-street parking spaces and the removal of on-street parking from 7:00 a.m. to 7:00 p.m. along portions of Overland Avenue would be required, resulting in a loss of 48 on-street parking spaces during these hours. ~~would occur along Overland Avenue between Coventry Place and Cushman Avenue. This is a potentially significant impact.~~ Leased parking is within a portion of the Exposition ROW and is eligible for termination with 30 days notice. As identified in Table 3.2-31 (Overland Avenue—Parking Utilization and Replacement Parking Options), on-street parking spaces on Overland Avenue are about 29-percent utilized, indicating that parking is available. With implementation of mitigation measure MM TR-5 in Section 3.2 (Transportation/Traffic) and mitigation measure MM PAR-1, However, parking on some of the side streets is metered and limited to two hours and/or has an existing neighborhood permit program. Therefore, a permit may be required for replacement parking on the adjacent side streets. LRT Alternatives using this portion of Segment 1 (Expo ROW) are not expected to have an impact to on-street parking based upon the utilization and adjacent available parking surveys. Thus, this impact would be reduced to *less than significant*.

LRT Alternative 2: Expo ROW–Colorado

Parking would be affected at Overland Elementary School, as described above. Parking for the Colorado Court Project would also be affected by LRT Alternative 2 along the south side of Colorado Avenue. The Colorado Court Project is a 44-unit affordable-housing project with community rooms open to the public. On-street parking is available on Colorado Avenue. This facility relies on on-street parking; this is a potentially significant impact.

Implementation of this LRT Alternative would result in the permanent loss of 16 on-street parking spaces along the south side of Colorado Avenue between 7th and 5th-4th Streets. MM TR-9(b) will provide replacement parking in this area based on the number of removed spaces that are utilized. MM PAR-1 would require that replacement parking be provided to reduce impacts associated with the permanent loss of parking along Colorado Avenue. This impact would be *less than significant* with mitigation measures MM TR-9(b) and MM PAR-1.

LRT Alternative 3: Venice/Sepulveda–Olympic

LRT Alternative 3 would affect five community facilities discussed below.

The Culver Palms Church of Christ is located on the northwest corner of Venice Boulevard and Delmas Terrace. The church is accessed primarily from Venice Boulevard and Delmas Terrace. Nonrestricted on-street parking is available along adjacent streets, and off-street parking (about 40 spaces) is also located on site. The parking impacts would include the loss of about 2-4 off-street parking spaces on about 15 feet of the church parking lot along Venice Boulevard. On-street parking along Delmas Terrace and long-term access to the property along Venice Boulevard and Delmas Terrace would remain. However, implementation of the LRT Alternative would result in the loss of 35 on-street parking spaces along Venice Boulevard between

Watseka Avenue and Jasmine Avenue, and therefore, this impact is potentially significant. As identified in Table 3.2-34 (Segment 1a: Venice Boulevard Area—Parking Utilization and Replacement Parking Options), on-street parking spaces on Venice Boulevard are about 54-61 percent utilized within this area, as 26 of the 63 on-street parking spaces were occupied, indicating that parking mitigation would be required. With implementation of MM TR-6(d), ~~†~~ this impact would be reduced to **less than significant** because lost on-street parking would be replaced and the off-street parking loss would be small ~~(off-street acquisitions and~~ are also addressed through compensation through the *California Relocation Assistance Act*.

The West Los Angeles Christian Center is on the southwest corner of Venice Boulevard and Mentone Avenue. About 85 square feet of the parking lot, or about five of the lot's 29 parking spaces would be lost with implementation of LRT Alternatives 3 and 4. This is a potentially significant impact. Mitigation for this off-street parking impact is provided through the *California Relocation Assistance Act* and ~~Implementation of MM PAR-1~~ would reduce this impact to **less than significant**.

The Culver City Gospel Hall is located on the southwest corner of Venice Boulevard and Bentley Avenue. The church is accessed primarily from Venice Boulevard and an alleyway off Bentley Avenue. The facility does not have off-street parking. On-street parking is located on both Venice Boulevard and Bentley Avenue. As identified in Table 3.2-34 (Segment 1a: Venice Boulevard Area—Parking Utilization and Replacement Parking Options), on-street parking on Venice Boulevard is 65-percent utilized, requiring mitigation. As 64 of the 99 on-street parking spaces were occupied, this is a potentially significant impact. No permanent loss of access would occur. With implementation of mitigation measures MM TR-6(a) through MM TR-6(e) in Section 3.2 (Transportation/Traffic) and mitigation measure MM PAR-1, this impact would be **less than significant**.

The Charnock Road Elementary School is located on the northeast corner of Sepulveda Boulevard and Charnock Road (North). The school is accessed primarily from Sepulveda Boulevard and Charnock Road (North). Non-restricted on-street parking is provided along adjacent streets and off-street parking is located on site. Drop-off/pick-up zones are located along Charnock Road. Under LRT Alternative 3, Charnock Road, east of Sepulveda Boulevard, which provides access to the school, would have right-in and right-out only onto Sepulveda Boulevard. This would reduce access to the school and require staff and parents to use either Palms Boulevard to the north or Venice Boulevard to the south. Further, all on-street parking spaces along Sepulveda Boulevard would be eliminated while MM TR-7(a) and MM TR-7(b) would provide replacement parking near Charnock Road (South). All existing off-street parking would remain. ~~This is considered a potentially significant impact.~~ With implementation of MM TR-7(a) and MM TR-7(b), the impact would be **less than significant**.

The University Parents Co-op is a day care facility located on the northwest corner of Sepulveda Boulevard and Sepulveda Court. The facility is accessed primarily from Sepulveda Boulevard and Sepulveda Court; there is also access via the University facility at Queensland Street on the south side of the co-op. Street parking is available along Sepulveda Boulevard and off-street parking is located on site. Drop-off/pick-up zones are located off Sepulveda in the existing parking lot. The proposed median and aerial support structures along Sepulveda Boulevard would restrict access to the facility from Sepulveda Boulevard; however, vehicles would continue to access the facility via the University facility at Queensland. While all on-street parking spaces along Sepulveda Boulevard would be permanently eliminated, all existing off-street parking would remain. On-street parking loss would be mitigated with implementation of

mitigation measure MM TR-7(c) through MM TR-7(d) in Section 3.2 (Transportation/Traffic). These impacts are **less than significant**.

LRT Alternative 4: Venice/Sepulveda–Colorado

The likely impacts of LRT Alternative 4 on Culver Palms Church of Christ, West Los Angeles Christian Center, Culver City Gospel Hall, Charnock Road Elementary School, and University Parents Co-op would be the same as described for LRT Alternative 3. MM PAR-1 would address permanent loss of on-street parking on Venice and Sepulveda Boulevards.

The likely impacts of LRT Alternative 4 on Colorado Court Project with implementation of mitigation measure MM TR-9(b) in Section 3.2 (Transportation/Traffic) would be the same as described for LRT Alternative 2. MM PAR-1 would address permanent loss of on-street parking along Colorado Avenue. These impacts are **less than significant**.

FEIR Design Options

The Colorado Parking Retention Design Option would reduce the width of the LRT track spacing and sidewalks along Colorado Avenue to lessen on-street parking impacts. The other design options would not alter the community facility impacts associated with the LRT Alternatives. As such, impacts to community facilities would remain **less than significant**.

Criterion Would the project result in a significant impact to parks if it required the expansion or construction of a new park or park facilities, the construction of which would cause significant environmental impacts?

No-Build Alternative

There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. The No-Build Alternative is not anticipated to result in additional visitors to existing parks throughout the study area or the need for expansion or construction of new parks or park facilities. Therefore, **no impact** would occur.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. New or increased bus service within the project area could result in some additional visitors to existing parks; however, the incremental increase in new park visitors would not be expected to result in the expansion or construction of new parks or park facilities. **No impact** would occur.

LRT Alternatives

While a number of parks are located within the 0.5-mile study area (defined earlier to encompass 1 mile total width) of the LRT Alternatives, with the exception of region-serving facilities, it is presumed that local parks would not attract new visitors as a result of operation of the LRT Alternatives. However, parks and community facilities that are considered to serve the

region could experience increased use as a result of the increased accessibility provided by the LRT Alternatives.

LRT Alternative 1: Expo ROW–Olympic

Within Segment 1 (Expo ROW), Rancho Park Golf Course could potentially attract new visitors. Rancho Park Golf Course is about a 1-mile walk from the proposed Expo/Westwood Station. However, it is unlikely that an increase in use of the Golf Course would occur as a result of LRT operation because individuals would need to travel with their golf equipment using the transit system, then walk at least one mile to the golf course (and back). Therefore, it is unlikely that increased use would occur at Rancho Park Golf Course requiring expansion or construction of new facilities as a result of the LRT Alternatives. No expanded or new park facilities would be required as a result of increased use from transit riders.

No region-serving parks are located within Segment 2 (Sepulveda to Cloverfield).

Within Segment 3, Memorial Park, located north of the proposed Olympic/17th Street Station between 14th Street and 16th Street, and Santa Monica State Beach, located west of the Colorado/4th Street Station at the Pacific Ocean could attract new visitors. Due to the location of Memorial Park relative to the proposed LRT Alternatives and station, an increase in recreational users at the site could occur. However, the anticipated ridership profile of the individuals that would use the Olympic/17th Street Station would likely be college students and nearby residents who likely already visit the park. Therefore, although an increase in park users could occur as a result of operation along Segment 3, it is not anticipated that Memorial Park would experience an increase in use such that new or expanded park facilities would be required.

Santa Monica State Beach (and the Santa Monica Pier), which is located just west of the terminus station, could see an increase in users with operation of the LRT Alternatives. However, even if the LRT Alternatives resulted in an increased use of the pier, the boardwalk, and/or the beach, no additional access areas or expansion of park would be required and the increase of beach visitors would be consistent with the intended use of these resources as these resources are regional and national attractions. Therefore, the LRT Alternatives would not require new or expanded beach-related resources, and a ***less-than-significant*** impact would occur.

LRT Alternative 2: Expo ROW–Colorado

Impacts on Rancho Park Golf Course would be as described above for LRT Alternative 1.

No region-serving parks are located within Segment 2.

Impacts on Memorial Park and Santa Monica State Beach would be as described above for LRT Alternative 1 due to the proximity of Colorado Avenue to Olympic Boulevard, and a ***less-than-significant*** impact would occur.

LRT Alternative 3: Venice/Sepulveda–Olympic

No region-serving parks are located within Segment 1a or Segment 2. Impacts on Memorial Park and Santa Monica State Beach would be as described above for LRT Alternative 1, and a ***less-than-significant*** impact would occur.

LRT Alternative 4: Venice/Sepulveda–Colorado

No region-serving parks are located within Segment 1a or Segment 2. Impacts on Memorial Park and Santa Monica State Beach would be as described above for LRT Alternative 1 due to the proximity of Colorado Avenue to Olympic Boulevard.

While it is likely that increased access to some large regional parks would increase access via transit, implementation of the LRT Alternatives would not require the expansion or construction of a new park or park facilities. As such, a ***less-than-significant*** impact would occur.

FEIR Design Options

Development of the Sepulveda Grade Separation, Colorado Parking Retention, Colorado/4th Parallel Platform and South Side Parking, Maintenance Facility Buffer, or Expo/Westwood Station No Parking design options would involve the redesign of certain elements within the proposed alignment. However, as the proposed design improvements would involve only minor alterations to the project configuration and would not change the use or capacity of the LRT Alternatives, no change in the level of impacts to parks is anticipated as a result of implementation of the proposed design options. Impacts would remain ***less than significant***.