

Appendix D
Community Impact Assessment

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Mid-City/Exposition Light Rail Transit Project

Community Impact Assessment Memorandum for the Improvements at Farmdale Avenue and Exposition Boulevard



Prepared by:

ICF Jones & Stokes

811 W. 7th Street, Suite 800
Los Angeles, California 90017

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Acronyms and Abbreviations

2000 U.S. Census	2000 U.S. Census of Population and Housing
BMPs	best management practices
BRT	bus rapid transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIA	community impact assessment
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
Draft EIS/EIR	Mid-City/Westside Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report
Expo Authority	Exposition Construction Authority
Expo LRT	Mid-City/Exposition Light Rail Transit
FEIS/EIR	final environmental impact statement/environmental impact report
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
LADOT	Los Angeles Department of Transportation
LAUSD	Los Angeles Unified School District
LOS	level of service
LRT	light rail transit
Metro	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
NRHP	National Register of Historic Places
PM2.5	particulate matter less than 2.5 micrometers in diameter
PM10	particulate matter 10 micrometers or less in diameter
ROD	Record of Decision
ROW	right-of-way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments

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Mid-City/Exposition Light Rail Transit Project

Community Impact Assessment Memorandum for the Improvements at Farmdale Avenue and Exposition Boulevard

1.0 Summary

ICF Jones & Stokes prepared the Mid-City/Exposition Light Rail Transit (Expo LRT) Project Community Impact Assessment (CIA) for consideration by the California Public Utilities Commission (CPUC) and the Federal Transit Administration (FTA). Its purpose is to evaluate the proposed passenger station at the Farmdale Avenue crossing on the Expo LRT project (the proposed action) in comparison to the analysis in the previously certified final environmental impact statement/environmental impact report (FEIS/EIR) for the Expo LRT project and assist in determining whether further environmental documentation is necessary.

The Farmdale Avenue crossing is the final rail crossing to be considered by the CPUC for the Expo LRT line, and is the subject of an amended application filed with the CPUC on July 29, 2009. All other crossings requiring CPUC approval have been approved, and much of the Expo LRT line is currently under construction.

This study examines the Exposition Construction Authority's (Expo's) original plan for an at-grade crossing, as modified in the course of this proceeding, with a new station added with "near-side" platforms east and west of Farmdale Avenue at which all LRT vehicles would come to a full stop on approach to the Farmdale Avenue crossing. In addition, a property at 4523 West Exposition Boulevard would be acquired, and all existing structures would be demolished, for the construction of a Los Angeles Unified School District (LAUSD) staff parking lot.

This analysis was performed in compliance with the requirements of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Lower Income Populations (February 11, 1994). This requires environmental documentation to address "disproportionately high and adverse human health or environmental effects" of federally funded projects "on minority

populations and lower income populations” and ensure that the project does not “have the effect of subjecting persons to discrimination because of their race, color, or national origin.” The methodology used in this CIA was applied in accordance with the guidelines specified by FTA, the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Los Angeles County Metropolitan Transportation Authority (Metro).

The FEIS/EIR for the Expo LRT project was prepared to evaluate Phase I of the Expo LRT project, including an at-grade crossing at Farmdale Avenue and Exposition Boulevard. This CIA memorandum is intended to serve as a supporting technical study to the environmental documentation for the proposed action. It includes detailed analysis of the proposed action (construction of an LRT station). This analysis is intended to assist in determining whether the action would create significant new impacts that would require further environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

1.1 Background

The FEIS/EIR evaluated the Expo LRT project (downtown Los Angeles to Culver City), including an at-grade crossing proposed at Farmdale Avenue and Exposition Boulevard. That FEIS/EIR was certified by the Los Angeles County Metropolitan Transportation Authority (Metro) in 2005. That FEIS/EIR was used as CEQA documentation by the CPUC in its December 2007 decision approving all of the at-grade crossings for the Expo LRT project except the proposed at-grade crossings at Farmdale Avenue near Dorsey High School and at Harvard Boulevard near the Foshay Learning Center. The FEIS/EIR was also used as the CEQA documentation by the CPUC in its February 25, 2009, decision approving the construction of the Expo LRT line over the existing pedestrian tunnel crossing at Harvard Boulevard.

Members of the public have safety concerns regarding the proposed Farmdale Avenue at-grade LRT crossing. Of particular concern to LAUSD and local residents is the proximity of Dorsey High School, with a population of more than 2,000 students, to the at-grade crossing. Other issues include potential visual impacts, reduced traffic access, and noise.

This analysis is being prepared for submission to the FTA, in response to the February 25, 2009 CPUC decision with respect to the proposed at-grade crossing at Farmdale Avenue and in response to subsequent discussions between Expo and LAUSD. In its February 25 decision, the CPUC denied the Exposition Construction Authority’s (Expo’s) application for a proposed at-grade crossing at Farmdale Avenue. After considering various options for the Farmdale Avenue crossing, the CPUC found that a pedestrian overcrossing with Farmdale Avenue closed to traffic is a practicable alternative to the at-grade crossing as then proposed. The CPUC accordingly left the proceeding open to allow Expo to file an amended application or new application. The CPUC decision also stated that the CPUC is a responsible agency under CEQA, and that the CPUC as a responsible agency may act in a lead role for conducting any necessary future

environmental review with respect to the Farmdale Avenue crossing, if such review involves either a Supplemental EIR or an Addendum to the existing FEIS/EIR. The decision stated that the CPUC would not act as a responsible agency if a subsequent EIR was required.

Subsequent to the CPUC decision, Expo filed an amended application with the CPUC, suggesting several possible options for the crossing at Farmdale Avenue, including a pedestrian overcrossing with Farmdale Avenue closed, an at-grade crossing subject to a stop-and-proceed requirement for all trains, construction of an LRT station in conjunction with an at-grade crossing at the intersection of Farmdale Avenue and Exposition Boulevard, and an at-grade crossing subject to an interim stop-and-proceed requirement with later construction of an LRT station. The CPUC held a prehearing conference on the amended application on September 30, 2009, and at the direction of the Administrative Law Judge, the parties initiated a discussion of issues in hopes of achieving a safe solution that would be acceptable to the parties and more expeditiously resolve the proceeding. These discussions indicated that the construction of a near-side LRT station in conjunction with an at-grade crossing at the intersection of Farmdale Avenue and Exposition Boulevard would provide a safe solution that might also facilitate a more expeditious resolution of this proceeding.

Consistent with the CPUC's decision, this analysis is submitted to the FTA for consideration in evaluating the proposed action set forth above.

1.2 Purpose of This Analysis

The purpose of this CIA is to compare the effects of the proposed action with the environmental impact analysis set forth in the previously certified FEIS/EIR for the Expo LRT project. As noted in the analysis, the previously certified FEIS/EIR assumed that the Farmdale Avenue crossing would occur at-grade. However, the CPUC, in its February 25, 2009, decision, rejected Expo's application for an at-grade crossing and left the proceeding open to allow Expo to file an amended application. The CPUC found that a pedestrian bridge at Farmdale Avenue, with Farmdale Avenue closed to through traffic, is a practicable alternative to the proposed at-grade crossing. However, that option has been removed from further discussion because of community and stakeholders' concerns regarding the size and mass of the pedestrian overhead structure and the required closure of Farmdale Avenue to traffic crossing the Exposition Boulevard intersection.

This study includes detailed analysis of the construction of an LRT passenger station at the intersection of Exposition Boulevard and Farmdale Avenue and the acquisition and demolition of the property at the northeast corner of the intersection to construct a 26-space parking lot for school staff.

The CIA is intended to serve as a supporting technical document to the environmental documentation prepared for the proposed action. The CIA has been prepared in accordance with FHWA's *Community Impacts Assessment: A Quick Reference for Transportation* (Publication No. FHWA-PD-96-036)

(U.S. Department of Transportation 1996); Caltrans' *Standard Environmental Reference*, Chapter 24, "Community Impacts" (California Department of Transportation 2004); and Caltrans' *Environmental Handbook*, Volume 4, "Community Impact Assessment" (California Department of Transportation 2008).

1.3 Summary of Findings and Conclusions

Summary of FEIS/EIR Conclusions

According to the FEIS/EIR, the proposed LRT project would result in the introduction of new visual elements, including trains, catenary structures, low- to medium-scale retaining walls, elevated LRT guideways, and elevated structures at some stations. The FEIS/EIR concluded that the Expo LRT elements would be consistent with the mixed industrial and residential character of the area. Mitigation measures for the removal and/or replacement of landscaping and other vegetation along the right-of-way (ROW) were proposed in the FEIS/EIR. According to the FEIS/EIR, to reduce visual impacts on the surrounding residential neighborhoods, the design of stations and facilities along the ROW would include lead artist and community input and landscaping as specified by the general mitigation measures in the FEIS/EIR. The FEIS/EIR noted that specific mitigation measures may be required for those alternatives that include train or pedestrian overcrossing structures. Mitigation measures would consist of landscaping, walls to buffer or shield direct views from the surrounding community, and artist and community input. Mitigation measures for graffiti and vandalism included fencing or vegetation (ivy or other plant cover) around the ground perimeter of overcrossings as well as periodic graffiti removal via steam cleaning or painting.

The FEIS/EIR concluded that moderate at-grade airborne noise impacts would occur at 17 residential buildings along the Crenshaw–Farmdale corridor of the Expo LRT ROW. According to the FEIS/EIR, airborne noise impacts can be reduced or eliminated in many cases by using soundwalls adjacent to at-grade sections of track or at the outer edges of aerial structures to block the direct sound path between the source and receiver. As detailed in the mitigation plan in the FEIS/EIR, sound barriers, sound insulation on specific buildings, and measures to reduce crossing-bell noise would be employed as required.

According to the FEIS/EIR, the Expo LRT project would include fencing or security walls along the project alignment in areas where trains travel at speeds in excess of 35 miles per hour, in accordance with state guidelines. In addition, fencing would be provided at select locations, including all school zones, irrespective of train speed. These additional barriers along the corridor would reduce the likelihood of pedestrians crossing the tracks at locations other than designated pedestrian crossings and would aid in pedestrian safety.

The FEIS/EIR identified potentially unavoidable adverse effects on historic resources within the overall Expo LRT project (see Section 4.13, pp. 20–21). However, implementation and enforcement of mitigation measures, as specified in the FEIS/EIR, would reduce all potential impacts on cultural

resources to less-than-significant levels. According to the Section 106 analysis for the FEIS/EIR, the Dorsey High School complex was determined eligible for the National Register of Historic Places (NRHP) under Criterion C at the local level of significance. However, no adverse effects on Dorsey High School were identified that would result from the Expo LRT project.

According to the FEIS/EIR, mitigation measures and construction best practices would be used to address airborne noise and public safety concerns through the use of shielding and construction barriers. Traffic detours and truck routes would be required during construction. To minimize traffic disruptions, mitigation for potential traffic impacts and traffic management and control measures would be implemented. Dust and air pollution may be adverse but temporary unavoidable impacts during construction.

Environmental justice was addressed as part of the FEIS/EIR, and no significant impacts were identified. According to the FEIS/EIR (Section 4.3.2.2), the extension of the Expo LRT system would improve the existing public transportation system that serves the area.

Proposed Action

The proposed action is a modification to the Expo LRT project that was previously evaluated in the FEIS/EIR. The proposed action includes construction of a split-platform LRT passenger station at Farmdale Avenue within the Exposition Boulevard ROW. Under the proposed action, the property located on the northeast corner of the intersection of Exposition Boulevard and Farmdale Avenue would be acquired and the Expo Inn, a residency motel located at 4523 West Exposition Boulevard, would be demolished. A new 26-space paved parking lot would be constructed at this location to compensate for the loss of parking spaces at the existing Dorsey High School staff parking lot.

The proposed action would not result in any new, potentially significant impacts or adverse effects that would require mitigation. Providing a station at this location would have a beneficial impact on access to public transit within the local community. Since the trains would stop at the station platforms and, the train speeds would be low, and train operators would have sufficient opportunity to stop or slow trains in order to avoid collisions when leaving the stations. Therefore, greater pedestrian and vehicle safety would be provided at this intersection, as compared to the previously proposed action in the FEIS/EIR.

No new or more substantial adverse effects under NEPA or significant impacts under CEQA would occur as a result of modifying the Expo LRT project with a station at Farmdale Avenue.

1.4 Previously Considered Options

The following options were previously considered and evaluated but are no longer being proposed as a result of the CPUC decision dated February 25, 2009, and subsequent discussions among the parties conducted at the suggestion of the

Administrative Law Judge to this proceeding to identify an option that could provide a basis for a more expeditious resolution to this proceeding. Accordingly, these options are not evaluated in this study.

- At-grade Expo LRT crossing at Farmdale Avenue.
- Stop and proceed for Expo LRT trains at the at-grade crossing at Farmdale Avenue.
- Pedestrian overcrossing and closure of Farmdale Avenue at Exposition Boulevard.
- Pedestrian overcrossing, with Farmdale Avenue remaining open at Exposition Boulevard.
- Train overcrossing at Farmdale Avenue.
- Train undercrossing at Farmdale Avenue.

2.0 Description of the Proposed Action

2.1 Purpose and Need

In 1998, the Regional Council of the Southern California Association of Governments (SCAG) adopted a Regional Transportation Plan (RTP) to establish goals, objectives, and policies for the region's transportation system and establish an implementation plan for transportation investment over the next 20 years. The RTP includes performance indicators with specific objectives, against which transportation investments can be measured. The performance indicators illustrate that travel conditions in the westside area of the City of Los Angeles will worsen by 2020 and that the area will not meet regional objectives for mobility, accessibility, reliability, or safety without the implementation of additional transportation improvements.

Given the RTP forecasts and the data provided in the Major Investment Study (MIS) for the Mid-City/Westside Study Area, several themes emerged with respect to the need for transportation improvements in the study area.

- The need for transit improvements has been established in previous studies.
- The "centers concept" land use policy is transit based.
- The study area contains a major concentration of activity centers and destinations.
- There is an existing concentration of transit-supporting land uses.
- The high study area population and employment densities support transit.
- Local redevelopment plans depend heavily on transit improvements.
- There is a history of transit usage in the study area.
- There is a significant transit-dependent population in the study area.
- The study area is expected to continue to capture a large share of regional population and employment growth.

- Continued growth in the business services sector (including entertainment and media-related businesses) underlies the future development potential in the study area.
- Travel demand justifies transit services.
- Peak-hour congestion on study area roadways underlies the need for transit improvements.
- Existing and future traffic and street conditions justify transit improvements.
- Local policies are oriented toward demand management and transit solutions rather than physical roadway improvements.

After review of the aforementioned themes and public review of the alternatives contained in the Mid-City/Westside Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR), which was prepared in June 2001, the Metro Board of Directors adopted a Locally Preferred Alternative (Draft EIS/EIR Alternative 3a), which included a bus rapid transit (BRT) project on Wilshire Boulevard and an LRT project along the Exposition Boulevard ROW from downtown Los Angeles to Culver City. The FEIS/EIR for the Expo LRT project from downtown Los Angeles to Culver City was prepared and certified in October 2005.

On February 25, 2009, the CPUC denied the Expo Authority's application for a proposed at-grade crossing at Farmdale Avenue. After considering various options for the Farmdale Avenue crossing, the CPUC found that a pedestrian overcrossing with Farmdale Avenue closed to traffic is a practical alternative to the at-grade crossing as then proposed. The CPUC accordingly left the proceeding open to allow the Expo Authority to file an amended application or new application.

Expo filed an amended application with the CPUC, suggesting several possible options for the crossing at Farmdale Avenue, including a pedestrian overcrossing, a stop and proceed requirement for all trains, construction of an LRT station at the intersection of Farmdale and Exposition, and an interim stop and proceed requirement with later construction of an LRT station. The CPUC held a prehearing conference on the amended application on September 30, 2009, and at the direction of the Administrative Law Judge, the parties initiated a discussion of issues in hopes of more expeditiously resolving the proceeding. These discussions indicated that the construction of an LRT station at the intersection of Farmdale and Exposition, with a stop and proceed requirement in place during any operation of trains prior to completing such construction, would provide a basis for more expeditious resolution of this proceeding.

2.2 Project Location and Study Area

The project study area is located in the midwestern portion of the City of Los Angeles, approximately 7 miles to the southwest of downtown Los Angeles, within the West Adams–Baldwin Hills–Leimert Community Plan area (City of Los Angeles 2001). It encompasses the intersection where Farmdale Avenue crosses the proposed Expo LRT tracks along Exposition Boulevard and the immediate surrounding area. The Expo LRT line follows Exposition Boulevard,

which is a two-lane bi-directional street with an east-west alignment. To the west of its intersection with Farmdale Avenue, Exposition Boulevard runs along the north side of the Expo LRT project ROW. Dorsey High School is located at the southwest corner of the Farmdale Avenue intersection with Exposition Boulevard. Continuous blocks of low-scale light industrial buildings are located northwest of the intersection along the north side of Exposition Boulevard. Motel use and associated surface parking uses are located on the northeast corner of the intersection of Farmdale Avenue and Exposition Boulevard.

To the east of the intersection, the Expo LRT ROW forms a wide median strip along Exposition Boulevard. To the north of this median, Exposition Boulevard has bi-directional traffic, as does Exposition Boulevard South, which is on the south side of the median. This area includes a number of trees of low to medium height that help to define the ROW as open space. However, many of these trees were removed subsequent to the 2004 FEIS/EIR to prepare for construction of the Expo LRT project. To the east of Farmdale Avenue, the primary surrounding land uses are single-family homes. The existing ROW is visible from some of the adjacent homes.

Farmdale Avenue is a two-lane bi-directional street with a north-south alignment for approximately 0.5 mile, from Vineyard Avenue to Rodeo Road between La Brea Avenue and Crenshaw Boulevard (see Figure 1, Regional Location Map, and Figure 2, Project Vicinity).

Figure 1: Regional Location

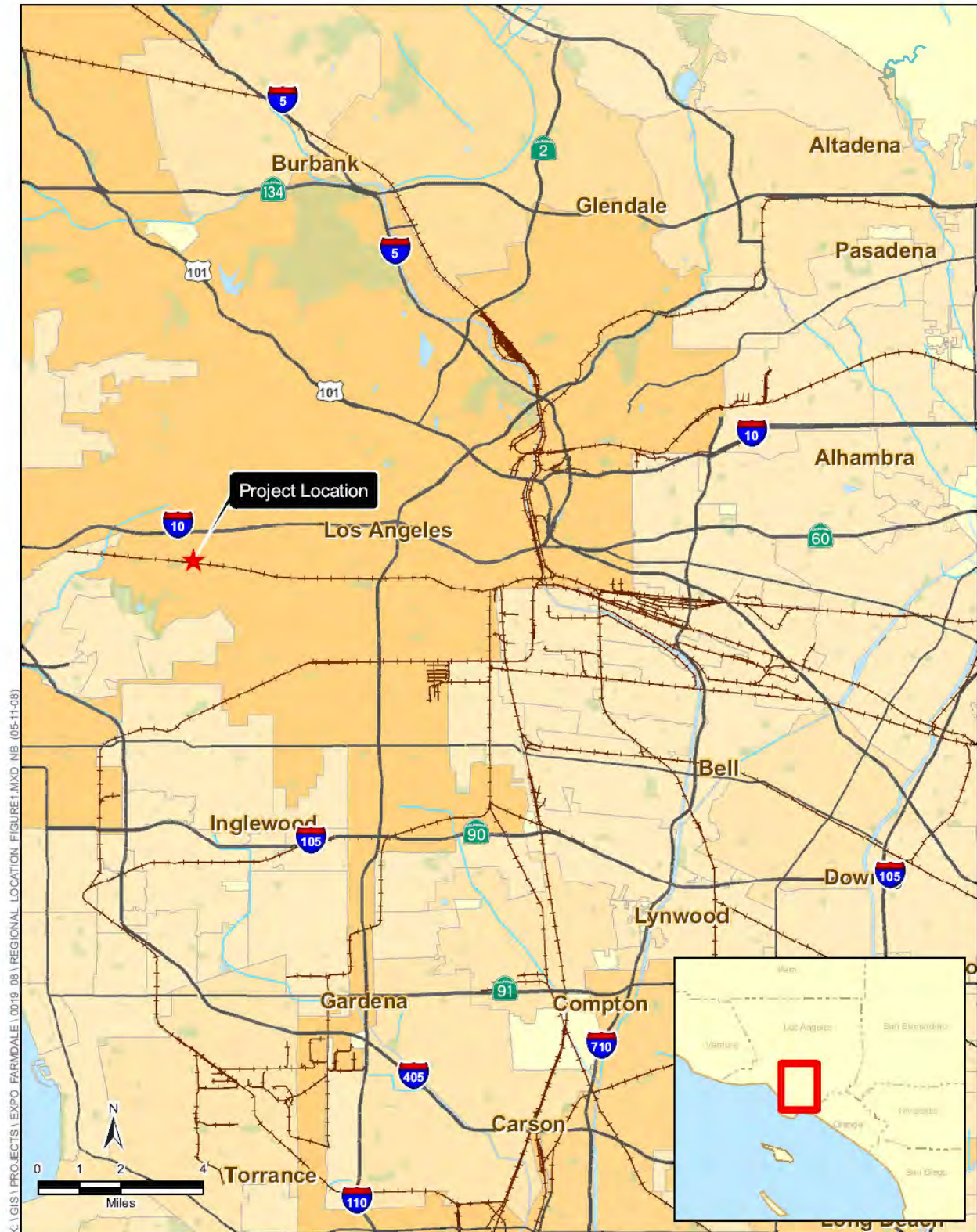
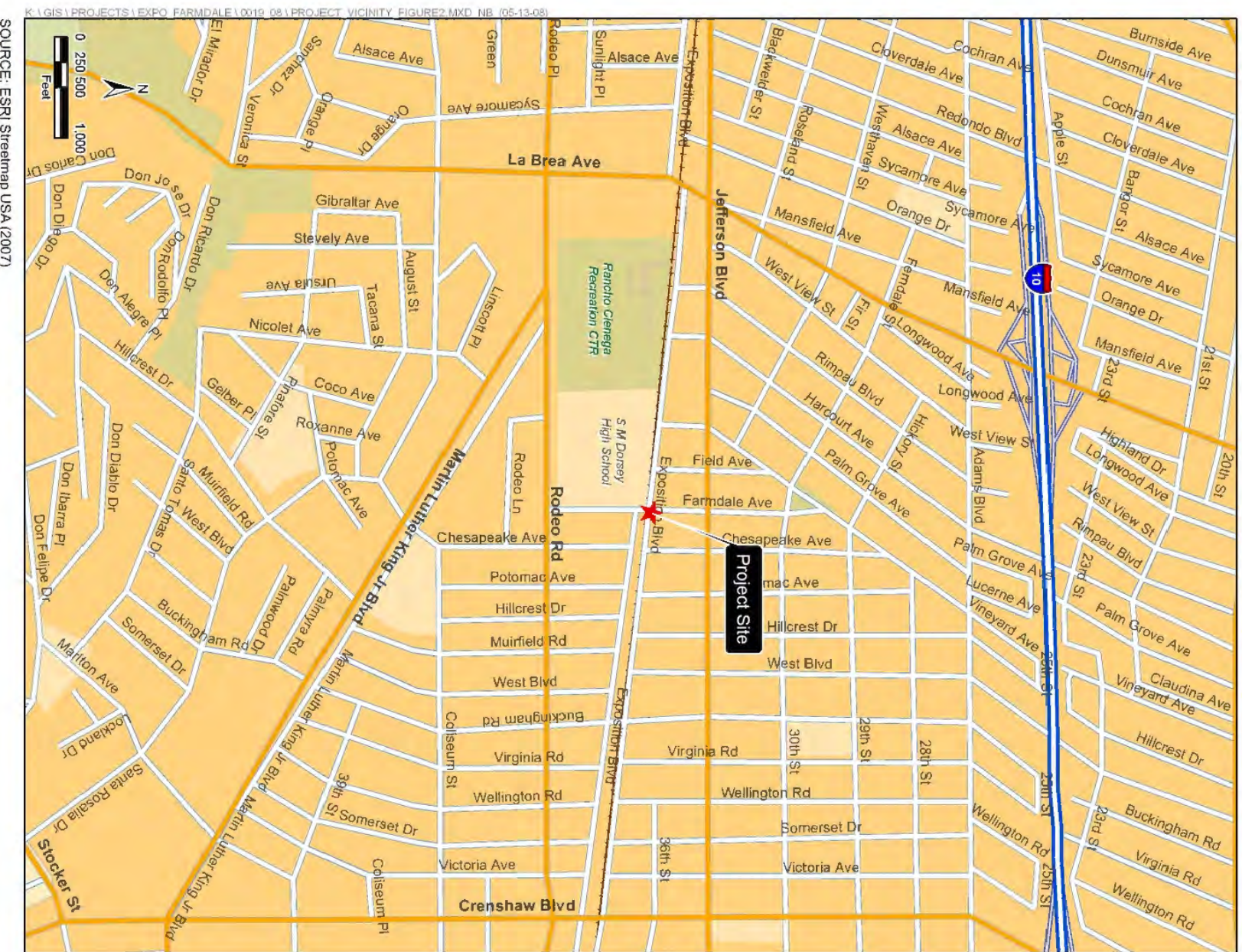


Figure 2: Project Vicinity



SOURCE: ESRI Streetmap USA (2007)

To ensure pedestrian safety, the passenger station would be constructed with a near-side split-platform configuration at the intersection of Farmdale Avenue and Exposition Boulevard. The split-platform configuration would require trains to stop at each platform prior to reaching the vehicular and pedestrian crossings at Farmdale Avenue. Each station platform would be 12 feet wide and 270 feet long, with a 12-foot-wide, 20-foot-long fare collection area adjacent to Farmdale Avenue and an emergency exit on the far end of each platform. Westbound Expo trains would stop at the platform east of Farmdale Avenue, and passengers would ingress/egress trains from the north side of the Expo LRT tracks, within the existing right-of-way. Eastbound Expo trains would stop at the platform to the west of Farmdale Avenue, and passengers would ingress/egress trains from the platform on the south side of the Expo LRT tracks. Once passengers embark or disembark, trains would not leave the station until the train operator verifies that the at-grade crossing is clear of both pedestrians and vehicles. A small train control and communications building would be located east of the station along Exposition Boulevard.

Approximately 5,000 square feet of property would be acquired from Dorsey High School for construction of the eastbound platform on the south side of the Expo LRT right-of-way (approximately 2,500 square feet) and the pedestrian plaza for the at-grade crossing at the northeast corner of the Dorsey High School campus (approximately 2,500 square feet). The eastbound platform would be partially within an existing staff vehicle parking area on LAUSD property at Dorsey High School and would require the relocation or reconfiguration of approximately 32 existing parking spaces, with a net loss of approximately 19 spaces. A 10,963-square-foot property on the northeast corner of the intersection of Exposition Boulevard and Farmdale Avenue would be acquired, and all structures would be demolished, including the Expo Inn, a residency motel located at 4523 West Exposition Boulevard. To compensate for the lost of parking spaces within the existing Dorsey High School staff parking lot for the construction of the proposed eastbound Expo LRT station platform, a new 26-space paved parking lot would be constructed on this acquired property.

To the west of Farmdale Avenue, construction of the eastbound platform would require existing Los Angeles Department of Water and Power (LADWP) overhead utility lines to be relocated underground along the right-of-way as well as the relocation of an electrical transformer at the northeast corner of Dorsey High School. Overhead catenary power lines would be constructed along the Expo LRT alignment, including at this station, to provide electrical power to the Expo LRT trains.

The at-grade crossing would also include realignment of the existing Dorsey High School driveway at the northeast corner of the school property to accommodate the pedestrian plaza for the at-grade pedestrian crossing. Pedestrians would be directed across the crossing when it is safe. The other side of the crossing, on the north side of Exposition Boulevard, would include a smaller pedestrian plaza, including swing gates, pedestrian gates, and traffic signals to control pedestrian and vehicle traffic.

Figures 4a and 4b, below, illustrate the proposed station and the proposed parking lot in relation to Dorsey High School.

Figure 4a. LRT Passenger Station with At-grade Crossing and LAUSD Staff Parking Area, Northeast View



Source: Expo Construction Authority 2009.

Figure 4b. LRT Passenger Station Plan with At-grade Crossing, LAUSD Staff Parking Area, and Dorsey High School in Background, Southwest View



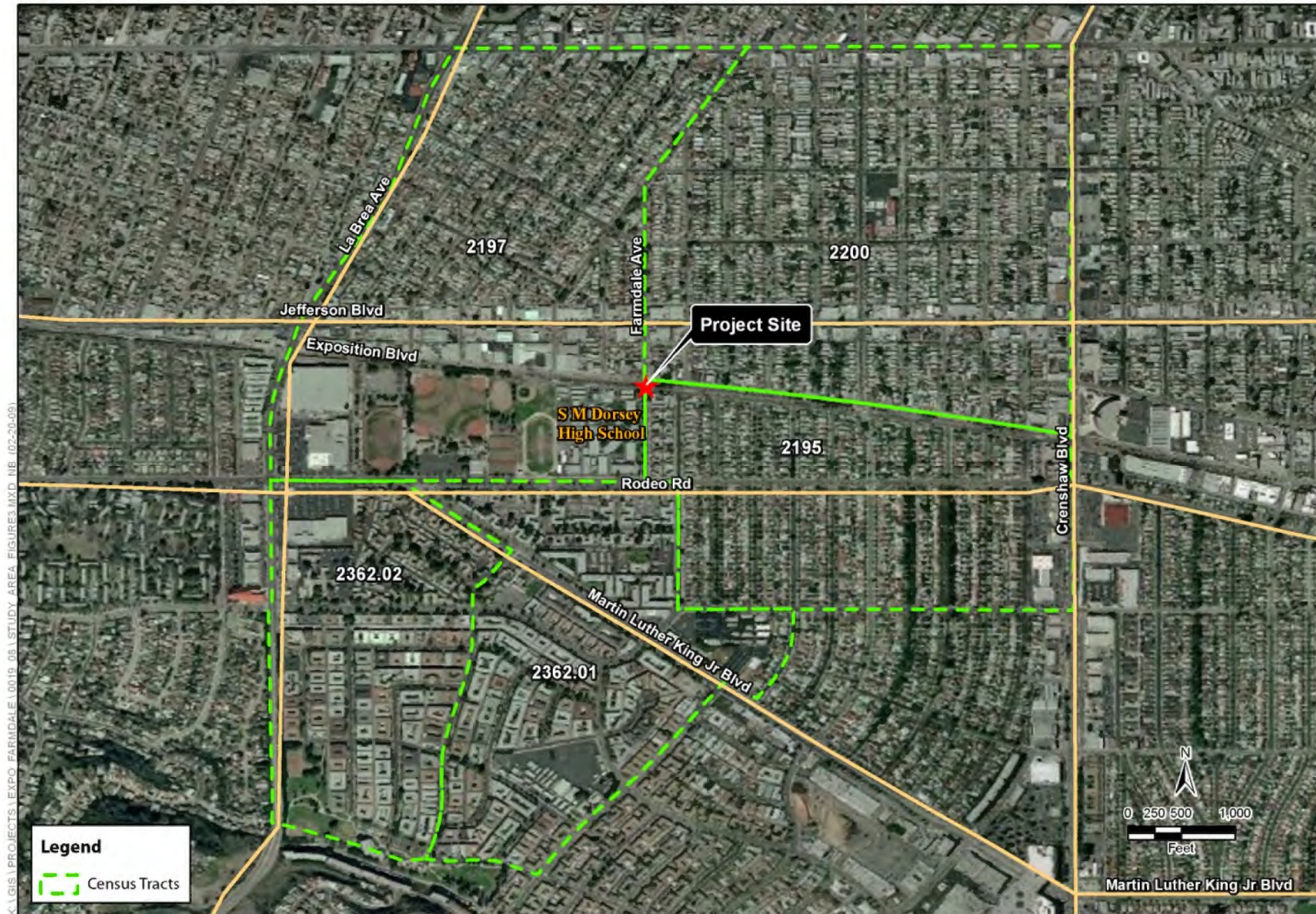
Source: Expo Construction Authority 2009.

Expo may decide to use an interim stop-and-proceed procedure until the station is constructed. During the initial interim phase, operating the at-grade crossing with a stop-and-proceed operation variation would not result in any physical modifications to the Farmdale Avenue crossing beyond those already evaluated in the FEIS/EIR and thus would not result in any environmental changes or new potentially significant environmental impacts beyond those evaluated in the FEIS/EIR.

2.4 Study Area Definition

A population and housing study area has been defined that includes the 2000 U.S. Census of Population and Housing (2000 U.S. Census) Census Tracts 2195, 2197, 2200, 2362.01, and 2362.02, all of which are adjacent to the project site. The study area is intended to encompass an area where the potential impacts associated with the construction and operation of the proposed action, if any, would be reasonably foreseeable (see Figure 5).

Figure 5: Study Area Map



SOURCE: ESRI Streetmap USA (2007), Census (2006)

3.0 Impacts on Community

The FEIS/EIR evaluated a variety of potential impacts on the study area, including visual, traffic/access/detour, noise, pedestrian and vehicle safety, and historic, associated with the Expo LRT project. This document evaluates whether the proposed action would result in new or substantially more severe impacts for each of these resource areas. Environmental justice issues are also addressed.

3.1 Visual Resources

Setting

The Expo LRT line follows the existing Exposition Boulevard ROW, which is a two-lane, bi-directional street aligned along an east-west orientation. To the west of its intersection with Farmdale Avenue, Exposition Boulevard runs along the north side of the ROW for the Expo LRT project. Dorsey High School is located at the southwest corner of the intersection of Farmdale Avenue and Exposition Boulevard. Continuous blocks of low-scale light industrial buildings are located northwest of the intersection along the north side of Exposition Boulevard.

To the east of the intersection, the Expo LRT ROW forms a wide median strip along Exposition Boulevard. To the north of this median, Exposition Boulevard has bi-directional traffic, as does Exposition Boulevard South to the south of the median. This area is characterized by a number of trees of low to medium height that help to define the ROW as open space. However, many of these trees have been removed since the preparation of the FEIS/EIR to prepare for the construction of the Expo LRT. To the east of Farmdale Avenue, the primary surrounding land uses are single-family homes. The existing ROW is visible from some of the adjacent homes.

Farmdale Avenue is a two-lane, bi-directional street that runs along a north-south orientation for approximately 0.5 mile from Vineyard Avenue to Rodeo Road, between La Brea Avenue and Crenshaw Boulevard.

Vistas within the study area include the following:

- Hollywood Hills (background) to the north,
- Baldwin Hills (background) to the south,
- Urban skyline (background) to the west and east, and
- Dorsey High School in the foreground.

Neither Farmdale Avenue nor Exposition Boulevard is designated as a scenic route or highway.

Impacts

The proposed action design features that have the highest potential to result in visual change are as follows:

- Construction of two 15-foot-high station platform canopies within the Exposition Boulevard ROW,
- Removal of two mature trees at the northeast corner of Dorsey High School, and
- Demolition of the Expo Inn at the northeast corner of the intersection of Exposition Boulevard and Farmdale Avenue.

The station platform and canopy would be constructed within an existing transportation ROW along Exposition Boulevard and would not block any views of high quality. The 15-foot-high station platform canopies would be compatible with the low- to medium-rise character of the surrounding neighborhood. The station design would be similar to that used at other stations along the proposed Exposition Boulevard LRT line and therefore would be visually compatible with the rest of the alignment. Demolition of the existing Expo Inn, located on the northeast corner of the intersection of Exposition Boulevard and Farmdale Avenue, prior to construction of a parking lot would not adversely affect the visual quality of the area. Landscaping would be provided at the proposed parking lot, and the removal of the two-story Expo Inn would improve visibility of the Hollywood Hills to the north and the Baldwin Hills to the south. Therefore, no visual impacts would occur.

Two mature redwood trees at the northeastern corner of the Dorsey High School property would be removed to realign the vehicle access route to the staff parking lot. This would be necessary to accommodate the proposed station platform within the Exposition Boulevard ROW as well as the pedestrian plaza. These trees are not protected by local ordinance. In addition, two trees, neither of which is protected, along Farmdale Avenue on the eastern edge of Dorsey High School would also be removed. Since only four trees would be affected and none of the trees are protected, the loss of these trees is not considered significant. Nonetheless, the following mitigation measure shall be implemented:

- H-4** Two mature redwood trees near the northeast corner of Dorsey High School shall be assessed for viability and removed and placed under the care of a licensed arborist during construction. Replanting or replacement of these mature trees shall be considered on the Dorsey High School campus or at a nearby suitable location. Consistent with City of Los Angeles policy, any removed street trees shall be replaced in the local vicinity at a 2:1 ratio. All replanting or replacement of trees shall be performed in accordance with the Landscape Element of the Mid-City/Exposition Transit Parkway Plan, as described in the FEIS/EIR.

Minimal light or glare would be generated by the proposed station platforms. There would be outdoor security lighting on and around the platforms. All lights

would be shielded and directed toward the immediate area on and around the platforms. The platform canopies would not be tall enough to cast long shadows outside the ROW. Minimal outdoor lighting would be associated with the proposed parking lot to be constructed on the northeast corner of the intersection of Farmdale Avenue and Exposition Boulevard. The outdoor lighting would be downward directional and would include shielded fixtures. Therefore, lighting would not spill onto the surrounding residential properties during the operation of the proposed parking lot. Glare from windshields and lighting associated with the parking lot would not result in an adverse effect related to light and glare.

Before or after mitigation, no new or more severe significant impacts on visual resources under CEQA or adverse substantial effects under NEPA would occur.

3.2 Community Access and Circulation

Setting

Currently, vehicles on Farmdale Avenue cross Exposition Boulevard via a four-way stop; there is a one-way stop for Exposition Boulevard South at its intersection with Farmdale Avenue. A traffic study has been prepared that analyzes the current conditions and potential impacts associated with the proposed action. According to the traffic study, existing intersection level of service (LOS) analysis indicates that the intersections of Farmdale Avenue and Exposition Boulevard and Farmdale Avenue and Exposition Boulevard South are operating at LOS B or better in all three of the daily peak periods. For more information regarding existing traffic conditions or the methodology used to determine traffic impacts, please refer to the June 2009 *Traffic Study for the Exposition Light Rail Transit Farmdale Avenue Crossing*.

Impacts

Community access and circulation would remain largely the same under the proposed action. By installing gates and warning bells, pedestrian and vehicular traffic would be prevented from crossing Exposition Boulevard when trains are present. No streets would be closed to traffic permanently. Construction of a parking lot at the northeast intersection of Farmdale Avenue and Exposition Boulevard would not alter access in the area. The only change that would affect local access would be the reconfigured driveway to Dorsey High School off Farmdale Avenue to accommodate the eastbound station platform. However, equal access would be provided after reconfiguration. It is anticipated that in addition to the LRT line, feeder bus service would also be initiated along Exposition Boulevard North. Therefore, the proposed action would have a beneficial impact on access and circulation because it would improve access to public transit in the area.

According to the August 2010 *Traffic and Parking Assessment Memo*, none of the examined intersections (Farmdale Avenue and Jefferson Boulevard, Farmdale

Avenue and Exposition Boulevard, Farmdale Avenue and Exposition Boulevard South, or Farmdale Avenue and Rodeo Road) would experience a significant impact related to LOS. The assessment forecast only 10 additional vehicular trips due to the likelihood of “kiss and ride” activity at the station. Therefore, intersection LOS would not degrade under the proposed action. No additional mitigation measures would be required.

No new or more severe adverse substantial effects under NEPA and no new or more severe significant impacts under CEQA on visual resources would occur.

3.3 Noise/Vibration

Setting

As identified in the FEIS/EIR, the baseline noise measurements taken at a nearby location (3500 Muirfield Road, July 2000) are typical for urban residential neighborhoods. Consistent and perceptible ground-borne vibration is not currently a normal phenomenon for people in this area because there are no rail operations along the Exposition Boulevard ROW. An additional noise study was conducted (see *Noise and Vibration Technical Memo*) that indicates that noise levels have remained unchanged since the measurements were taken in July 2000.

Noise-sensitive receptors in the vicinity of the intersection, as identified in the July 2000 and April 2008 studies, include single-family residences, multi-family residences, the Expo Inn Motel, and Dorsey High School. The commercial and industrial facilities in the vicinity of the Expo LRT system are generally not considered to be noise sensitive by FTA.¹

Dorsey High School is of particular concern. According to the LAUSD, specific interior ambient noise levels are defined as those between 35 and 50 A-weighted decibels (dBA). However, as noted by the April 2008 noise study, the current LAUSD noise guidelines do not specify exterior noise levels. Previous LAUSD noise guidelines have specified an exterior maximum noise level of 67 dBA, which is higher than the level found in the FTA guidelines.²

Impacts

According to the *Noise and Vibration Impact Memorandum* (ATS Consulting 2009), noise impacts associated with construction of an LRT station at the intersection of Farmdale Avenue and Exposition Boulevard would be similar to those described in the FEIS/EIR and similar to those of the previously proposed at-grade crossing. The only difference would be a small decrease in

¹ U.S. Department of Transportation, Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. May.

² Los Angeles Unified School District. 2003. LAUSD School Design Guide. October.

noise levels due to slower train speeds as the LRT vehicles approach the station. The decrease would not be enough to change the noise impact at any of the clusters of sensitive receptors. Proposed demolition of the Expo Inn and construction of a parking lot at the northeast corner of the intersection of Farmdale Avenue and Exposition Boulevard would result in a temporary increase in noise levels associated with construction activity. However, mitigation measures pertaining to the construction of the LRT station would also be implemented to mitigate any impacts associated with construction of the parking lot.

As described in the FEIS/EIR, the installation of soundwalls to the east of Farmdale Avenue, along the south side of the ROW, would reduce noise impacts caused by passing trains to less-than-significant levels. Furthermore, the residence that is located to the north of the Expo Inn, which may be exposed to increased sound levels because of demolition of the Expo Inn, is located more than 200 feet from the Expo LRT alignment and, therefore, would not experience a new or more severe adverse effect or significant impact. All other appropriate mitigation measures identified in the FEIS/EIR would be implemented. No additional mitigation would be required.

No new or more severe adverse substantial effects under NEPA and no new or more severe significant noise-related impacts under CEQA would occur.

3.4 Pedestrian and Vehicle Safety

Setting

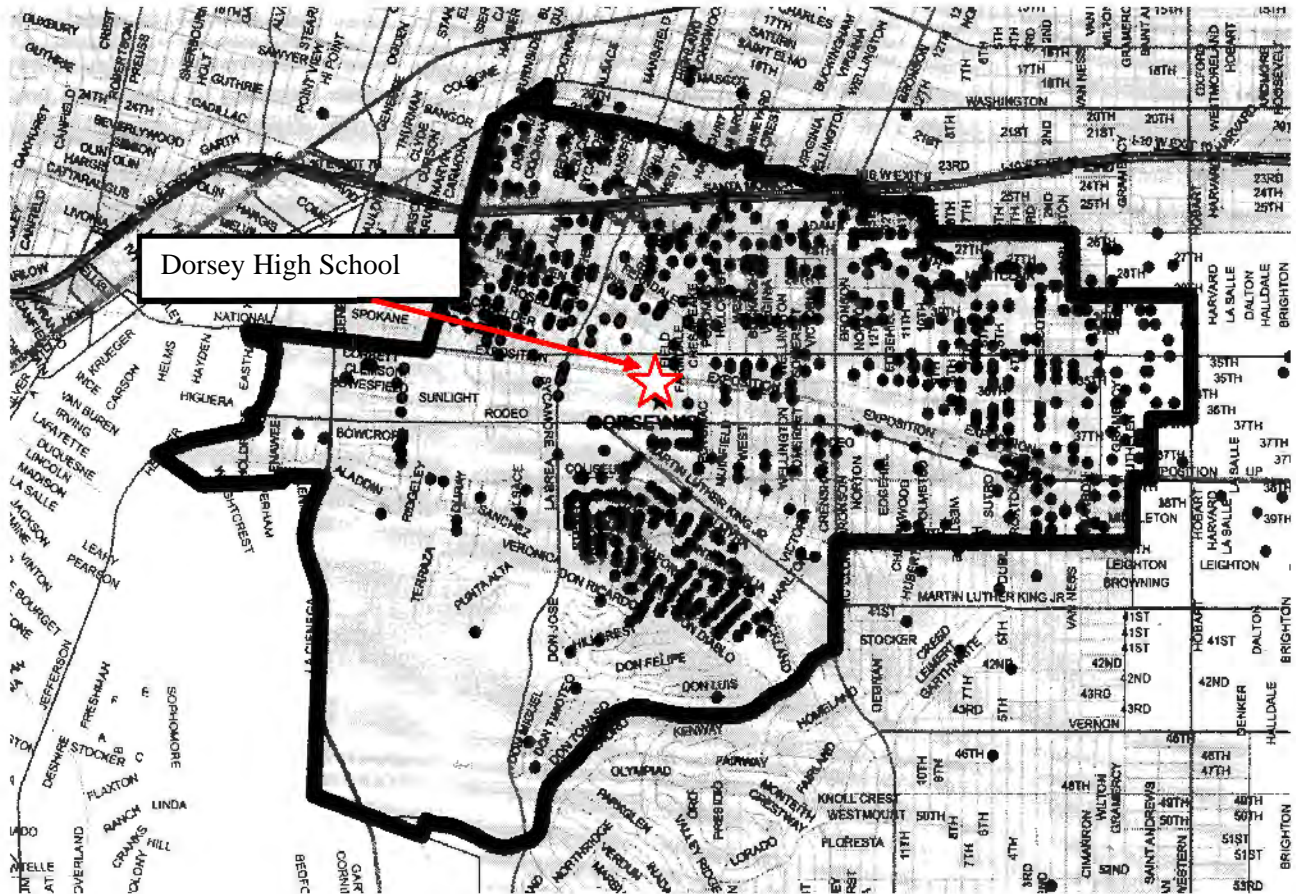
Dorsey High School is located directly adjacent to the southwest corner of the Farmdale Avenue and Exposition Boulevard intersection. Pedestrian sidewalks and crosswalks are located on both sides of Farmdale Avenue, and along the northern and southern sides of Exposition Boulevard. Each sidewalk is approximately 10 feet wide, and crosswalks allow unrestricted access across the intersection for pedestrians. The current attendance at Dorsey High School is approximately 2,000 daytime students. According to the FEIS/EIR, pedestrian counts taken in 2004 showed that more than 400 pedestrians crossed Exposition Boulevard at Farmdale Avenue in both the AM and PM peak hours. A 2006 LADOT traffic study (see the *Traffic Study for the Exposition Light Rail Transit Farmdale Avenue Crossing*) count of pedestrian traffic at Exposition Boulevard and Farmdale Avenue found that approximately 873 pedestrians from 7:00 a.m. to 10:00 a.m. and 1,020 pedestrians from 3:00 p.m. to 6:00 p.m. (during peak school commute hours) crossed the intersection.

Vehicular traffic on Farmdale Avenue crosses Exposition Boulevard as a typical four-way-stop intersection, with a separate stop sign at the intersection of Exposition Boulevard South and Farmdale Avenue. The Average Daily Traffic on Farmdale Avenue crossing Exposition Boulevard is more than 6,000 vehicles

per day. According to the FEIS/EIR (Section 4.12), there is approximately one vehicular accident per year at the intersection.

Pedestrian traffic (students) from the school is likely to be the most directly affected, particularly for students living on the north side of the Expo LRT ROW, who walk or drive across the tracks. Figure 6 shows the distribution of students attending Dorsey High School from the surrounding community. The star symbol at the center of the map shows the location of Dorsey High School, while each of the dots indicates a student residence. As illustrated in Figure 6, most students live north of Exposition Boulevard.

Figure 6: Student Enrollment Map



Source: Expo Construction Authority, 2009.

Impacts

Since trains would be moving slowly through the intersection due to the station at the intersection of Farmdale Avenue and Exposition Boulevard, risks related to pedestrian and train conflicts would be reduced. A traffic signal and vehicular and pedestrian crossing gates would be installed at the intersection of Farmdale Avenue and Exposition Boulevard to help control the flow of pedestrians and motorists. A second traffic signal would be installed at the intersection of Farmdale Avenue and Exposition Boulevard South to assist further in the control of pedestrian and vehicular traffic. This pedestrian-safety measure would benefit Dorsey High School students.

The proposed station would be similar to other stations constructed along the Expo LRT alignment and would not create any new or more severe security or safety risks beyond those already described in the FEIS/EIR. Security measures would be implemented as proposed in the FEIS/EIR for Expo LRT stations. Therefore, no new or more severe significant impact would result.

With adequate mitigation, as specified above, no new or more severe significant impacts under CEQA and no new or more severe adverse substantial effects under NEPA on visual resources would occur.

3.5 Historic Resource Impacts

Setting

A technical study has been prepared examining the cultural resource impacts, specifically historic resources, of the proposed action (ICF Jones & Stokes 2009). The cultural resources technical report identified potential impacts on a historic resource, Dorsey High School, as a result of the proposed action.

The school was determined eligible for the National Register in 2004. According to the FEIS/EIR, within the local vicinity Susan Miller Dorsey High School is a complex of one- and two-story Streamline Moderne style buildings built in 1936 and 1937.

The complex appears eligible for the National Register under criterion C of Section 106, at the local level of significance, for the quality of its architectural design by the Los Angeles architectural firm of Gogerty and Norenberg. It was built by the City of Los Angeles Board of Education on the site of the 1932 Olympic Village. In addition to the main school building, classrooms, and auditorium, the field house also exhibits a high quality of design. Due to the findings of significance and eligibility for the National Register, Dorsey High School is automatically eligible for registration under the California Register.

Under CEQA, the potential impacts of a project on historical resources must be considered—specifically, whether the project would result in a “substantial adverse change” to a “historical resource.” Section 21084.1 of the California Public Resources Code states as follows:

A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. For purposes of this section, a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources.

The California Public Resources Code defines a “substantial adverse change” as “demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”³ The California Code of Regulations further defines a “substantial adverse change” as the material impairment of the resource “or its immediate surroundings.”⁴ As such, the setting of a resource should also be taken into account in that it too may contribute to the significance of the resource. Material impairment occurs when a project demolishes or materially alters in an adverse manner those physical characteristics that convey a resource’s historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register.⁵

As noted in the cultural resources technical report, the fundamental test under CEQA is whether the project affects the eligibility of the physical characteristics, or character-defining features, that make the historical resource significant.

According to the Section 106 analysis for the FEIS/EIR, the Dorsey High School complex is eligible for the NRHP under Criterion C at the local level of significance because of the Streamline Moderne style of the one- and two-story buildings, which were built between 1936 and 1937 and designed by the Los Angeles architectural firm of Gogerty and Norenberg. The State Historic Preservation Officer concurred with the findings of the letter, determining that the complex was eligible for the NRHP under Criterion C. The formal determination of Dorsey High School’s NRHP eligibility automatically listed the complex in the California Register of Historical Resources (CRHR). The Dorsey High School complex is a “mandatory historical resource” under CEQA and NEPA given the determination of its eligibility for the NRHP and the CRHR.

Impacts

Construction of station platforms would not affect the historic integrity of Dorsey High School. The platforms would not block important views of the school. In addition, since the Expo Inn building is not a historic resource, demolition of the

³ California Public Resources Code, Section 5020.1(q).

⁴ 14 California Code Regulations, Section 15064.5(b)(1).

⁵ 14 California Code Regulations, Section 15064.5(b)(2).

Expo Inn prior to construction of a parking lot would not result in impacts on historic resources. No trees would be removed or relocated in the immediate vicinity of the Expo Inn.

Although the two mature redwood trees and two mature street trees, which would be replaced by the driveway realignment on the northeast side of the Dorsey High School campus, would be removed, the removal of these trees would not affect the integrity of the historic resource. Nonetheless, to ensure that such impacts do not contribute to significant impacts cumulatively, the following mitigation is proposed:

H-4 Two mature redwood trees near the northeast corner of Dorsey High School shall be assessed for viability and removed and placed under the care of a licensed arborist during construction. Replanting or replacement of these mature trees shall be considered on the Dorsey High School campus or at a nearby suitable location. Consistent with City of Los Angeles policy, any removed street trees shall be replaced in the local vicinity at a 2:1 ratio. All replanting or replacement of trees shall be performed in accordance with the Landscape Element of the Mid-City/Exposition Transit Parkway Plan, as described in the FEIS/EIR

Before and after mitigation, no new or more severe significant impacts under CEQA and no new or more severe adverse substantial effects under NEPA on historic resources would occur.

3.6 Construction Impacts

Setting

Construction activities would occur within a largely urbanized portion of the city. Nonetheless, the LRT corridor is adjacent to sensitive receptors such as residences and schools.

Impacts

Typical construction activity impacts would include high noise levels from the operation of heavy equipment, traffic disruptions due to road demolition and the movement of equipment and materials, diminished visibility and visual effects due to construction vehicles, localized air pollution from vehicle exhaust and heavy equipment and construction activities, and certain risks to public safety due to the operation of heavy equipment. Construction vehicles may impede traffic mobility in areas of construction. Demolition of the Expo Inn would result in some increased noise, dust, and truck traffic (required to haul the debris away). However, these impacts would be temporary in nature and would not have a permanent adverse effect. Furthermore, the impacts would be comparable to the construction impacts experienced by those affected by the rest of the Expo LRT project, and mitigation measures described in the FEIS/EIR would apply.

The existing paved surface at the Farmdale Avenue and Exposition Boulevard intersection would be removed and graded to accommodate Expo LRT tracks and station platforms. However, construction activities would be temporary and would not result in substantial impacts.

With mitigation described in the FEIS/EIR, no new or more severe significant impacts under CEQA and no new or more severe adverse substantial effects under NEPA on visual resources would occur.

3.7 Environmental Justice

Setting

The FEIS/EIR addressed the potential effects of the Expo LRT project on environmental justice. This analysis focuses on a more specific study area in the immediate vicinity of the proposed action at the intersection of Farmdale Avenue and Exposition Boulevard. As discussed previously, the study area includes census tracts 2195, 2197, 2200, 2362.01, and 2362.02, all of which are adjacent to the project site. The study area is intended to encompass an area where the potential impacts associated with the construction and operation of the proposed action, if any, would be reasonably foreseeable.

The community surrounding the project site is inhabited by persons identified as both minority and low-income. According to the 2000 U.S. Census, the study area has 22,342 persons, with the largest group being Black/African American at 58.63%, a much higher proportion than either the City (10.88%) or County of Los Angeles (9.47%). The second largest group consists of Hispanic / Latino origin at 34.22%. The remaining 7.15%, in descending order, consists of Asian, multi-racial, white, other races, Native American, and Native Hawaiian/Pacific Islander (see Table 1).

The number of persons below the poverty threshold in the study area is indicative of a disadvantaged population (see Table 2).⁶ The percentage of population below poverty thresholds in the study area is 20.2%, which is higher than in the County at 17.9%, but lower than the City at 22.1%. Census tracts 2362.01 and 2362.02 both had poverty levels of over 25%. In addition, given the relatively large proportions of minority and low-income persons reported in the U.S. Census tracts for the study area, it appears that these populations are in readily identifiable groups rather than dispersed in pockets throughout the greater Los Angeles metropolitan area.

As shown in Table 3, of those residing within the study area, 30.58% of the population is under 18 years of age, while 10.57% is over 65 years of age, representing higher proportions than either the City or County of Los Angeles. The City has 26.22% of persons under 18 years of age and 9.88% of persons over 65 years of age, while the County as a whole has 28.02% of persons under 18 years of age and 9.73% of persons over 65 years of age.

⁶ The 1999 poverty threshold used for the 2000 U.S. data, as defined by the U.S. Census Bureau, was \$8,501 for an individual and \$17,029 for a family of four.

Table 1. Existing Regional and Local Population Characteristics—Race/Ethnicity (2000 U.S. Census)

Area	Total Population	White	(%)	Hispanic/Latino	(%)	Black/African-American	(%)	American Indian and Alaska Native	(%)	Asian	(%)	Native Hawaiian and Other Pacific Islander	(%)	Other	(%)	Two or more races	(%)
County of Los Angeles	9,519,338	2,959,614	31.09	4,242,213	44.56	901,472	9.47	25,609	0.27	1,124,569	11.81	23,265	0.24	19,935	0.21	222,661	2.34
City of Los Angeles	3,694,820	1,099,188	29.75	1,719,073	46.53	401,986	10.88	8,897	0.24	364,850	9.87	4,484	0.12	9,065	0.25	87,277	2.36
Study Area	22,342	332	1.49	7,646	34.22	13,099	58.63	42	0.19	681	3.05	39	0.17	90	0.40	413	1.85
Census Tract 2195	1,703	39	2.29	137	8.04	978	57.43	3	0.18	485	28.48	3	0.18	7	0.41	51	2.99
Census Tract 2197	3,164	48	1.52	1,742	55.06	1,275	40.30	10	0.32	42	1.33	1	0.03	9	0.28	37	1.17
Census Tract 2200	5,165	86	1.67	2,006	38.84	2,817	54.54	10	0.19	115	2.23	1	0.02	22	0.43	108	2.09
Census Tract 2362.01	6,289	68	1.08	1,413	22.47	4,579	72.81	14	0.22	17	0.27	32	0.51	35	0.56	131	2.08
Census Tract 2362.02	6,021	91	1.51	2,348	39.00	3,450	57.30	5	0.08	22	0.37	2	0.03	17	0.28	86	1.43

Source: U.S. Census Bureau 2000 Summary File 1.

Table 2. Existing Regional and Local Population Characteristics—Income/Poverty (2000 U.S. Census)

Geographic Area	Total Population	Median household income (in \$)	Median family income (in \$)	Per capita income (in \$)	Population below Poverty Threshold	Percentage of Population below Poverty¹
County of Los Angeles	9,519,338	42,189	46,452	20,683	1,674,599	17.9
City of Los Angeles	3,694,820	36,687	39,942	20,671	801,050	22.1
Study Area	22,342	n.a.	n.a.	13,223	4,503	20.2
Census Tract 2195	1,703	50,425	60,446	25,965	88	5.2
Census Tract 2197	3,164	33,800	34,375	12,672	514	16.2
Census Tract 2200	5,165	28,147	35,852	13,480	586	11.3
Census Tract 2362.01	6,289	20,718	20,011	13,723	1,806	28.7
Census Tract 2362.02	6,021	18,606	22,227	9,167	1,509	25.1

Note: n.a. = data not available

¹ The poverty rate for this data set are from Summary File 3, which uses a population sample. The percentage is calculated using population for whom the poverty status is determined and not the total population.

Source: U.S. Census Bureau, Census of Population and Housing, 2000; Summary File 3.

Table 3. Existing Regional and Local Population Characteristics—Age (2000 U.S. Census)

Geographic Area	Total	Under 18 Years of Age	(%)	Over 65 Years of Age	(%)
County of Los Angeles	9,519,338	2,667,976	28.03	926,673	9.73
City of Los Angeles	3,858,218	1,011,742	26.22	381,116	9.88
Study Area	22,342	6,832	30.58	2,361	10.57
Census Tract 2195	1,703	289	16.97	481	28.24
Census Tract 2197	3,164	965	30.50	336	10.62
Census Tract 2200	5,165	1,503	29.10	633	12.26
Census Tract 2362.01	6,289	2,032	32.31	490	7.79
Census Tract 2362.02	6,021	2,043	33.93	421	6.99

Source: U.S. Census Bureau, Census of Population and Housing, 2000; Summary File 1.

According to the 2000 U.S. Census, the total number of housing units in the study area was 9,142, of which 26.69% represents single-family units, 73.23% represents multi-family units, and the remaining 0.08% is classified as other (Table 4). The City and County both show a lower housing density. Of the total housing units in the study area, 93.17% is occupied and 6.83% is shown to be vacant (Table 5). The City and County both exhibit lower vacancy rates overall.

Of the total occupied housing units, 21.42% is owner-occupied, and 78.58% is rented. Both the City and County proportions for owner-occupied units are higher than those for the study area.

Environmental Justice Implications

Environmental Justice Implications—Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, signed on February 11, 1994, directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse human health or environmental effects of federal projects and programs on minority and low-income populations to the greatest extent practicable and permitted by law.

A determination of whether or not the effects of the proposed action are disproportionately high and adverse depends on whether:

- The effects of the project are predominately borne by a minority or low-income population.
- The effects of the project are appreciably more severe or greater in magnitude on minority or low-income populations compared to the effects on non-minority or non-low-income populations (see the Federal Highway Administration’s Western Resource Center Interim Guidance – Addressing Environmental Justice in the EA/EIS [1999]).

A maximum of 32 parking spaces may be reconfigured or displaced at Dorsey High School due to land required to build the eastbound station platform. After reconfiguration of the parking lot, approximately 19 spaces are expected to be lost from the existing Dorsey High School staff parking lot. However, given that transit opportunities would increase in the area, it is reasonable to assume that some of the faculty and staff may choose to use the LRT line, and therefore, the reduced number of parking spaces would be adequate for the school’s needs.

As previously described, under the proposed action, the existing Expo Inn located at the northeast corner of the intersection of Farmdale Avenue and Exposition Boulevard would be demolished prior to construction of a 26-space parking lot. This would fully compensate for the loss of parking spaces at the existing Dorsey High School staff parking lot.

Table 4. Existing Regional and Local Housing Characteristics—Type (2000 U.S. Census)

Geographic Area	Total Units¹	Single-Family	(%)	Multi-Family	(%)	Other²	(%)
Los Angeles County	3,270,909	1,835,087	56.10	1,379,201	42.17	56,621	1.73
Los Angeles City	1,416,687	641,312	45.27	765,468	54.03	9,907	0.70
Study Area	9,142	2,440	26.69	6,695	73.23	7	0.08
Census Tract 2195	729	541	74.21	181	24.83	7	0.96
Census Tract 2197	1,065	792	74.37	273	25.63	0	0.00
Census Tract 2200	1,985	1,008	50.78	977	49.22	0	0.00
Census Tract 2362.01	2,883	63	2.19	2,820	97.81	0	0.00
Census Tract 2362.02	2,480	36	1.45	2,444	98.55	0	0.00

Notes:

¹ Total housing units for this data set are from Summary File 3, which uses a population sample. Thus, the total units shown here do not correspond to the total units reported in the Summary File 1 data sets.² Other units include mobile homes, recreational vehicles, vans, campers, tents, etc.

Source: U.S. Census Bureau, Census of Population and Housing, 2000; Summary File 3.

Table 5. Existing Regional and Local Housing Characteristics—Occupancy (2000 U.S. Census)

Geographic Area	Total Housing Units	Occupied Units	(%)	Vacant Units	(%)	Owner occupied	(%)	Renter occupied	(%)	Average Household Size
Los Angeles County	3,270,909	3,133,774	95.81	137,135	4.19	1,499,744	47.86	1,634,030	52.14	2.98
Los Angeles City	1,416,689	1,350,533	95.33	66,156	4.67	522,905	38.72	827,628	61.28	2.79
Study Area	9,090	8,469	93.17	621	6.83	1,814	21.42	6,655	78.58	2.64
Census Tract 2195	762	736	96.59	26	3.41	535	72.69	201	27.31	2.31
Census Tract 2197	1,032	960	93.02	72	6.98	489	50.94	471	49.06	3.30
Census Tract 2200	1,988	1,910	96.08	78	3.92	728	38.12	1,182	61.88	2.70
Census Tract 2362.01	2,883	2,591	89.87	292	10.13	27	1.04	2,564	98.96	2.43
Census Tract 2362.02	2,425	2,272	93.69	153	6.31	35	1.54	2,237	98.46	2.65

Source: U.S. Census Bureau, Census of Population and Housing, 2000; Summary File 1.

The acquisition and demolition of the Expo Inn would displace this business and possibly result in the displacement of permanent or long-term residents at the motel. As described in the FEIS/EIR, mitigation for this acquisition would include provision of relocation assistance and compensation per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act. Displacements were previously considered substantial adverse effects in the FEIS/EIR. However, the addition of one property to the 89 previously affected properties would not constitute a substantial adverse effect.

The community surrounding the project site is inhabited by persons identified as both minority and low income. Generally, the extension of the Expo LRT system to this area would be beneficial for the study area population due to increased transit access. The effects of the proposed action would not be appreciably more severe or greater in magnitude on minority or low-income populations compared to the effects on non-minority or non-low-income populations. All mitigation measures identified in the FEIS/EIR related to mass-transit nuisance impacts would be implemented and are expected to offer equal efficacy for all groups. Specifically, the proposed action would have a beneficial impact on the nearby community by improving access to public transit with the construction of an LRT passenger station. In addition to the LRT line, feeder bus service would be initiated along Exposition Boulevard North.

No new or more severe significant impacts under CEQA and no new or more severe adverse substantial effects under NEPA would occur as a result of modifying the Expo LRT project with an LRT passenger station at Farmdale Avenue.

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5.0 List of Preparers

Gabriel Olson, Environmental Planner

M.Sc. Environmental Policy and Management, University of Utrecht, Netherlands; B.A. Anthropology, University of California, Berkeley. Five years of experience in environmental mapping, geographic information systems, and planning for sustainable development.

Shilpa Trisal, AICP, Project Manager

M.A. Community Planning, University of Cincinnati; B.A. Planning, School of Planning and Architecture, India. Five years of experience in land use and community planning.

Lee Lisecki, Project Director

M.A. Graduate School of Engineering, Transportation Planning, Cornell University. Mr. Lisecki has 25 years of experience in preparing and managing CEQA and NEPA environmental documents.