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

APPENDIX EE

ENVIRONMENTAL JUSTICE

State Clearinghouse Number: 2009031043

Regional Connector Transit Corridor
Environmental Justice
Technical Memorandum

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Los Angeles County Metropolitan Transportation Authority

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ACRONYMS

AA	Alternatives Analysis
ACS	American Community Survey
BID	Business Improvement Strategy
CEQA	California Environmental Quality Act
CNG	Compressed Natural Gas
CRA/LA	Community Redevelopment Agency of Los Angeles
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HHS	Health and Human Services
JANM	Japanese American National Museum
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAHSA	Los Angeles Homeless Services Authority
LAP	Language Assistance Plan
LEP	Limited English proficiency
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LTCC	Little Tokyo Community Council
LTSC	Little Tokyo Service Center

LTWG	Little Tokyo Working Group
Metro	Los Angeles County Metropolitan Transportation Authority (LACMTA)
NEPA	National Environmental Policy Act
OCTA	Orange County Transit Authority
PPP	Public Participation Plan
SRO	Single Room Occupancy Establishment
TSM	Transportation Management System
USDOT	US Department of Transportation
VMT	Vehicle Miles Traveled

1.0 SUMMARY

Projects receiving federal funding must be reviewed for potential impacts to minority and low-income communities. Executive Order 12898 enacts this federal requirement regarding environmental justice. Other communities of concern include the elderly and communities of limited English proficiency (LEP). Given that the Regional Connector Transit Corridor project area is primarily comprised of minority and low-income communities, the potential exists for disproportionate adverse impacts to these communities.

In general, the build alternatives would provide greater regional connectivity and additional light rail transit in or adjacent to predominantly minority and low-income areas. Increased regional connectivity would have a beneficial impact to minority communities in regards to job and recreation access. In addition, the reduced number of transfers would result in travel time benefits for all transit riders, including low-income and transit dependent populations. These results would be consistent with Metro's policies as presented in the 2009 *Long Range Transportation Plan* (LRTP) and meet the criteria of the Federal Transit Administration's (FTA) *Title VI Circular*.

Public outreach to minority, low-income, and LEP populations in the project area has been extensive and comprehensive. In addition to standard scoping meetings and public hearings, stakeholder meetings have been conducted. A Little Tokyo Working Group (LTWG) was formed to oversee specific concerns of residents and business owners in Little Tokyo. In addition, per the LTWG's request, Metro is funding an independent contractor to review the draft environmental impact statement (EIS) and environmental impact report (EIR) and to help the Little Tokyo community understand and formulate mitigations where appropriate. This contractor will provide insight on potential environmental justice issues, particularly during construction, and will represent LTWG's concerns regarding impacts and mitigations. Appendix A is a letter from the Little Tokyo Community Council thanking Metro for their outreach to and work with the community for developing the Fully Underground LRT Alternative – Little Tokyo Variation 1 in response to community concerns.

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

The No Build Alternative would only include transit investments already planned in the Metro *2009 Long-Range Transportation Plan* (LRTP). The No Build Alternative would maintain the current level of bus and rail transit access in the project area. The No Build Alternative would not result in increased regional connectivity of the light rail system. As a result, equitable

access to jobs and services may not be available to low-income and minority populations in the project area (particularly Little Tokyo).

In addition, transfer costs (in terms of travel time) would remain the same. Traffic congestion in the project area is anticipated to increase. The No Build Alternative would not add transit service in the project area, so existing transit service would be adversely impacted by increased congestion. Increased congestion would increase commute times and potentially restrict mobility for the transit-dependent population in the project area. Thus, the No Build Alternative would have direct, indirect, and cumulative disproportionate adverse impacts to transit service equity. No feasible mitigation measures could minimize impacts to transit service equity

The TSM Alternative would add two new bus shuttles between Union Station and the 7th Street/Metro Center Station. Operation of the TSM alternative could result in disproportionate impacts to transit service equity and safety and security. The TSM Alternative would maintain current local bus and rail transit but would not increase regional connectivity of the light rail system. Therefore, equitable access to jobs and services may not be available to low-income and minority populations in the project area (particularly Little Tokyo).

In addition, transfer costs (in terms of travel time) would continue as they exist today. Congestion in the project area is anticipated to increase and the TSM Alternative would add bus transit service. Bus transit service would be impacted by increased congestion. Added congestion would increase commute times, potentially restricting mobility for the transit-dependent population in the project area.

Therefore, the TSM Alternative would result in direct, indirect, and cumulative disproportionate adverse impacts to transit service equity. No feasible mitigation measures could minimize impacts to transit service equity. However, mitigation measures could eliminate potential disproportionate adverse impacts to safety and security.

The At-Grade Emphasis LRT Alternative would extend light rail tracks from the underground 7th Street/Metro Center Station to the Metro Gold Line at a 3-way junction north of the Little Tokyo/Arts District Station on Alameda Temple Streets. This alternative would not reduce the existing bus network in the project area. Beneficial impacts to transit equity would be anticipated.

Increased regional connectivity would reduce transit transfers and travel time. This would result in benefits to all transit riders, including minority and low-income communities. Increased regional connectivity would add access to major employment centers, including all civic employers downtown. Little Tokyo could suffer the following disproportionate adverse impacts under this alternative: parking loss, access to public facilities during operations, safe

pedestrian crossing for residents and visitors, and construction-related impacts. Mitigation measures would address these concerns so that the project would result in no disproportionate adverse impacts.

The Underground Emphasis LRT Alternative would extend north from the 7th Street/Metro Center Station along Flower Street, travel east under 2nd Street, and emerge at an at-grade connection just southwest of the intersection of 1st and Alameda Streets. This alternative would not reduce the existing bus network in the project area. Beneficial impacts to transit equity would be anticipated.

Increased regional connectivity would reduce transit transfers and travel time. This would result in benefits to all transit riders, including minority and low-income communities. Increased regional connectivity would add access to major employment centers, including all civic employers downtown. Little Tokyo could suffer the following disproportionate adverse impacts under this alternative: parking loss, access to public facilities during operations, safe pedestrian crossing for residents and visitors, and construction-related impacts. Mitigation measures would address these concerns so that the project would result in no disproportionate adverse impacts.

Fully Underground LRT Alternative – Little Tokyo Variations 1 and 2 would extend north from the 7th Street/Metro Center Station along Flower Street then travel east under 2nd Street and under the intersection of Alameda Street and 1st streets. From there, tracks would emerge at an at-grade connection to the existing Metro Gold Line, north and east of intersection of Alameda and 1st Streets. These alternatives would not reduce the current bus system in the project area. Beneficial impacts to transit equity would be anticipated.

Increased regional connectivity would reduce transit transfers and travel time. This would result in benefits to all transit riders, including minority and low-income communities. Increased regional connectivity would add access to major employment centers, including all civic employers downtown. Little Tokyo could suffer the following disproportionate adverse impacts under this alternative: parking loss during construction, access to public facilities during operations, safe pedestrian crossing for residents and visitors, and construction-related impacts. Mitigation measures would address these concerns so that the project would result in no disproportionate significant adverse impacts. The Little Tokyo Community Council (LTCC) has written to Metro to indicate that it supports the Fully Underground Variation 1 Alternative as being most consistent with community needs while addressing community concerns.

The California Environmental Quality Act (CEQA) does not contain thresholds of significance specific to environmental justice. CEQA does, however, contain criteria applicable to low-income communities. None of the proposed alternatives would displace affordable housing thus necessitating construction of replacement housing elsewhere. Project alternatives would

not result in any significant impacts under a CEQA analysis. Consequently, no mitigation measures under CEQA are considered.

2.0 INTRODUCTION

Environmental justice deals with potentially disproportionate impacts to minority and low-income communities. This section describes key socioeconomic indicators in the project area that influence the assessment of environmental justice concerns. This memo discusses federal and state environmental justice regulations and provides a comparative demographic profile of the region, project area and proposed stations areas. In addition, this analysis includes a summary of outreach made to communities sensitive to environmental justice concerns. This memo concludes with an assessment of potential disproportionate adverse impacts to minority, low-income, elderly, and LEP communities.

3.0 METHODOLOGY FOR IMPACT EVALUATION

3.1 NEPA Guidelines

3.1.1 Federal Regulation

On February 4, 1994, President Bill Clinton signed Executive Order 12898*, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Executive Order 12898 requires federal agencies to seek environmental justice by "identifying and addressing social and economic effects of... programs, policies, and activities on minority populations and low-income populations in the United States" (Federal Register, Volume 59, Number 32). Executive Order 12898 seeks fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of negative environmental consequences resulting from industrial, municipal, or commercial operations or policies. Meaningful involvement means that potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; that the public's contribution can influence the regulatory agency's decision; that the concerns of all participants will be considered in the decision making process; and, that decision-makers will seek out and facilitate the involvement of those potentially affected.

In response to Executive Order 12898, the U.S. Department of Transportation (USDOT) issued the *Order to Address Environmental Justice in Minority Populations and Low-Income Populations* (Federal Register Volume 62, Number 72). This order, issued in April 1995, sets guidelines to ensure that all federally-funded transportation-related programs, policies, or activities that have the potential to adversely affect human health or the environment involve a planning and programming process that explicitly considers effects on minority and low-income populations. As a result of Executive Order 12898, the National Environmental Policy Act (NEPA) requires projects that receive federal funding to engage in an analysis of environmental justice concerns.

Executive Order 13166 requires programs funded by the federal government to develop and implement a system to provide meaningful access for LEP populations as part of their creation. Executive Order 13166 has a two-fold purpose. First, it provides enforcement and implementation of an existing obligation under Title VI of the Civil Rights Act of 1964. Title VI prohibits recipients of federal financial assistance from discriminating based on national origins, such as by failing to provide meaningful access to LEP individuals.

Secondly, Executive Order 13166 sets forth a new obligation that requires all federal agencies to meet the same standards as federal financial assistance recipients. Thus, federal agencies must provide meaningful access to LEP individuals as a part of federally conducted programs. Additionally, each federal agency must develop a plan to provide this access. Meaningful access can include availability of vital documents, printed and internet-based information in one or more languages, and translation services during public meetings that can be part of an official language assistance plan (LAP).

The Age Discrimination Act of 1975 prohibits discriminating against individuals based on age. It prohibits a federally funded program from denying meaningful access or participation to any certain age group.

3.1.2 State and Local Regulation

Following the lead of the federal government, California enacted a series of laws to implement environmental justice, starting in 1999. The Governor's Office of Planning and Research (OPR) has been designated the agency in state government for coordinating environmental justice programs. As part of its new environmental justice coordinator role, OPR must incorporate environmental justice considerations into local government planning decisions. California law requires OPR to coordinate with federal agencies regarding environmental justice and to consider Executive Order 12898.

Metro adopted guidelines and planning policies regarding environmental justice issues in its 2009 Long Range Transportation Plan (LRTP). Metro's 2009 LRTP discusses potential provision of additional transit service in areas with high transit dependency and minority and low-income populations. The 2009 LRTP includes extensive transit investments. The LRTP includes policies sensitive to investment in areas with minority and lower-income populations. The LRTP also discusses investing in transit to support job opportunities for residents in these areas. In addition, Metro files a Title VI compliance report every year.

3.2 CEQA Guidelines

Neither the CEQA statute nor its implementing guidelines refer specifically to the topic of environmental justice. CEQA focuses on identifying and disclosing potential significant impacts to the physical environment, and socioeconomic effects are of secondary importance. CEQA does, however, place major emphasis on the disclosure of environmental changes to all potentially affected communities regardless of socioeconomic status. CEQA recognizes in its guidelines that displacement of a substantial number of affordable housing units would constitute a significant environmental impact and necessitate building replacement housing.

3.3 Methodology

In assessing a transit improvement project's compliance with Executive Orders 12898 and 13166 regarding environmental justice and LEP populations there are three major considerations:

- Whether the project provides transit service equity
- Whether any potential adverse impacts during either construction or operations of the project would be disproportionately borne by low-income and minority communities
- Whether low-income and minority communities have had opportunities to actively participate in the planning of the project in a manner to shape route alignment alternatives, design elements, or other project features that would minimize or avoid impact to their community

This analysis used data from the 2005 to 2007 *American Community Survey (*ACS) by the Census Bureau for population and housing estimates. It used data from the 2000 United States (U.S.) Census for most demographic and socioeconomic estimates. Although these data are almost ten years old, they are the most comprehensive available. The ACS did not update most demographic or socioeconomic data. This analysis supplemented 2000 U.S. Census Data for the Little Tokyo area with updated demographics provided by the Little Tokyo Service Center.

Consistent with Title IV of the Civil Rights Act of 1964, the USDOT defines "minority" as shown in the following table.

Black	a person having origins in any of the black racial groups of Africa
Hispanic	a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
Asian	a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
American Indian	a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition
Native Hawaiian or other Pacific Islander	a person having origins in any of the original peoples of Hawaii, Guam Samoa, or other Pacific Islands

The Federal Highway Administration (FHWA) uses a definition from Title IV of the Civil Rights Act of 1964 to define a "low-income" person as a person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

HHS poverty guidelines simplify poverty thresholds established by the U.S. Census Bureau. The U.S. Census Bureau uses poverty thresholds primarily in statistical analyses. This analysis used these guidelines as the basis for determining low-income and poverty characteristics.

Table 3-1 shows HHS Thresholds.

Table 3-1. 2000 U.S. Census Poverty Thresholds

Household Size	Income Threshold
One-Person	$8,794.00
Two-Person	$11,239.00
Three-Person	$13,738.00
Four-Person	$17,603.00
Five-Person	$20,819.00
Six-Person	$23,528.00
Seven-Person	$26,754.00
Eight-Person	$29,701.00
Nine-Person	$35,060.00

Source: U.S. Census Bureau, Housing and Household Economic Statistics Division, 2000.

4.0 AFFECTED ENVIRONMENT

The proposed project would be located in downtown Los Angeles. However, the proposed project would result in a region-wide, beneficial impact because it would connect most of the rail system in Los Angeles County. Therefore, the affected environment includes the entire region.

4.1 Areas of Potential Impact

4.1.1 County of Los Angeles

Table 4-1 shows certain characteristics of Los Angeles County. As of 2007, approximately 9.9 million persons reside in the County, living in approximately 3.4 million housing units. Approximately 69 percent of the County population is characterized as minority. The largest minority population is Hispanic, making up approximately 45 percent of the total population.

According to the 2000 U.S. Census, approximately 18 percent of households in the County live below the poverty level. LEP persons over the age of five make up 16 percent of Los Angeles County. Of this 16 percent, 12 percent speak only Spanish. The elderly (age 65 and older) make up 9.7 percent of county population. Los Angeles County has an unemployment rate of 12.5 percent (Bureau of Labor Statistics 2009).

4.1.2 City of Los Angeles

Table 4-1 shows certain characteristics of the City of Los Angeles (City). As of 2007, approximately 9.9 million persons reside in the City, living in approximately 3.4 million housing units. Approximately 53 percent of the City's population is characterized as minority. The largest minority population is Hispanic, making up approximately 47 percent of the population. According to the 2000 U.S. Census, approximately 22 percent of households live below the poverty level.

LEP persons over the age of five make up 33 percent of City population. Of this 33 percent, 25 percent speak only Spanish. The elderly (age 65 and older) make up 9.7 percent of City population. The City of Los Angeles has an unemployment rate of 11.7 percent (Bureau of Labor Statistics July 2009).

4.1.3 Project Area

The project area is located entirely within the City of Los Angeles. For the purposes of the environmental justice analysis, the project area contains the following census tracts: 2060.30, 2060.40, 2062, 2073, 2074, 2075, and 2077.10 (see Figure 4-1). The project area houses approximately 18,070 persons, living in 10,340 housing units (see Table 4-2). Minorities make up 83 percent of project area, and approximately 40 percent of the population lives below the poverty level.

Table 4-1. Summary of Characteristics for Los Angeles County and the City of Los Angeles

Characteristic	County of Los Angeles	City of Los Angeles
Total Population (persons) (2007) /a/	9,878,554	3,834,340
Total Housing Units(2007) /a/	3,374,211	1,356,808
Percent population below poverty level (2000) /b/	18%	22%
Median Household income (2000) /b/	$42,189	$36,687
Percent Minority (2000) /b/	69%	53%
Percent Limited English Proficiency, Age ≥ 5 (2000) /b/	16%	33%
Percent of Population over 65 years of Age (2000) /b/	9.7%	9.7%
Unemployment Rate (2009) /c/	12.5%	11.7%

/a/ From the 2005-2007 ACS.
/b/ From the 2000 U.S. Census, Summary File 3.
/c/ From Bureau of Labor Statistics.
Source: U.S. Census Bureau, 2000 and 2005-2007; Bureau of Labor Statistics, 2009.

The project area contains the communities of Little Tokyo, the Arts District, Boyle Heights, Bunker Hill, Historic Core, Financial District, Toy District, and South Park. Many of these communities contain historic resources, but the communities themselves have undergone significant changes in demographics and character. Most of the communities are predominantly minority and/or low-income. The most visible and concentrated minority community in the project area is Little Tokyo.

The project area is surrounded by predominantly minority and low-income neighborhoods such as South Los Angeles, Pico-Union, Westlake-MacArthur Park, Chavez Ravine, Lincoln Heights, and Chinatown. This analysis treated potential environmental justice impacts to Little Tokyo with special attention given its historical and cultural importance. Furthermore, construction activities would impact Little Tokyo under all build alternatives.

Table 4-2. Summary of the Project Area Characteristics	
Characteristic	**Value**
Total Population (persons) /a/	18,067
Total Housing Units	10,339
Percent Population Below Poverty Level	39%
Percent Minority	83%

/a/ Excludes homeless population.
Source: U.S. Census Bureau, 2000, Summary File 3.

4.1.3.1 Census Tract 2060.30

Census tract 2060.30 is located in the eastern-most part of the project area. Census tract 2060.30 is bounded by Alameda Street on the west, 1st Street on the south, Pleasant Avenue on the east, and US 101 on the north (see Figure 4-1). Census tract 2060.30 includes parts of both Little Tokyo and Boyle Heights. Census tract 2060.30 is characterized by one and two-story buildings. Major corridors in this tract are Alameda Street, 1st Street, and Mission Road. Census tract 2060.30 is primarily industrial/commercial west of the Los Angeles River and residential east of the Los Angeles River. Bus lines serving this area run primarily on 1st Street. The Metro Gold Line Little Tokyo/Arts District Station is located in this tract.

4.1.3.2 Census Tract 2060.40

Census tract 2060.40 is located in the eastern-most part of the project area. Census tract 2060.40 is bounded by State Street on the east, 4th Street on the south, Alameda Street on the west, and 1st Street on the north (see Figure 4-1). Census tract 2060.40 includes the Arts District and part of Boyle Heights. Census tract 2060.40 is characterized by one and two-story buildings. Major corridors in this area are Alameda Street, 1st Street, 4th Street, and Mission Road. Census tract 2060.40 has a mix of residential, commercial, and light industrial uses. Bus transit serving this tract runs primarily on 1st Street. The Metro Gold Line Little Tokyo/Arts District Station is located adjacent to this Census tract.

4.1.3.3 Census Tract 2062

Census tract 2062 is located in the eastern-most part of the project area. Census tract 2062 is bounded by Alameda Street on the east, 5th Street on the south, Los Angeles Street on the west, and 1st Street and Temple Street on the north (see Figure 4-1). Census tract 2062 includes Little Tokyo, part of the Toy District, and part of Skid Row. Census tract 2062 is characterized by tall, multi-story buildings north of 3rd Street and smaller one and two-story buildings south of 3rd Street. Major corridors in this area are Alameda Street, 1st Street, 2nd

Street, and Central Avenue. Census tract 2062 has a mix of residential, commercial, and light industrial uses. Bus transit serving tract 2062 runs primarily on 1st and Temple Streets. The Metro Gold Line Little Tokyo/Arts District Station is located adjacent to this tract.

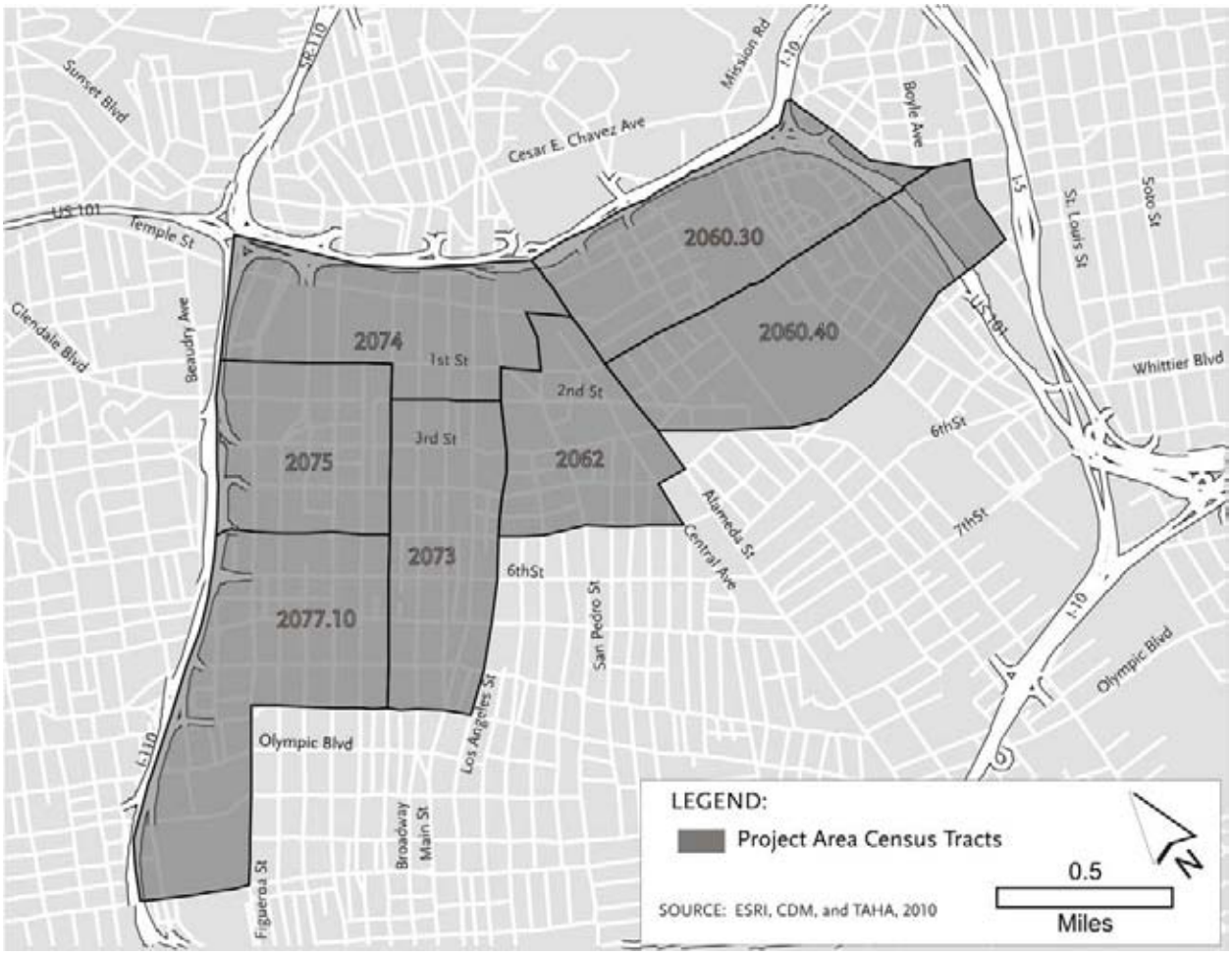

Figure 4-1. Project Area

4.1.3.4 Census Tract 2073

Census tract 2073 is bounded by Los Angeles Street on the east, 9th Street on the south, Hill Street on the west, and 2nd Street on the north (see Figure 4-1). Census tract 2073 includes the Historic Core, a portion of the Fashion District, and a portion of Skid Row. Census tract 2073 is characterized by tall, multi-story buildings. Major corridors in this area are Hill Street, Broadway, Spring Street, and Main Street. Census tract 2073 has a mix of residential, institutional, and commercial uses. Bus transit serving this tract runs along all major corridors. The Metro Pershing Square Station is located within census tract 2073.

4.1.3.5 Census Tract 2074

Census tract 2074 is bounded by Alameda Street, Judge John Aiso Way, and Los Angeles Street on the east, 1st and 2nd Streets on the south, SR 110 on the west, and US 101 on the north (see Figure 4-1). Census tract 2074 includes the Civic Center and is characterized by tall, multi-story buildings and parking lots. Major corridors in this area are Hill Street, Broadway, Spring Street, Main Street, 1st Street and Temple Street. Census tract 2074 has institutional, entertainment, and commercial uses. Bus transit serving this tract runs along all major corridors. The Metro Civic Center Station is located within this tract.

4.1.3.6 Census Tract 2075

Census tract 2075 is bounded by Hill Street on the east, 5th Street on the south, SR 110 on the west, and 1st Street on the north (see Figure 4-1). Census tract 2075 includes the Bunker Hill District and a portion of the Financial District. Census tract 2075 is characterized by mid-rise and high-rise commercial office towers. Major corridors in this area are Figueroa Street, Grand Avenue, Flower Street, Olive Street, 3rd Street, 4th Street, and 5th Street. Census tract 2075 has a mix of residential, institutional, and commercial uses. Bus transit in this tract runs along all major corridors. The Metro Pershing Square and Civic Center Stations are located adjacent to census tract 2075.

4.1.3.7 Census Tract 2077.10

Census tract 2077.10 is bounded by Hill Street on the east, 9th Street and Pico Boulevard on the south, SR 110 on the west, and 5th Street on the north (see Figure 4-1). Census tract 2077.10 includes portions of both the Financial and South Park districts. Census tract 2077.10 is characterized by tall skyscrapers, other multi-story buildings, and large entertainment venues including the Staples Center, L.A. Live and the Los Angeles Convention Center.

Major corridors in this area are Figueroa Street, Flower Street, Grand Avenue, Olympic Boulevard, 7th Street, Wilshire Boulevard, and 6th Street. Census tract 2077.10 has a mix of residential and commercial uses. Bus transit in this tract runs along all major corridors. The 7th Street/Metro Center Station is located within census tract 2077.10.

4.2 Demographics of the Project Area

Table 4-3 shows that approximately 80 percent of the population in the project area belongs to a minority group. Hispanic or Latinos make up 35 percent of the population in the project area. Asians are the second largest minority group and make up 26 percent of the population. Whites and Blacks or African American populations make 19 percent and 17 percent of the population respectively. Figure 4-2 shows the demographic character of the project area. The demographic character of census tracts in the project area is as follows:

- Census Tract 2060.30. Census tract 2060.30 includes part of Boyle Heights. According to the 2000 U.S. Census, 92 percent of the census tract population is minority. The minority group with the largest representation is Hispanics or Latinos (78 percent).

- Census Tract 2060.40. Census tract 2060.40 includes the Arts District and part of Boyle Heights. According to the 2000 U.S. Census, 88 percent of the census tract population is minority. The minority group with the largest representation is Hispanics or Latinos (80 percent).

- Census Tract 2062. Census tract 2062 includes the community of Little Tokyo. According to the 2000 U.S. Census, 88 percent of the census tract population is minority. The minority groups with the largest representation in census tract 2062 are Blacks or African Americans (36 percent), Asians (31 percent), and Hispanics or Latinos (19 percent).

- Census Tract 2073. According to the 2000 U.S. Census, 73 percent of the census tract population is minority. The minority groups with the largest representation 2073 are Blacks or African Americans (35 percent), Hispanics or Latinos (21 percent), and Asians (14 percent).

- Census Tract 2074. Census tract 2074 includes a resident population of seven persons and a population of approximately 1,100 persons in jails (institutionalized group-living in census terms. According to the 2000 U.S. Census, 68 percent of the population is minority. The minority groups with the largest representation are Blacks or African Americans (34 percent) and Hispanics or Latinos (29 percent).

- Census Tract 2075. According to the 2000 U.S. Census, 76 percent of the census tract population is minority. The minority groups with the largest representation in are Asians (52 percent) and Hispanics or Latinos (12 percent).

- Census Tract 2077.10. According to the 2000 U.S. Census, 90 percent of the census tract population is minority. The minority groups with the largest representation are Hispanics or Latinos (51 percent) and Asians (31 percent).

4.2.1 Little Tokyo Historic District

Little Tokyo is a commercial and residential district located in the northeastern portion of downtown Los Angeles. It has served as a Japanese community center for decades. Little Tokyo is one of three remaining "Japan Towns" in the United States (the other two are in San Francisco and San Jose). Before World War II, Little Tokyo was the largest Japanese-American community.

Little Tokyo once encompassed a larger area than today. Little Tokyo currently consists of the blocks bounded by Los Angeles Street to the west, Alameda Street to the east, 1st Street to the north, and 3rd Street to the South. Little Tokyo is adjacent to the Arts District, Civic Center, and the Toy District (see Figure 4-3). Little Tokyo is located within census tract 2062.

Little Tokyo has existed since the early 1900s and has included residential and commercial uses. During World War II and Japanese internment, Little Tokyo was abolished and renamed Bronzeville. Bronzeville was comprised primarily of African-Americans and Hispanics. Upon the return of interned Japanese, Little Tokyo was revitalized as a Japanese-American community, though not on a pre-war scale. In 1970, Little Tokyo was designated a redevelopment area by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA).

With the assistance of the CRA/LA, Little Tokyo became the entry point for Japanese corporations into Southern California. Japanese business influence led to further changes in the social, political, physical, and economic environment of Little Tokyo. Little Tokyo was declared a National Historic Landmark in 1995 and a Preserve America Community in 2008.

Although it has shrunk significantly in size, and most of the Japanese-American population has migrated to the suburbs, Little Tokyo remains the historical focal point for Japanese-Americans in the Los Angeles region. It is the home of the Japanese American Cultural and Community Center, the Japanese American National Museum (JANM), the Go For Broke Monument, and the Nisei Week festival. Little Tokyo is home to several religious institutions significant to the Japanese-American community including the Koyasan and Los Angeles Hompa Hongwanji Buddhist Temples. Little Tokyo has a large number of Japanese restaurants and other retail stores. Japanese businesses are particularly concentrated around the Japanese Village Plaza on the block bounded by 1st Street, Central Avenue, 2nd Street, and San Pedro Street.

According to the Little Tokyo Service Center (LTSC), the current population of Little Tokyo is approximately 2,300 persons. The demographic character of Little Tokyo is approximately 45 percent Japanese, 34 percent Korean, 5 percent Chinese, 4 percent Hispanic or Latino, 2 percent Black or African American, 1 percent other Asian, 8 percent White, and 1 percent other (LTSC 2009).

Table 4-3. Project Area Demographic Character										
Race/Ethnicity in Census Tract/Project Area (Persons)										
White	Black or African American	American Indian or Native Alaskan	Asian	Native Hawaiian & Pacific Islander	Other Race	Two or More Races	Hispanic or Latino	Total Minority	Largest Racial/Ethnic Group in Census tract	Percent of Census tract Population that is Minority
Census Tract 2060.30										
70	28	25	62	14	0	0	699	828	Hispanic or Latino (78%)	92%
Census Tract 2060.40										
170	56	16	404	0	0	22	2,723	3,221	Hispanic or Latino (80%)	95%
Census Tract 2062										
418	1,232	21	1,074	0	0	56	666	3,049	Black or African American (36%)	88%
Census Tract 2073										
1,017	1,320	49	539	0	12	69	806	2,787	Black or African American (35%)	73%

Table 4-3. Project Area Demographic Character

Race/Ethnicity in Census Tract/Project Area (Persons)										
White	Black or African American	American Indian or Native Alaskan	Asian	Native Hawaiian & Pacific Islander	Other Race	Two or More Races	Hispanic or Latino	Total Minority	Largest Racial/Ethnic Group in Census tract	Percent of Census tract Population that is Minority
Census Tract 2074 /a/										
350	371	0	49	0	0	7	317	744	Black or African American (34%)	68%
Census Tract 2075										
961	267	8	2,109	9	37	146	496	3,072	Asian (52%)	76%
Census Tract 2077.10										
143	82	0	423	0	5	22	705	1,237	Hispanic or Latino (51%)	90%
Project Area										
3,129	3,356	119	4,652	23	54	322	6,412	14,938	Latino or Hispanic (35%)	83%

/a/ Census tract 2074 has a single-family residential population of seven persons. It has an additional institutionalized group-living population of 1,087 persons. For demographic character of this Census tract, the institutionalized group-living population was included.
SOURCE: U.S. Census Bureau, Summary File 3, 2000.

4.3 Socioeconomic Character of the Project Area

The project area is characterized by a diverse demographic. However, economically, the project area houses a mostly low-wage workforce. In 2000, the median household income in the project area was approximately $15,630 (see Table 4-4). The median household income in the project area is substantially lower than both the City's ($36,687) and the County's ($42,189). In the project area, 39 percent of the population lives below poverty thresholds defined in Table 4-1. Additionally, approximately 60 percent of the population has no access to a vehicle. Thus, the resident population is highly transit-dependent (see Table 4-4). The socioeconomic character of census tracts comprising the project area is as follows:

- Census Tract 2060.30. According to the 2000 U.S. Census, the median income for census tract 2060.30 is $24,821, which is substantially less than the median income for the City and County ($36,687 and $42,189 respectively). Thirty three percent of the population in census tract 2060.30 lives below the poverty level compared to 22 percent in the City and 18 percent in the County. 38 percent of the population of census tract 2060.30 is transit dependant.

- Census Tract 2060.40. According to the 2000 U.S. Census, the median income for census tract 2060.40 is $22,143, which is substantially less than the median income for the City and County ($36,687 and $42,189 respectively). Thirty six percent of the population in census tract 2060.40 lives below the poverty level compared to 22 percent in the City and 18 percent in the County. Thirty seven percent of the population of census tract 2060.40 is transit dependent.

- Census Tract 2062. Census tract 2062 includes the community of Little Tokyo. According to the 2000 U.S. Census, the median income for census tract 2062 is $10,959, which is substantially less than the median income for the City and County ($36,687 and $42,189 respectively). Fifty seven percent of the population in census tract 2062 lives below the poverty level compared to 22 percent in the City and 18 percent in the County. Seventy one percent of the population of census tract 2062 is transit dependent.

- Census Tract 2073. According to the 2000 U.S. Census, the median income for census tract 2073 is $8,125, which is substantially less than the median income for the City and County ($36,687 and $42,189 respectively). Forty eight percent of the population in census tract 2073 lives below the poverty level compared to 22 percent in the City and 18 percent in the County. Eighty five percent of the population of census tract 2073 is transit dependent.

- Census Tract 2074. Census tract 2074 includes a residential population of seven persons and a population of approximately 1,100 persons in jails (institutionalized group-living in census terms). This analysis used only the residential population.

According to the 2000 U.S. Census, the median income for census tract 2074 is $6,250, which is substantially less than the median income for the City and County ($36,687 and $42,189 respectively). The entire resident population of census tract 2074 lives below the poverty level and is transit dependant.

- Census Tract 2075. According to the 2000 U.S. Census, the median income for census tract 2075 is $25,721, which is less than the median income for the City and County ($36,687 and $42,189 respectively). The median income is the highest of any census tract in the project area. Nineteen percent of the population in census tract 2075 lives below the poverty level compared to 22 for the City and 18 percent for the County. Forty two percent of the population of census tract 2073 is transit dependent.

- Census Tract 2077.10. According to the 2000 U.S. Census, the median income for census tract 2077.10 is $11,442, which is substantially less than the median income for the City and County ($36,687 and $42,189 respectively). Forty two percent of the population in census tract 2077.10 lives below the poverty level compared to 22 percent in the City and 18 percent in the County. Seventy six percent of the population of census tract 2077.10 is transit-dependent.

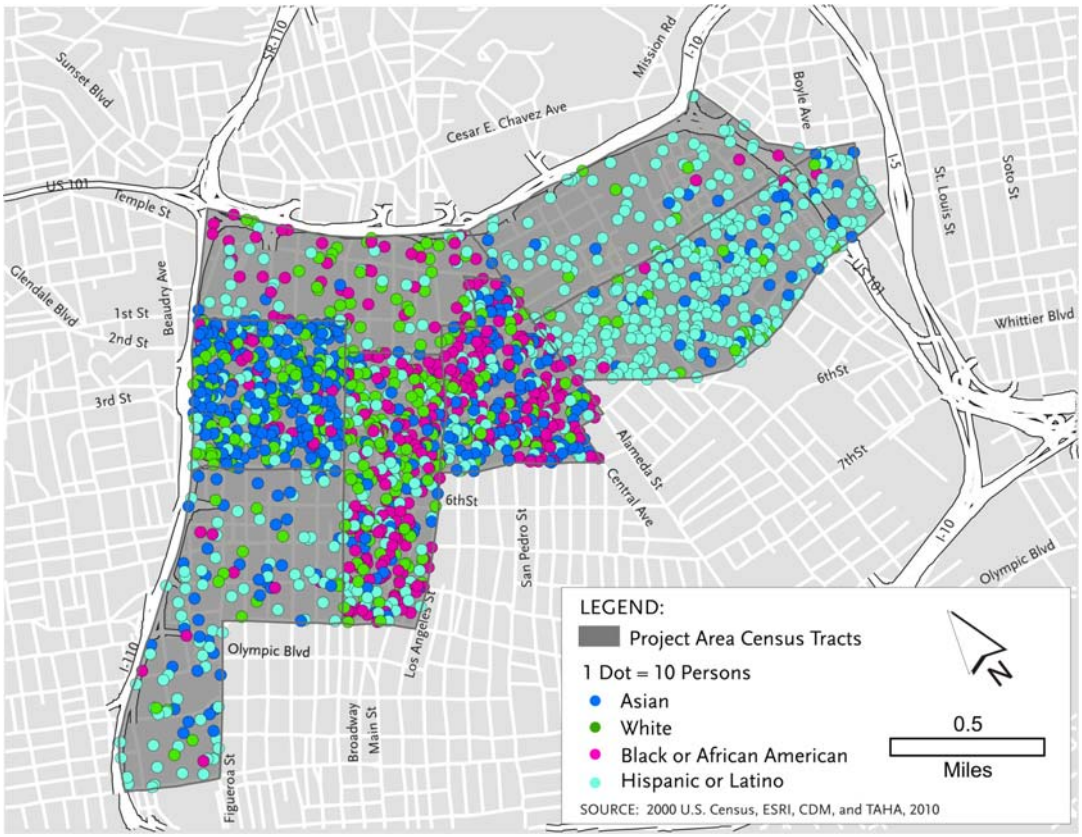

Figure 4-2. Demographic Density in the Project Area

Figure 4-3. Little Tokyo Historic District and Redevelopment Area

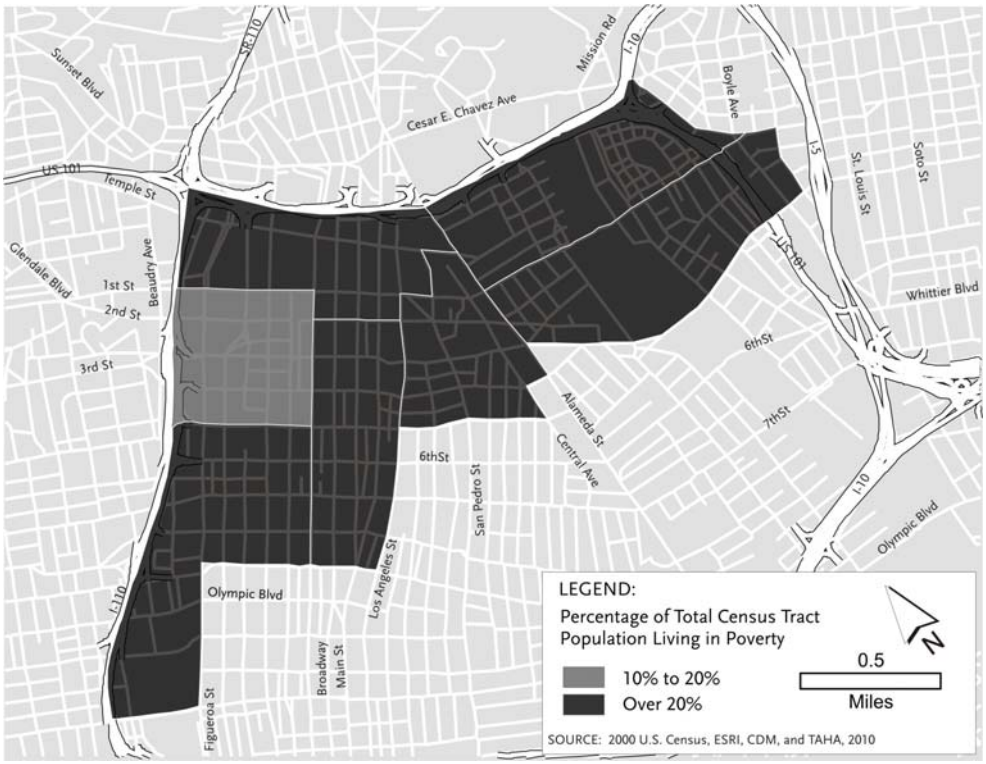

Figure 4-4. Poverty Distribution in the Project Area

Table 4-4. Project Area Socioeconomic Character								
Socioeconomic Character	Census tract 2060.30	Census tract 2060.40	Census tract 2062	Census tract 2073	Census tract 2074 /a/	Census tract 2075	Census tract 2077.10	Project Area
Median Household Income	$24,821	$22,143	$10,959	$8,125	$6,250	$25,721	$11,442	$15,637
Percentage Population Living Below Poverty Level /b/	33%	36%	57%	48%	100%	19%	42%	39%
Percent of Total Population that is Transit-Dependent	38%	37%	71%	85%	100%	42%	76%	60%

/a/ Census tract 2074 has a single-family residential population of seven persons. It has an additional institutionalized group-living population of 1,087 persons. For socioeconomic character of this Census tract, the institutionalized group-living population was excluded.
/b/ Poverty status is based on thresholds as shown in Table 4-1.
Source: U.S. Census Bureau, Summary File 3, 2000.

4.3.1 Homeless Population

Downtown Los Angeles is home to a major homeless and transient population. The U.S. Census Bureau does not include homeless people in its population calculations. The Los Angeles Homeless Services Authority (LAHSA) conducts homeless counts in its jurisdiction. The project area encompasses part of Skid Row, a fifty-block area home to 5,130 homeless persons. This area is home to approximately seven percent of the homeless population of Los Angeles County (LAHSA, 2007).

The project area contains many shelters that serve homeless and transient populations. The area offers five shelters (some year-round), 14 single-room occupancy establishments (SROs), and nine homeless service providers. Resources for the homeless population within the project area shown in Table 4-5 and Figure 4-5.

Eight of 14 SROs are located in census tract 2062. Most are located at the southern boundary of the census tract in the central part of Skid Row. Five of nine service providers in the project are located in census tract 2073.

Table 4-5. Homeless and Transient Population Shelters, SROs, and Service Providers Located in the Project Area

Name	Address	No. of Units/Beds	Availability	Project Area Location (Census tract)
Shelters				
Emmanuel Baptist Mission - Bible Program In-House Residency	530 E. 5th Street	N/A	Emergency	2062
Los Angeles Mission - Anne Douglas Center of the Los Angeles Mission	310 Winston Street	N/A	Transitional	2062
Los Angeles Mission - Overnight Beds for Men	303 E. 5th Street	N/A	Emergency	2073
Proyecto Pastoral	171 S. Gless Street	45	Emergency	2060.40
La Posada	1320 Pleasant Ave	10	Emergency	2060.30
SROs				
Year Round Overnight Emergency Shelter	832 W. James M. Wood Blvd	6	Emergency	2077.10
Zahn New Emergency Housing Program	832 W. James M. Wood Blvd	64	Emergency	2077.10
Year Round Overnight Emergency Shelter	403 E. 5th Street	100	Emergency	2062
Panama Hotel	403 E. 5th Street	221	Emergency	2062
LTSC - Far East Building	347 E. First Street	16	Permanent	2062
Brownstone	425 E. 5th Street	48	Permanent	2062
Southern	412 E. 5th Street	55	Permanent	2062

Table 4-5. Homeless and Transient Population Shelters, SROs, and Service Providers Located in the Project Area

Name	Address	No. of Units/Beds	Availability	Project Area Location (Census tract)
Harold Hotel	323 E. 5th Street	58	Permanent	2073
Florence Hotel	310 E. 5th Street	61	Permanent	2062
Leonide Hotel	512-516 S. Main St	66	Permanent	2073
Fred Jordan Missions - Men's Christian Discipleship	445 S. Towne Ave	36	Transitional	2062
JWCH Institute	515 6th Street	45	Transitional	2077.10
Golden West Transitional Housing	417 E. 5th Street	61	Transitional	2062
Casa Olivares	1208 Pleasant Ave	150	Transitional	2060.30
Service Providers				
Assistance for Skid Row Families	207 S. Broadway	N/A	Year-Round	2074
Day Labor Program	516 S. Main Street	N/A	Year-Round	2073
Downtown Women's Center	325 S. Los Angeles St	N/A	Year-Round	2073
Employment Program	516 S. Main Street	N/A	Year-Round	2073
Family Transition Program	207 S. Broadway	N/A	Year-Round	2074
Golden West Hotel Life Skills Program	417 E. 5th Street	N/A	Year-Round	2062
LTSC Emergency Care Givers	231 E. 3rd Street	N/A	Year-Round	2062
Street Works	516 S. Main Street	N/A	Year-Round	2073

Table 4-5. Homeless and Transient Population Shelters, SROs, and Service Providers Located in the Project Area				
Name	**Address**	**No. of Units/Beds**	**Availability**	**Project Area Location (Census tract)**
Weingart Access Center	506 S. Main Street	N/A	Year-Round	2073

Source: Community Redevelopment Agency of Los Angeles, 2008 and TAHA, 2010.

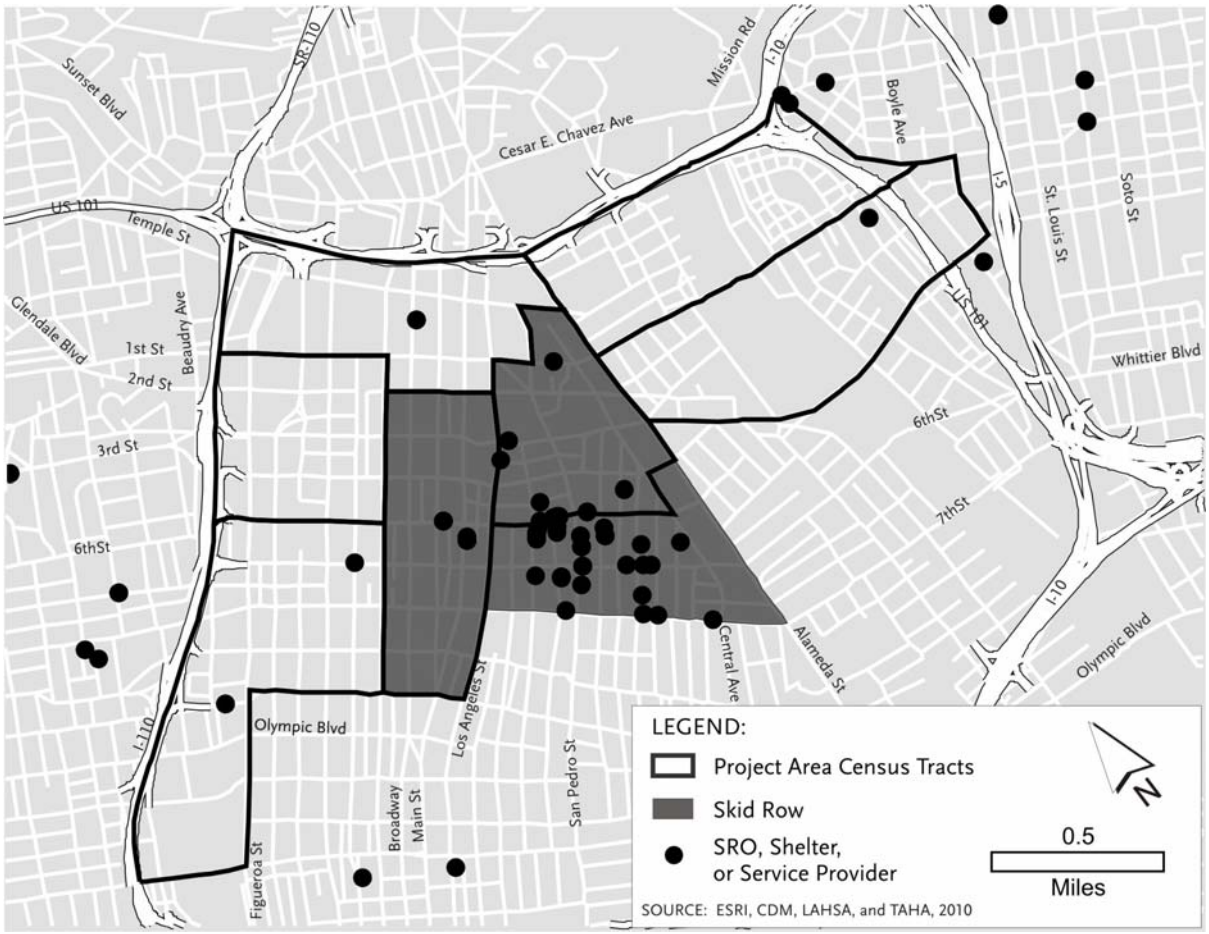

Figure 4-5. Location of Homeless Services in the Project Area and Skid Row

4.4 Age Distribution in the Project Area

Table 4-6 shows age distribution in the project area population. Residents in the age range of 35-49 make up 26 percent of the population. Approximately 25 percent of the project area population is 65 years or older (3,390 persons) compared to approximately 10 percent in the City and County. Figure 4-6 shows the age distribution in the project area. The age distribution in census tracts comprising the project area is as follows:

- Census Tract 2060.30. According to the 2000 U.S. Census, 4 percent of the population in census tract 2060.30 is elderly compared to 10 percent in the City and County. The age group most represented in census tract 2060.30 is age 22 to 34, which accounts for 31 percent of the population.

- Census Tract 2060.40. According to the 2000 U.S. Census, 13 percent of the population in census tract 2060.40 is elderly compared to 10 percent in the City and County. The age group most represented in census tract 2060.40 is age 35 to 49, which accounts for 21 percent of the population.

- Census Tract 2062. Census tract 2062 includes the community of Little Tokyo. According to the 2000 U.S. Census, 22 percent of the population in census tract 2062 is elderly compared to 10 percent in the County and City. The age group most represented in census tract 2062 is ages 35 to 49, which accounts for 40 percent of the population.

- Census Tract 2073. According to the 2000 U.S. Census, 20 percent of the population in census tract 2073 is elderly compared to 10 percent in the City and County. The age group most represented in census tract 2073 is ages 50 to 64, which accounts for 31 percent of the population.

- Census Tract 2074. According to the 2000 U.S. Census, Census tract 2074 does not have an elderly population. The age group most represented in census tract 2074 is ages 22 to 34, which accounts for 62 percent of the population.

- Census Tract 2075. According to the 2000 U.S. Census, 33 percent of the population in census tract 2075 is elderly compared to 10 percent in the City and County. This tract has the highest percentage of elderly residents of any in the project area.

- Census Tract 2077.10. According to the 2000 U.S. Census, 35 percent of the population in census tract 2077.10 is elderly compared to 10 percent in the City and County. The elderly are the best represented age group in this tract.

Table 4-6. Age Distribution								
Age Groups in Census tract/Project Area (Persons)								
Ages 0-5	Ages 6-15	Ages 16-21	Ages 22-34	Ages 35-49	Ages 50-64	Ages 65 and Over	Largest Age Group Present in Census tract	Percent of Census tract Population that is Elderly (Ages 65 and Over)
Census tract 2060.30								
134	143	66	278	153	92	32	Ages 22-34 (31%)	4%
Census tract 2060.40								
280	618	261	647	705	436	444	Ages 35-49 (21%)	13%
Census tract 2062								
12	143	29	566	1,382	557	778	Ages 35-49 (40%)	22%
Census tract 2073								
137	32	96	485	1,093	1,184	777	Ages 50-64 (31%)	20%
Census tract 2074								
0	0	25	683	278	108	0	Ages 22-34 (62%)	0%
Census tract 2075								
53	21	277	1,290	602	443	1,347	Ages 65 and Over	33%
Census tract 2077.10								
100	72	69	334	223	94	488	Ages 65 and Over	35%
Project Area								
716	1,029	823	4,283	4,436	2,914	3,866	Ages 35-49 (25%)	21%

Source: U.S. Census Bureau, Summary File 3, 2000.

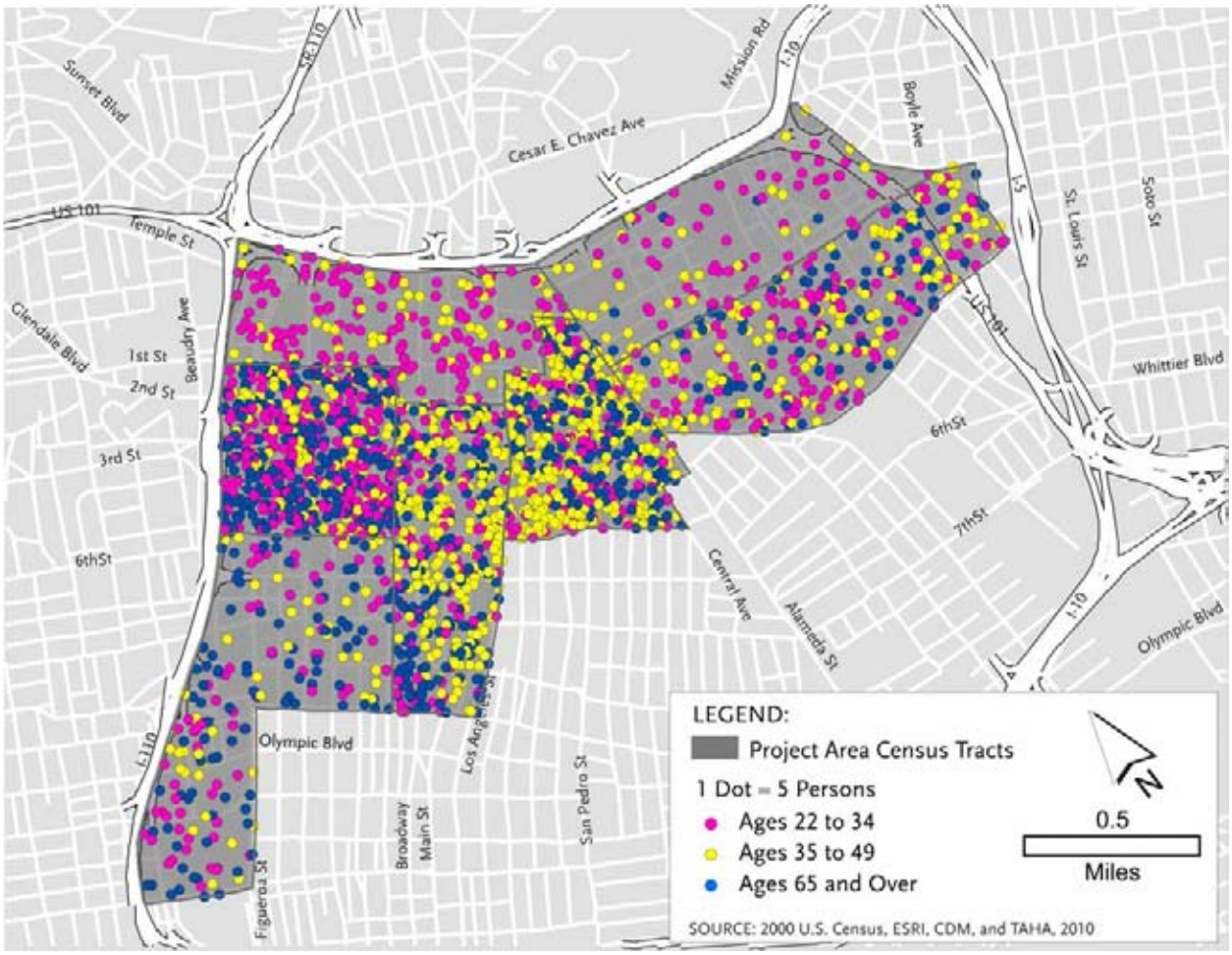

Figure 4-6. Age Distribution for Most Prominent Age Groups in the Project Area (Ages 22 to 34, 35 to 49, and 65 and Older)

4.5 Limited English Proficiency (LEP) Populations in the Project Area

Approximately 30 percent of households in the project area are linguistically isolated. This means that all members in the household over age five either speak English poorly or not at all. The percentage of LEP population in the project area is substantially higher than the County (16 percent) but lower than the City (33 percent).

Approximately 63 percent of the linguistically isolated population (1,804 persons) in the project area speaks an Asian or Pacific Island language. Approximately 35 percent (971 persons) speak Spanish. The geographic distribution of linguistically isolated households in the project area is shown in Figure 4-7. The LEP characteristic of each census tract in the project area is as follows (See Table 4-7):

- Census Tract 2060.30. According to the 2000 U.S. Census, 34 percent of households in census tract 2060.30 are linguistically isolated. The largest percentage of LEP households in this Census tract speak Spanish.

- Census Tract 2060.40. According to the 2000 U.S. Census, 42 percent of the households in census tract 2060.40 are linguistically isolated. The largest percentage of LEP households in this census tract speak Spanish.

- Census Tract 2062. Census tract 2062 includes the community of Little Tokyo. According to the 2000 U.S. Census, 42 percent of the households in census tract 2062 are linguistically isolated. The largest percentage of LEP households in this census tract speak an Asian or Pacific Island language.

- Census Tract 2073. According to the 2000 U.S. Census, 18 percent of the households in census tract 2073 are linguistically isolated. The largest percentage of LEP households in this census tract speak Spanish.

- Census Tract 2074. Census tract 2074 does not include any households that are linguistically isolated.

- Census Tract 2075. According to the 2000 U.S. Census, 31 percent of the households in census tract 2075 are linguistically isolated. The largest percentage of LEP households in this census tract speak an Asian or Pacific Island language.

- Census Tract 2077.10. According to the 2000 U.S. Census, 55 percent of the households in census tract 2077.10 are linguistically isolated). The largest percentage of LEP households in this census tract speak an Asian or Pacific Island language.

4.6 Public Participation

Executive Order 12898 requires meaningful public participation in the project development process. Meaningful involvement means that potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health, that the public's contribution can influence the regulatory agency's decision, that the concerns of all participants will be considered in the decision making process, and that the decision-makers will seek out and facilitate the involvement of those potentially affected.

In addition, Executive Order 13166 requires LEP persons be given meaningful access to the project development process. This would require providing materials and information in other languages as needed.

Table 4-7. Household Linguistic Isolation

Linguistically Isolated /a/				Not Linguistically Isolated /b/	Percentage of Census tract Households Linguistically Isolated	Language Spoken by Largest LEP Population in Census tract
Spanish	Asian/Pacific Island	Other Languages	Total			
Census tract 2060.30						
92	0	0	92	176	34%	Spanish
Census tract 2060.40						
408	64	0	472	652	42%	Spanish
Census tract 2062						
0	465	0	465	635	42%	Asian/Pacific Island
Census tract 2073						
258	244	44	546	2,406	18%	Spanish
Census tract 2074						
0	0	0	0	7	0%	N/A
Census tract 2075						
160	758	41	959	2,095	31%	Asian/Pacific Island
Census tract 2077.10						
53	273	0	326	264	55%	Asian/Pacific Island
Project Area						
971	1,804	85	2,860	6,235	31%	Asian/Pacific Island

/a/ A linguistically isolated household is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well." In other words, all members 14 years old and over have at least some difficulty with English. /b/ Not linguistically isolated households include households where members who speak another language other than English speak English well to very well. Source: U.S. Census Bureau, Summary File 3, 2000.

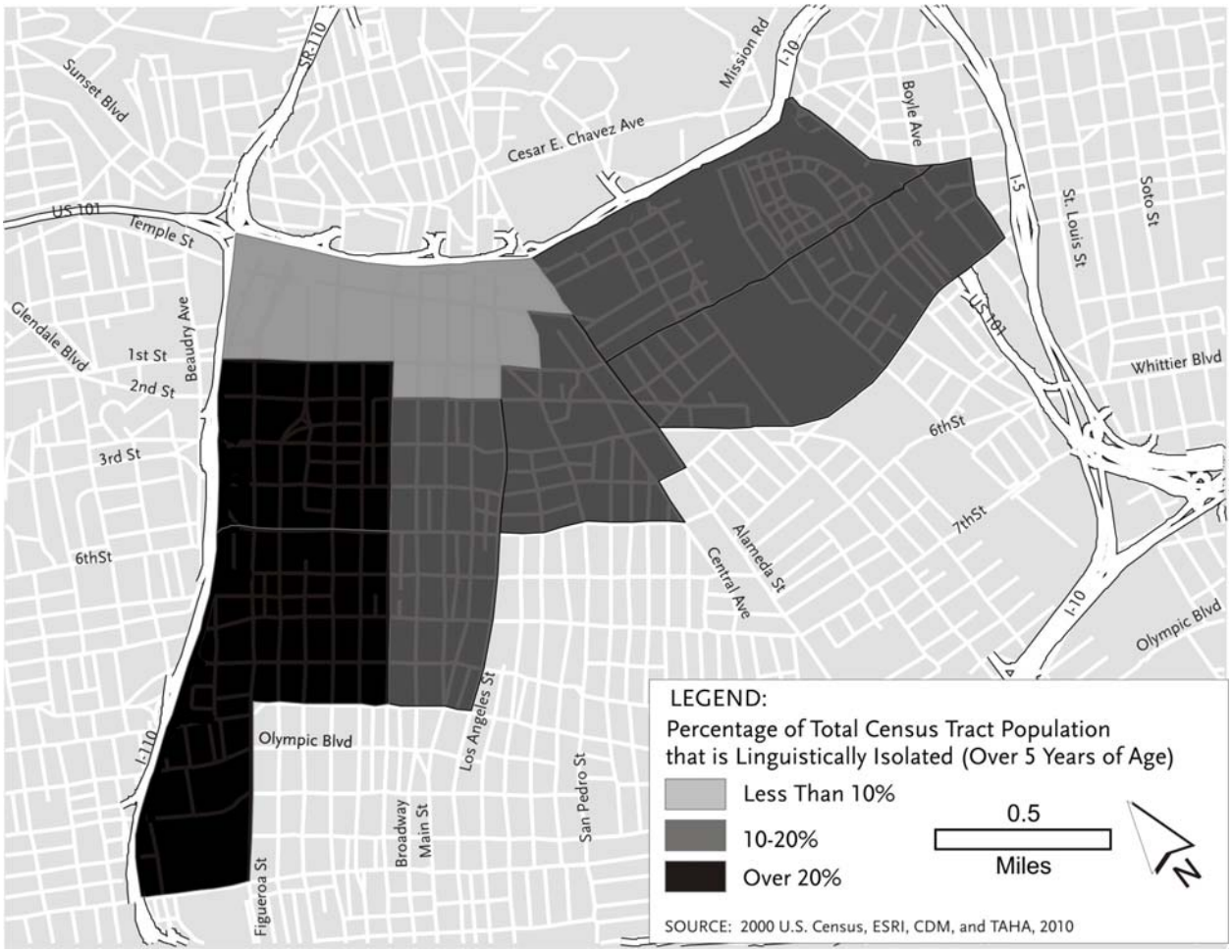

Figure 4-7. LEP Population Distribution in the Project Area

4.6.1 Alternatives Analysis Outreach

Metro has provided opportunities for public input since the beginning of the project development process. During the alternatives analysis (AA) phase of the project, Metro held two formal early scoping meetings as follows:

- November 6, 2007 – Los Angeles Central Library, Bunker Hill, Los Angeles
- November 7, 2007 – Japanese American National Museum, Little Tokyo, Los Angeles

One hundred seventeen persons attended these meetings, and Metro received 88 comments.

Metro presented a project update to the community on the following dates:

- February 26 and October 21, 2008 – Japanese American National Museum, Little Tokyo, Los Angeles
- February 28 and October 16, 2008 – Los Angeles Central Library, Bunker Hill, Los Angeles

One hundred and fourteen persons attended the February 2008 meetings, and 109 persons attended the October 2008 meetings. Metro received 57 comments from the February 2008 meetings and 51 comments from the October 2008 meetings.

Notices of these meetings were published in the *Los Angeles Downtown News* (English-language), *Los Angeles Garment and Citizen* (English/Spanish-language), and *Rafu Shimpo* (Japanese-language). Over 500 notices were mailed out with information about the meetings.

Metro held additional stakeholder meetings throughout the AA phase. Stakeholders include the LTCC, the LTSC, the Downtown Neighborhood Council, various Business Improvement Districts (BIDs), Bringing Back Broadway, and the Higgins Building Home Owners Association, among others.

4.6.2 Draft EIS/EIR Outreach

To ensure meaningful public participation during the project development process, Metro developed the Community Outreach and Public Participation Plan (PPP). The PPP includes policies relating to the following:

- Identifying stakeholders
- Establishing communication protocols
- Tracking public input
- Scheduling public involvement opportunities
- Generating publicity
- Identifying methods for disseminating information

The PPP is flexible and can be modified as public involvement progresses. The PPP reaches out to communities well beyond the proposed alignments, reflecting the region-wide impact this project could have.

Metro held four public scoping meetings. Metro gave notice of these meetings by sending 1,543 notices and 721 e-mails to residences and businesses in project area. Notices were published in the *Los Angeles Times*, *Daily Trojan*, *Pasadena Star News*, *Los Angeles Downtown News* (English-language), *Los Angeles Garment and Citizen* (English/Spanish-language), *La Opinión* (Spanish Language), and *Rafu Shimpo* (Japanese-language). The public scoping meetings were held as follows:

- March 30, 2009 – University of Southern California, South Los Angeles, Los Angeles
- March 31, 2009 – Lake Avenue Church, City of Pasadena
- April 1, 2009 – Japanese American National Museum, Little Tokyo, Los Angeles
- April 2, 2009 – Los Angeles Central Library, Bunker Hill, Los Angeles

Metro conducted public scoping meetings in an open house format, which allowed attendees the opportunity to review project information prior to the start of the presentation and comment period. Metro project team members attended the meetings to address public questions related to the project. Metro provided Spanish translators at all meetings and Japanese translators at the April 1st meeting.

Following the open house period, Metro gave a presentation regarding the purpose of the scoping meeting and the proposed project. Metro placed emphasis on the importance of community participation and noted comments could be made in person at the scoping meetings or by telephone, fax, postal mail, or e-mail. Following the presentation, the public had the opportunity to make verbal comments. A court reporter transcribed the public's comments.

Metro moderated public comments, providing two minutes for speakers who had submitted speaker cards and four minutes for speakers that required translation services. After the comment portion, staff remained to field additional questions or comments. Approximately 175 persons attended the four scoping meetings. Metro conducted a 49-day scoping period for receiving public comments, which was longer than the required 45-day period. Metro received a total of 127 comments from the public as letters, e-mails, comment cards, or oral testimony.

Metro held additional community update meetings during November 2009. Like the public scoping meetings, Metro gave notice of community update meetings through a variety of media and in multiple languages. Meetings involved an open house period, a presentation, and an opportunity for attendees to comment orally or in writing. These meetings were held as follows:

- November 5, 2009 – Lake Avenue Church, City of Pasadena
- November 7, 2009 – Wurlitzer Building, Historic Core, Los Angeles

- November 10, 2009 – Los Angeles Central Library, Bunker Hill, Los Angeles
- November 12, 2009 – Japanese American National Museum, Little Tokyo, Los Angeles

Metro also held additional meetings with stakeholders. The stakeholders included the LTCC, LTSC, and BIDs, among other groups.

4.6.3 Public Outreach in Little Tokyo

Little Tokyo is important because it is the only identified minority portion of the project area. The area has historic character and symbolic importance to Japanese-Americans. In the PPP, Metro set up a task force responsible for outreach to Little Tokyo. As a result, Metro held several meetings in Little Tokyo. Table 4-8 shows the schedule of meetings.

During alternatives analysis of the proposed project, Metro held a scoping meeting at the Japanese American National Museum (November 7, 2007) and two community update meetings (February 26 and October 21, 2008). During the draft EIS/EIR phase, Metro held a scoping meeting (April 1, 2009) and three update community meetings (one on August 5, 2009 and two on November 12, 2009) in Little Tokyo. Metro has held meetings with Little Tokyo stakeholders including the LTCC, LTSC, the Japanese American National Museum (JANM), and the Japanese Chamber of Commerce of Southern California.

Metro established the Little Tokyo Working Group (LTWG), which is comprised of stakeholders in Little Tokyo and the Arts District. The LTWG is a regularly-scheduled forum that allows closer examination of community concerns related to the Regional Connector project. The group typically meets bi-weekly or as needed. Metro attends the meetings along with members of the environmental consultant team. The LTWG will function through the final EIS/EIR process. Although the LTWG gathers several stakeholders in one place, it is not intended to take the place of meetings with individual stakeholders. Appendix A is a letter from the Little Tokyo Community Council thanking Metro for their outreach to and work with the community and for developing the Fully Underground LRT Alternative – Little Tokyo Variation 1 in response to community concerns.

Metro sought to ensure participation by LEP populations near Little Tokyo. Accordingly, it published notices of meetings in the *Rafu Shimpo*, a local Japanese-language newspaper, and the *Los Angeles Garment and Citizen*, and English/Spanish-language newspaper. During the community meetings in Little Tokyo, Metro provided presentation materials in English, Spanish, and Japanese and provided translation services in Spanish and Japanese. Metro employed street canvassing to distribute information about meetings to pedestrians and businesses in Little Tokyo.

Appendix B shows a matrix of stakeholder meetings and presentation materials.

4.6.4 Comments Regarding Environmental Justice

Of 127 comments received during the scoping process, 20 directly related to environmental justice issues. Most comments focused on potential impacts to Little Tokyo. Issues of concern included the following:

- Impacts to local businesses during construction
- Access to local businesses and to Little Tokyo in general during construction
- Loss of parking during construction and operations
- Safety at the 1st Street/Alameda Street intersection
- Displacement of more businesses in Little Tokyo/Loss of space
- Community cohesion

Project impacts related to these concerns are discussed in the following section.

Table 4-8. Public Outreach in Little Tokyo

Meeting	Date	Location
General Community Meetings		
Early Scoping Meeting (AA Phase)	11/07/2007	JANM
Community Update Meeting #1 (AA Phase)	02/26/2008	JANM
Community Update Meeting #2 (AA Phase)	10/21/2008	JANM
Scoping Meeting (Draft EIS/EIR)	04/01/2009	JANM
Community Update Meeting #1(Draft EIS/EIR)	08/05/2009	JANM
Community Update Meeting #2 (Draft EIS/EIR) (two meetings the same day)	11/12/2009 2:00PM and 6:30PM	JANM

Table 4-8. Public Outreach in Little Tokyo	
Stakeholder	**Date**
Stakeholder Meetings	
Go For Broke	05/11/2009
Japanese American National Museum	07/14/2009; 12/16/2009
Japanese Chamber of Commerce of Southern California	08/18/2009
Little Tokyo Business Association	12/10/2009
Little Tokyo Community Advisory Committee	9/16/2009
Little Tokyo Community Council	02/19/2008; 03/12/2008; 04/02/2008; 05/13/2008; 05/20/2008; 04/28/2009; 05/05/2009; 07/13/2009; 07/22/2009; 08/13/2009; 8/25/2009; 9/22/2009
Little Tokyo Service Center	11/20/2007; 05/13/2008; 10/13/2009
Little Tokyo Working Group	9/17/2009; 10/01/2009; 10/15/2009; 11/19/2009; 12/17/2009
Geffen Contemporary at MOCA	8/25/2009
Savoy HOA	9/29/2009; 11/30/2009

Source: Metro, Final Alternatives Analysis Report, December 2008; The Roberts Group, 2010.

5.0 IMPACTS

5.1 No Build Alternative

Under the No Build Alternative, transit infrastructure investment would be limited to improvements planned in the 2009 Metro LRTP. By 2035, several new Metro rail lines will exist and bus services will have been reorganized and expanded to connect with these rail lines. The transit network within the project area will otherwise be largely the same as it is now.

5.1.1 Transit Service Equity

Transit lines from several service providers currently serve the project area. Providers of transit include Metro, the City of Los Angeles Department of Transportation (LADOT), Foothill Transit, the Orange County Transit Authority (OCTA), and Montebello Bus Lines. The project area is served by the Metro Blue Line to Long Beach, the Metro Red Line to North Hollywood, the Metro Purple Line to Wilshire/Western, and the Metro Gold Lines to Pasadena and East Los Angeles. The Metro Gold Lines stop in Little Tokyo. The No Build Alternative would maintain the current level of bus and rail transit access in the project area.

The No Build alternative would not increase connectivity to regional public transit; therefore, low-income and minority populations in the project area may not have equitable access to jobs and services. This is particularly true of populations in Little Tokyo. Traffic congestion in the project area is anticipated to increase. Current transit services would be impacted by this congestion. Mobility of the transit-dependent population could be constricted. Therefore, the No Build Alternative would result in direct, indirect, and cumulative disproportionate adverse impacts to transit service equity.

5.1.2 Traffic Congestion

Traffic congestion is expected to increase in the project area region. All communities, regardless of socioeconomic or minority status, would be affected. Downtown Los Angeles and Little Tokyo would remain common destinations for commuters in vehicles. Some congestion relief would occur under the No Build Alternative with transit improvements planned in the Metro 2009 LRTP. The No Build Alternative would not divert a disproportionate concentration of congestion to the Little Tokyo area. The No Build Alternative would not have direct, indirect, or cumulative disproportionate adverse impacts to traffic congestion.

5.1.3 Parking

On-street parking conditions are not anticipated to substantially change under the No Build Alternative. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts related to parking are anticipated.

5.1.4 Displacement and Relocation

The No Build Alternative would not displace businesses or populations in the project area. No direct, indirect, or cumulative disproportionate adverse impacts associated with displacements are anticipated.

5.1.5 Community and Neighborhoods

The No Build Alternative would not involve street closures or result in disproportionate adverse impacts to community cohesion, access, or exclusion. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts associated with communities are anticipated.

5.1.6 Visual Resources and Aesthetics

The No Build Alternative would not change visual elements that currently exist in the project area. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts to visual resources and aesthetics are anticipated.

5.1.7 Air Quality

The No Build Alternative includes transit projects that would reduce regional criteria pollutant emissions. However, increased congestion would increase emissions. As a result, minority and low-income populations in the project area would be adversely impacted. Adverse air quality impacts associated with increased congestion would be spread over the entire region. All communities, regardless of minority status or income, would be affected. Therefore, no direct, indirect, or cumulative disproportionate impacts to air quality are anticipated.

5.1.8 Noise and Vibration

Transit projects would not be constructed in the project area under the No Build Alternative. Therefore, no direct, indirect, or cumulative disproportionate impacts associated with noise and vibration are anticipated.

5.1.9 Geotechnical/Subsurface/Seismic/Hazardous Materials

Transit project would not be constructed in the project area under the No Build Alternative. Therefore, no direct, indirect, or cumulative disproportionate impacts associated with geotechnical/subsurface/seismic/hazardous materials are anticipated.

5.1.10 Water Quality

The project area is heavily urbanized and covered largely by impervious surfaces. The No Build Alternative would not result in additional water runoff that could impact water quality in the project area. No direct, indirect, or cumulative disproportionate adverse impacts to water quality are anticipated.

5.1.11 Energy

Under the No Build Alternative, increased Vehicle Miles Traveled (VMT) would result in increased automobile fuel consumption throughout the project area and region. The region would be adversely impacted, but the impact would not fall disproportionately on the project area. No direct, indirect, or cumulative disproportionate adverse impacts related to energy are anticipated.

5.1.12 Climate Change

There would be emissions associated with construction and operation of transit projects under the No Build Alternative, but the effects would be regional, not localized. Transit projects would not be constructed in the project area. No direct, indirect, or cumulative disproportionate adverse impacts associated with climate change are anticipated.

5.1.13 Historic, Archaeological, and Paleontological Resources

Construction of transit projects in the project area would not occur under the No Build Alternative. Thus, this alternative would not disturb archaeological or paleontological resources or alter historic or architectural resources. No direct, indirect, or cumulative disproportionate adverse impacts to historic, archaeological, or paleontological resources are anticipated.

5.1.14 Parklands and Other Community Facilities

Parklands and community facilities would not be acquired under the No Build Alternative. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts to parklands or other community facilities are anticipated.

5.1.15 Economic Vitality and Employment Opportunities

Transit projects would not be constructed in the project area under the No Build Alternative. Economic vitality could change in Little Tokyo due to trends unrelated to this project alternative. No direct, indirect, or cumulative disproportionate adverse impacts to economic vitality and employment opportunities are anticipated.

5.1.16 Safety and Security

Transit projects would not be constructed in the project area. No direct, indirect, or cumulative disproportionate adverse impacts to safety and security are anticipated.

5.1.17 Construction Impacts

Transit projects would not be constructed in the project area. No direct, indirect, or cumulative disproportionate adverse impacts from construction are anticipated.

5.2 Transportation Systems Management (TSM) Alternative

The TSM Alternative would link the 7th Street/Metro Center Station and Union Station with two new express shuttle bus lines. These buses would run frequently, especially during peak hours. The buses may also have traffic signal priority like the Metro Rapid system. Signal priority is a traffic signal control system that grants longer green lights to oncoming transit vehicles. Bus stops would be located every two to three blocks to maximize transit access to the surrounding area. New bus stops and signage would be added. Additionally, like under the No Build Alternative, other, unrelated transit projects would be constructed in the region.

5.2.1 Transit Service Equity

Transit lines from several service providers currently serve the project area. Providers of transit include Metro, the City of Los Angeles Department of Transportation (LADOT), Foothill Transit, the Orange County Transit Authority (OCTA), and Montebello Bus Lines. The TSM Alternative would maintain local bus and rail transit in the project area and add new shuttle bus lines that would serve Little Tokyo and low-income communities in the project area.

The TSM alternative would not increase connectivity to regional mass transit as much as other alternatives; therefore, low-income and minority populations in the project area may not have equitable access to jobs and services. This is particularly true of populations in Little Tokyo. Traffic congestion in the project area is anticipated to increase. Current transit services would be impacted by this congestion. Mobility of the transit-dependent population could be constricted. Therefore, the TSM Alternative would result in direct, indirect, and cumulative disproportionate adverse impacts to transit service equity.

5.2.2 Traffic Congestion

The TSM Alternative would enhance the link between Union Station and the 7th Street/Metro Center Station. To a limited extent, the enhanced connection would increase transit ridership on connecting rail lines and reduce vehicle trips into the downtown area. A modest, beneficial impact to traffic congestion is anticipated.

There may be increased delays for vehicular traffic if new buses are given signal priority. The downtown area is characterized by short block segments and interaction between intersections. Thus, the Little Tokyo community would not be disproportionately impacted by the TSM Alternative. No direct, indirect, or cumulative disproportionate adverse impacts to traffic congestion are anticipated.

5.2.3 Parking

5.2.3.1 Direct Impacts

The TSM Alternative would result in the permanent loss of up to 24 on-street parking spaces. Parking spaces would be lost from installation of new bus stops on 2nd Street between Hill

Street and Central Avenue. Up to twelve of the lost spaces would be found in Little Tokyo where the community has expressed concern over parking loss. Disproportionate adverse impacts related to parking in Little Tokyo are anticipated.

5.2.3.2 Indirect Impacts

There would be no indirect disproportionate adverse impacts to parking under the TSM Alternative.

5.2.3.3 Cumulative Impacts

There would be no cumulative disproportionate adverse impacts to parking under the TSM Alternative.

5.2.4 Displacement and Relocation

The TSM Alternative would not displace businesses or populations in the project area. No direct, indirect, or cumulative disproportionate adverse impacts associated with displacements are anticipated.

5.2.5 Community and Neighborhoods

The TSM Alternative would not involve changes, such as street closures, resulting in disproportionate effects to community cohesion, access, and exclusion. Construction of new bus stops and signage would not impact the viability of neighborhoods. Up to 24 parking spaces would be displaced on 2nd Street, and this may introduce the perception of a negative effect on nearby businesses. However, this would be an insignificant amount of parking loss, compared to the amount of readily available off-street parking and other curb parking in the area. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts to community cohesion or access are anticipated.

5.2.6 Visual Resources and Aesthetics

The TSM Alternative would not introduce visual elements inconsistent with the current aesthetic of Little Tokyo or the project area. New bus stop shelters and signage would be similar to existing ones and would not block building frontages. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts to visual resources and aesthetics are anticipated.

5.2.7 Air Quality

The TSM Alternative would enhance the link between Union Station and the 7th Street/Metro Center Station. To a limited extent, the enhanced connection would increase transit ridership on connecting rail lines and reduce vehicle trips into the downtown area. A modest beneficial impact to regional criteria pollutant emissions is anticipated. Increased transit traffic could lead to increased travel times for vehicle traffic. Adverse air quality impacts associated with increased congestion would be spread over the entire region. All communities, regardless of

minority status or income, would be affected. Therefore, no direct, indirect, or cumulative disproportionate impacts to air quality are anticipated.

5.2.8 Noise and Vibration

The TSM Alternative would introduce new bus service in the project area. Bus activity would have to more than double to noticeably increase bus-related noise. Noise and vibration from increased bus activity in the project area would be similar to existing levels. Therefore, no direct, indirect, or cumulative disproportionate impacts from noise and vibration are anticipated.

5.2.9 Geotechnical/Subsurface/Seismic/Hazardous Materials

Construction of bus shelters under this alternative would result in minimal excavation of soil. Therefore, no direct, indirect, or cumulative disproportionate impacts associated with geotechnical/subsurface/seismic/hazardous materials are anticipated.

5.2.10 Water Quality

The project area is heavily urbanized and covered largely by impervious surfaces. The TSM Alternative would not result in additional water runoff that could impact water quality in the project area. No direct, indirect, or cumulative disproportionate adverse impacts to water quality are anticipated.

5.2.11 Energy

Construction under the TSM Alternative would use minimal amounts of energy. New buses would run on Compressed Natural Gas (CNG), which would result in a one percent increase in energy consumption. This alternative would reduce regional VMT. Beneficial impacts to energy consumption from reduced VMT are anticipated in the project area.

5.2.12 Climate Change

The TSM Alternative would add two new bus lines to the project area. Effects from emissions of new buses would result regionally, not locally. The TSM Alternative would be consistent with SB 375 because it increases regional transportation capacity and decreases emissions from passenger vehicles. No direct, indirect, or cumulative disproportionate adverse impacts associated with climate change are anticipated.

5.2.13 Historic, Archaeological, and Paleontological Resources

The TSM Alternative would introduce new bus service in the project area. Buses would not differ from existing area transit. No direct, indirect, or cumulative disproportionate adverse impacts to historic, archaeological, or paleontological resources are anticipated.

5.2.14 Parklands or Other Community Facilities

The TSM Alternative would not have adverse impacts on parklands and community facilities. New buses would operate on existing right-of-ways and involve minimal infrastructure construction. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts to parklands or other community facilities are anticipated.

5.2.15 Economic Vitality and Employment Opportunities

The TSM Alternative would introduce new shuttle service in the project area. New shuttle service would increase transportation access to Little Tokyo. As such, beneficial impacts to economic vitality and employment opportunities are predicted.

5.2.16 Safety and Security

5.2.16.1 Direct Impacts

The TSM Alternative would add two bus lines to the project area. This alternative could potentially change street crossing times in Little Tokyo and impact elderly pedestrians. Metro would coordinate with LADOT regarding the signalization of shuttle service in Little Tokyo. Metro would conduct a pedestrian education program in Little Tokyo focusing on transit safety for the new shuttles. No disproportionate impacts to safety or security are anticipated.

5.2.16.2 Indirect Impacts

This alternative would not result in disproportionate adverse impacts to safety or security.

5.2.16.3 Cumulative Impacts

This alternative would not result in cumulative disproportionate adverse impacts to safety or security.

5.2.17 Construction Impacts

Construction under the TSM Alternative would be minimal (stops and signage). Construction methods would not be unique. Bus stops would use the existing right-of-way. Street closures would be unnecessary, so mobility would not be limited. Table 5-1 shows potential disproportionate construction-related impacts for the proposed TSM Alternative. Disproportionate impacts associated with parking during construction are not anticipated. No other direct, indirect, or cumulative disproportionate adverse construction-related impacts are anticipated.

Table 5-1. Summary of Construction Impacts for the TSM Alternative				
Topic	Impact Determination	Disproportionate Impact	EJ Mitigation	EJ Impact After Mitigation
Traffic, Circulation, and Parking	Not Adverse	Not Adverse	None	Not Adverse
Land Use and Development	Not Adverse	Not Adverse	None	Not Adverse
Displacement and Relocation	Not Adverse	Not Adverse	None	Not Adverse
Community & Neighborhood Impacts	Not Adverse	Not Adverse	None	Not Adverse
Visual Resources & Aesthetics	Not Adverse	Not Adverse	None	Not Adverse
Air Quality	Not Adverse	Not Adverse	None	Not Adverse
Noise and Vibration	Not Adverse	Not Adverse	None	Not Adverse
Ecosystems/Biological Resources	Not Adverse	Not Adverse	None	Not Adverse
Geotechnical/Subsurface / Seismic/Hazardous Materials	Not Adverse	Not Adverse	None	Not Adverse
Water Resources	Not Adverse	Not Adverse	None	Not Adverse
Energy	Not Adverse	Not Adverse	None	Not Adverse
Climate Change	Not Adverse	Not Adverse	None	Not Adverse
Historic, Archaeological & Paleontological	Potentially Adverse for Archaeological	Not Adverse	None	Not Adverse
Parklands or Other Community Facilities	Not Adverse	Not Adverse	None	Not Adverse

Table 5-1. Summary of Construction Impacts for the TSM Alternative				
Topic	Impact Determination	Disproportionate Impact	EJ Mitigation	EJ Impact After Mitigation
Economic and Fiscal	Not Adverse	Not Adverse	None	Not Adverse
Safety & Security	Not Adverse	Not Adverse	None	Not Adverse

Source: TAHA, 2010.

5.3 At-Grade Emphasis LRT Alternative

The At-Grade Emphasis LRT Alternative would start tracks at the 7th Street/Metro Center Station, head north under Flower Street, resurface north of 4th Street, cross 3rd Street, enter Bunker Hill, and turn northeast through a new entrance to the existing 2nd Street tunnel. The alignment would continue along 2nd Street and split into an at-grade couplet configuration traveling north on Main and Los Angeles Streets (one track on each roadway).

The alignment would then head east on Temple Street, realign into a dual track configuration just east of Los Angeles Street, and connect to Metro Gold Line tracks in a 3-way junction north of the Little Tokyo/Arts District Station on Alameda Street. An automobile underpass and pedestrian overpass will be constructed at the intersection of Temple and Alameda Streets to eliminate pedestrian-train and automobile-train conflicts. Traffic lanes and parking on 2nd Street would be reduced.

5.3.1 Transit Service Equity

Transit lines from several service providers currently serve the project area. Providers of transit include Metro, the LADOT, Foothill Transit, the OCTA, and Montebello Bus Lines. The At-Grade Emphasis LRT Alternative would create new transit stations in the project area, increasing access to the project area. This alternative would increase regional mobility for minority and low-income communities. Increased regional connectivity would reduce transit transfers. This would have a beneficial economic impact to elderly and low-income communities.

Increased regional connectivity would enhance access to major employment centers, including to civic employers in downtown. This alternative would not create a new station in Little Tokyo, but would connect to the Metro Gold Line, which currently serves Little Tokyo. This alternative would have direct, beneficial impacts to transit equity.

5.3.2 Traffic Congestion

The At-Grade Emphasis LRT Alternative would significantly impact traffic at several intersections. During AM peak hours, 17 intersections would experience significant congestion compared to the No Build Alternative. Of these 17 intersections, four are in Little Tokyo. During PM peak hours, 26 intersections would experience significant congestion compared to the No Build Alternative. Four of these 26 intersections are in Little Tokyo. Despite a potentially significant increase in traffic congestion in the project area, the congestion would not be concentrated in Little Tokyo. Therefore, no disproportionate impacts to traffic congestion are anticipated.

5.3.3 Parking

5.3.3.1 Direct Impacts

The At-Grade Emphasis LRT Alternative would result in the permanent loss of up to 51 on-street parking spaces, 29 on-street loading spaces and 77 pay-to-park spaces. Of these, 33 pay to-park spaces, 23 on-street parking spaces, and five on-street loading spaces are in Little Tokyo. Both on- and off-street parking is limited in Little Tokyo. The Little Tokyo community has expressed concern over potential loss of parking. Disproportionate adverse impacts to parking availability for Little Tokyo are anticipated.

5.3.3.2 Indirect Impacts

The removal of parking spaces under the At-Grade Emphasis LRT Alternative could adversely impact businesses in the project area. Business revenue could drop if vehicular access to businesses is reduced. New transit would provide increased pedestrian access to businesses, which may offset some adverse impact. However, disproportionate impacts are anticipated within the Little Tokyo community area.

5.3.3.3 Cumulative Impacts

The At-Grade Emphasis LRT Alternative would result in the permanent displacement of 128 parking spaces (including 51 on-street parking spaces), 56 of them in Little Tokyo. The community has expressed concern over potential loss of parking. Many older businesses in the project area do not provide as many parking spaces as code requires. Thus, surface lots are an important community resource in the project area.

Transit projects compensate for loss of parking because they reduce vehicle traffic and the demand for parking. This alternative would increase non-automobile, transit access to the project area. Therefore, the proposed At-Grade Emphasis LRT Alternative would partially offset potential adverse impacts to parking. Still, disproportionate cumulative impacts to parking are expected within the Little Tokyo community.

5.3.4 Displacement and Relocation

The At-Grade Emphasis LRT Alternative would not displace businesses or result in the loss of jobs in Little Tokyo. No direct, indirect, or cumulative disproportionate adverse impacts associated with displacements are anticipated.

5.3.5 Community and Neighborhoods

5.3.5.1 Direct Impacts

The At-Grade Emphasis LRT Alternative would not result in street closures. The parcels or portions of parcels that would be permanently displaced are currently vacant or occupied by civic uses or paid parking lots. Partial takes of civic parcels would displace primarily ornamental landscape elements. Therefore, takes would not reduce the amount of public services, open space, or building space that is available to the community.

This alternative would not adversely impact the cohesion or identity of Little Tokyo. However, this alternative would displace several on-street parking spaces in Little Tokyo. Increased access to and mobility within the project area would be a beneficial impact to the project area. This increased access through transit would offset some loss of parking. However, disproportionate impacts to community and neighborhood cohesion are expected.

The Alameda Street underpass at Temple Street would provide enough frontage road to continue to permit deliveries to the Japanese American National Museum (JANM) along Alameda Street. Bus loading areas on Alameda Street in front of the museum would be removed. Other bus loading spaces would be available adjacent to the museum on 1st Street. Other bus loading spaces could be created.

The Go For Broke Monument is located south of the proposed alignment along Temple Street. While the At-Grade Emphasis LRT Alternative would remove parking spaces in the parking lot adjacent to the Monument, the Monument would not be displaced. After mitigation measures are employed, no direct adverse impacts to culturally-significant community and neighborhood facilities are anticipated.

5.3.5.2 Indirect Impacts

A loss of parking under the At-Grade Emphasis LRT Alternative could result in indirect disproportionate impacts because the majority of displaced parking would be in Little Tokyo. Increased transit access in the project area may partially offset the loss of parking, but Little Tokyo would be adversely impacted. Local businesses that rely on paid parking lots and on-street parking could be adversely impacted. The community of Little Tokyo has expressed concern over parking loss and the corresponding effect on businesses. Indirect disproportionate adverse impacts to this minority community are anticipated.

5.3.5.3 Cumulative Impacts

Approximately 12 new land development construction projects are anticipated in the project area between now and 2014. An additional 54 new land development construction projects are anticipated between 2014 and 2018. Twelve major renovation projects are anticipated between now and 2014, and eight are expected between 2014 and 2018. Several projects would occur in Little Tokyo or the close vicinity and would involve the removal of public paid-parking lots. Thus, parking loss under the At-Grade Emphasis LRT Alternative would contribute cumulatively to parking loss in Little Tokyo. Loss of parking would result in cumulative disproportionate adverse impacts.

5.3.6 Visual Resources and Aesthetics

The At-Grade Emphasis LRT Alternative would run underground through the Financial District and at-grade in Bunker Hill, Civic Center, and on the periphery of Little Tokyo. New visual elements like pedestrian bridges, catenary poles and overhead wires and stations would be created in the project area. Two major visual elements of the At-Grade Emphasis LRT Alternative, the Alameda Street underpass at Temple Street and the potential pedestrian bridge at Temple Street and Alameda Street, would be located adjacent to Little Tokyo. This would result in a disproportionate visual impact.

5.3.7 Air Quality

Under the At-Grade Emphasis LRT Alternative, VMT would decrease by approximately 673,000 miles. A beneficial impact to criteria pollutant emissions is anticipated.

5.3.8 Noise and Vibration

The operation of the At-Grade Emphasis LRT Alternative would have moderate noise impacts on two sensitive receptors. These receptors are not located in Little Tokyo, so no disproportionate adverse impact from noise is expected. No direct, indirect, or cumulative disproportionate adverse impacts from vibration are anticipated.

5.3.9 Geotechnical/Subsurface/Seismic/Hazardous Materials

Under the At-Grade Emphasis LRT Alternative, there is the potential for intrusion of subsurface gases in the underground portion of the alignment. Mitigation measures would address these impacts. The At-Grade Emphasis LRT Alternative is located underground beneath the Financial District and Bunker Hill, and is not located underground in Little Tokyo. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts associated with geotechnical/subsurface/ seismic/hazardous materials are anticipated.

5.3.10 Water Quality

The project area is heavily urbanized and covered largely by impervious surfaces. The At-Grade LRT Alternative would not result in additional water runoff that could impact water

quality in the project area. No direct, indirect, or cumulative disproportionate adverse impacts to water quality are anticipated.

5.3.11 Energy

This alternative would reduce VMT in the project area by approximately 673,000 miles, which would be a beneficial impact in the project area. Energy usage for new rail lines and stations would result in a less than one percent increase in consumption in the Los Angele Department of Water and Power (LADWP) service area. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts to energy consumption are anticipated. In fact, a beneficial impact to energy consumption from reduced VMT is anticipated in the project area.

5.3.12 Climate Change

Under the At-Grade Emphasis LRT Alternative, Greenhouse Gas (GHG) emissions in 2035 would decrease compared to the No Build Alternative and increase compared to existing 2009 emissions due to regional growth between 2009 and 2035 unrelated to the project. These effects would be regional and not localized. The At-Grade Emphasis LRT Alternative would be consistent with SB 375 in increasing regional transportation capacity and decreasing emissions from passenger vehicles. No direct, indirect, or cumulative disproportionate adverse impacts associated with climate change are anticipated.

5.3.13 Historic, Archaeological, and Paleontological Resources

The At-Grade Emphasis LRT Alternative would not have direct, indirect, or cumulative disproportionate adverse impacts to historic, archaeological, or paleontological resources.

5.3.14 Parklands or Other Community Facilities

5.3.14.1 Direct Impacts

The At-Grade Emphasis LRT Alternative alignment would run adjacent to a park in the project area (City Hall) but would not impede access to it. The At-Grade Emphasis LRT Alternative would eliminate uncontrolled, mid-block left turns. This could impede access to community facilities on 2nd Street, Los Angeles Street, and Main Street. Disproportionate adverse impacts to community facilities could occur but would be partially offset by the increased access provided by the LRT and thus would be less than significant.

5.3.14.2 Indirect Impacts

There would be no indirect disproportionate adverse impacts to parklands or other community facilities.

5.3.14.3 Cumulative Impacts

There would be no cumulative disproportionate adverse impacts to parklands or other community facilities.

5.3.15 Economic Vitality and Employment Opportunities

The At-Grade Emphasis LRT Alternative would enhance transportation access to Little Tokyo. Thus, beneficial impacts to economic vitality are anticipated.

5.3.16 Safety and Security

5.3.16.1 Direct Impacts

This alternative could increase potential conflicts between pedestrians or vehicles and trains. New underground stations could raise security concerns, particularly at night. These safety and security issues are applicable to light rail regardless of the socioeconomic or ethnic status of the surrounding community.

In the Little Tokyo area, Metro would offer to build a pedestrian bridge, across Alameda Street, just north of the Little Tokyo/Arts District Station. This bridge would separate pedestrian movements from LRT and motorized vehicle movements. If the community opts against construction of the pedestrian bridge, Metro would use design to enhance pedestrian safety.

Metro would create pedestrian queuing and refuge areas around proposed stations. Adding wide crosswalks would also facilitate pedestrian mobility. No disproportionate impacts to safety or security are anticipated.

5.3.16.2 Indirect Impacts

There would be no indirect disproportionate adverse impacts to safety and security under the At-Grade Emphasis LRT Alternative.

5.3.16.3 Cumulative Impacts

There would be no cumulative disproportionate adverse impacts to safety and security under the At-Grade Emphasis LRT Alternative.

5.3.17 Construction Impacts

Table 5-2 shows potential construction impacts under this alternative. Table 5-2 shows whether such impacts would be disproportionately adverse.

Construction of the At-Grade Emphasis LRT Alternative would potentially have adverse impacts associated with the following environmental topics:

- Parking and Circulation
- Visual Resources
- Community and Neighborhood Impacts
- Noise and Vibration
- Community Facilities
- Economic and Fiscal

Table 5-2. Summary of Construction Impacts for the At-Grade Emphasis LRT Alternative

Topic	Impact Determination	Disproportionate Impact	EJ Mitigation	Impact After EJ Mitigation
Traffic, Circulation, & Parking	Potentially Adverse	Potentially Adverse for Parking and Circulation	Yes	Not Adverse
Land Use & Development	Not Adverse	Not Adverse	None	Not Adverse
Displacement & Relocation	Potentially Adverse, 2 temporary construction easements	Not Adverse	None	Not Adverse
Community & Neighborhood Impacts	Potentially Adverse, mobility and access reduced	Indirectly Potentially Adverse	Yes	Not Adverse
Visual Resources & Aesthetics	Potentially Adverse, visual disruptions	Potentially Adverse	Yes	Not Adverse
Air Quality	Potentially Adverse	Not Adverse	None	Not Adverse

Table 5-2. Summary of Construction Impacts for the At-Grade Emphasis LRT Alternative

Topic	Impact Determination	Disproportionate Impact	EJ Mitigation	Impact After EJ Mitigation
Noise & Vibration	Potentially Adverse	Not Adverse	None	Not Adverse
Ecosystems/Biological Resources	Not Adverse	Not Adverse	None	Not Adverse
Geotechnical/Subsurface/ Seismic/Hazardous Materials	Potentially Adverse, potential soil erosion, seismically induced settlement, exposure to hazardous materials	Not Adverse	None	Not Adverse
Water Resources	Potentially Adverse, groundwater contamination	Not Adverse	None	Not Adverse
Energy	Not Adverse	Not Adverse	None	Not Adverse
Climate Change	Not Adverse	Not Adverse	None	Not Adverse
Historic, Archaeological & Paleontological	Potentially Adverse	Not Adverse	None	Not Adverse
Parklands or Other Community Facilities	Potentially Adverse, reduction of access	Potentially Adverse	Yes	Not Adverse
Economic & Fiscal	Potentially Adverse	Indirect-Potentially Adverse	Yes	Not Adverse

Table 5-2. Summary of Construction Impacts for the At-Grade Emphasis LRT Alternative				
Topic	Impact Determination	Disproportionate Impact	EJ Mitigation	Impact After EJ Mitigation
Safety & Security	Potentially Adverse	Not Adverse	None	Not Adverse

Source: TAHA, 2010.

.3.17.1 Direct Impacts

Traffic Circulation

Construction of the At-Grade Emphasis LRT Alternative would result in temporary closure of several streets in the project area. In particular, construction of the Alameda Street underpass at Temple Street could result in disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. Unlike other street closures, closure of Alameda Street could be long term, unless the cut-and-cover method is used to construct the underpass. Alameda Streets is a major arterial providing access to Little Tokyo.

In addition, 2nd Street would be temporarily closed from Bunker Hill to the western border of Little Tokyo. Traffic would divert to 1st Street, which is already congest in Little Tokyo. Although construction impacts are short-term and intermittent, they would result in disproportionate adverse impacts.

Parking

Construction of the At-Grade Emphasis LRT Alternative would result in temporary displacement of on-street parking. Construction could restrict access to parking lots like the parking lot at the southwest corner of the intersection of Alameda and Temple Streets. This parking lot would be further restricted once Alameda Street is closed for underpass construction. Restricting access to the parking lot and curb parking would have disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

Community Facilities

Construction of the At-Grade Emphasis LRT Alternative would temporarily restrict access to the Japanese American National Museum. Access to the museum would be decreased during construction of the Alameda Street underpass and pedestrian bridge. Loading spaces along Alameda Street would be temporarily displaced, and congestion would increase on 1st Street when 2nd Street is closed. Overall, access to the building would be maintained. Construction

impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

Visual Resources

Most construction of this alternative would occur outside Little Tokyo. However, several large components of construction would occur near Little Tokyo including the Alameda Street underpass and pedestrian bridge. This construction could result in disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. Construction equipment and work areas in this area would be larger than most laydown areas in the alignment. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

Parklands and Other Community Facilities

During construction of the At-Grade Emphasis LRT Alternative, street closures could restrict access to facilities adjacent to construction sites, such as the Little Tokyo Branch Public Library, MOCA, JANM, and the Go for Broke Monument, in addition to other facilities throughout the project area. Automobile and pedestrian detours would be needed. Annual festivals in the downtown area could also be temporarily affected. Emergency service response times could also be affected by the temporary street closures and detours. Construction impacts would be temporary and short-term, but they would be disproportionate.

5.3.17.2 Indirect Impacts

Community and Neighborhood Impacts

Construction of the At-Grade Emphasis LRT Alternative would result in temporary closure of several streets near Little Tokyo. Though temporary, these closures could restrict access to businesses in Little Tokyo. Impacts to businesses would affect the entire community.

In particular, construction of the Alameda Street underpass and potential pedestrian bridge could result in disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. A closure of Alameda Street here could be particularly long. Alameda Street is one of the main arterials providing access to Little Tokyo. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

Economic and Fiscal

Construction of the At-Grade Emphasis LRT Alternative would result in temporary closure of several streets in the project area. Construction of the Alameda Street underpass could result in disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. A closure of Alameda Street here could be particularly long. Alameda Street is one of the main arterials providing access to Little Tokyo.

2nd Street would be closed for construction from Bunker Hill to the western border of Little Tokyo. Traffic would divert to 1st Street, which is already heavily congested in Little Tokyo. Construction impacts could adversely affect the economic viability of some businesses in Little Tokyo. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

5.3.17.3 Cumulative Impacts

One major development is anticipated in Little Tokyo, the Nikkei Center. However, this alternative would not contribute cumulatively to disproportionate adverse impacts.

5.4 Underground Emphasis LRT Alternative

The Underground Emphasis LRT Alternative would extend from the 7th Street/Metro Center Station north along Flower Street. A new station would be constructed north of 5th Street. At 2nd Street, an underground tunnel would extend east. A new underground station would be constructed near 2nd and Hope Streets, providing access to Bunker Hill. Another new underground station would be located either between Broadway and Spring Street or between Main and Los Angeles Streets.

A tunnel would emerge to the surface just southwest of the intersection of 1st and Alameda Streets. At 1st and Alameda Streets, a vehicle underpass and pedestrian overpass would be constructed. This would reduce pedestrian and vehicle conflicts with trains. This alternative would have a single, at-grade crossing at the intersection of 1st and Alameda Streets.

5.4.1 Transit Service Equity

5.4.1.1 Direct Impacts

Several transit lines serve the project area. Transit providers include Metro, the LADOT, Foothill Transit, the OCTA, and Montebello Bus Lines. The Underground Emphasis LRT Alternative would create new transit stations, increasing access to the project area. Additionally, the Underground Emphasis LRT Alternative would increase regional mobility for minority and low-income communities.

Increased mobility includes a reduced number of transit transfers. Having fewer transfers would have a beneficial economic impact to elderly and low-income communities. Increased connectivity would add access to major employment centers, like all civic employers in downtown. The Underground Emphasis LRT Alternative would create a new transit station in Little Tokyo and increase this area's connectivity to the region. Beneficial impacts to transit equity are anticipated.

5.4.1.2 Indirect Impacts

There would be no indirect disproportionate adverse impacts to transit service equity under the Underground Emphasis LRT Alternative.

5.4.1.3 Cumulative Impacts

There would be no cumulative disproportionate adverse impacts to transit service equity under the Underground Emphasis LRT Alternative.

5.4.2 Traffic Congestion

Traffic at few intersections would be significantly impacted by operations of the Underground Emphasis LRT Alternative. In the AM peak hours, three intersections would experience new, significant traffic delays. Of these three intersections, two are located in the vicinity of Little Tokyo.

In the PM peak hours, seven intersections would experience new, significant traffic delays. Of these seven intersections, four would be located in and around Little Tokyo. Significant traffic impacts are anticipated throughout the project area, but the majority would affect the Little Tokyo area. Therefore, disproportionate adverse impacts to traffic congestion are anticipated.

5.4.3 Parking

5.4.3.1 Direct Impacts

The Underground Emphasis LRT Alternative would permanently remove 148 to 281 pay-to-park parking spaces, 17 on-street parking spaces, and three on-street loading spaces. Of these spaces, 139 (49 to 94 percent of the total parking loss) pay-to-park spaces, ten on-street parking spaces, and the three on-street loading spaces are located in Little Tokyo. Parking opportunities in Little Tokyo are already limited.

The Little Tokyo community has expressed the importance of parking to their community. This alternative would partially offset the loss of parking due to increased transit use. However, disproportionate adverse impacts to parking availability in Little Tokyo are expected.

5.4.3.2 Indirect Impacts

Removal of off-street parking spaces would indirectly impact businesses in Little Tokyo. Business revenue could decrease if vehicular access to businesses is reduced. New transit would provide increased pedestrian access to businesses and may offset some adverse impacts from decreased vehicular access. However, disproportionate impacts associated with loss of parking are expected.

5.4.3.3 Cumulative Impacts

The Underground Emphasis LRT Alternative would result in permanent displacement of 149 parking spaces in Little Tokyo. The Little Tokyo community has expressed concerns regarding loss of parking space. Many older businesses in the project area do not provide as many parking spaces as code requires. Thus, surface lots are an important community resource in the project area.

Transit projects compensate for loss of parking because they reduce vehicle traffic and the demand for parking. This alternative would increase non-automobile, transit access to the project area. Therefore, this alternative would partially offset potential adverse impacts to parking. Still, disproportionate cumulative impacts to parking in the Little Tokyo community are expected.

5.4.4 Displacement and Relocation

5.4.4.1 Direct Impacts

The Underground Emphasis LRT Alternative would require seven partial takes, 12 full takes, 13 temporary construction easements, and 11 permanent underground easements. This alternative would require these properties for TPSS site locations, construction staging, right-of-way, below grade tunneling, and stations. In Little Tokyo, seven full takes would be required. Takes of these properties would displace three businesses and approximately 90 jobs. This is a more significant impact than displacement in the rest of the project area. Thus, there would be a disproportionate adverse impact associated with displacement.

5.4.4.2 Indirect Impacts

There would be no indirect disproportionate adverse impacts associated with displacement under the Underground Emphasis LRT Alternative.

5.4.4.3 Cumulative Impacts

There would be no cumulative disproportionate adverse impacts associated with displacement under the Underground Emphasis LRT Alternative.

5.4.5 Community and Neighborhoods

5.4.5.1 Direct Impacts

Construction of the Underground Emphasis LRT Alternative would displace approximately 13 businesses. Approximately 130 jobs would be displaced. Approximately 70 percent of these jobs would be lost in Little Tokyo (approximately 90 jobs). Given that Little Tokyo is fully developed, the jobs would have to be relocated in another community. Thus, Little Tokyo would necessarily lose jobs and businesses.

Displacement of properties would reduce the stock of commercial space in Little Tokyo. However, transit-oriented development could occur on properties where businesses were displaced. This development could generate additional commercial space and jobs. Still, disproportionate adverse impacts to community cohesion are anticipated.

The Underground Emphasis LRT Alternative would run primarily underground but would cross the intersection of Alameda and 1st Streets at grade. The portal and crossing here would not insurmountably divide the community. Access will be enhanced across the portal,

reducing the chance of pedestrian-train conflict. No disproportionate adverse impacts associated with division of a community are anticipated.

The vehicular underpass on Alameda Street at 1st Street would provide enough frontage road to maintain delivery access for the JANM. Bus loading zones here would be displaced. Other bus loading spaces would be available adjacent to the museum on 1st Street. Additional replacement bus loading spaces could be created. School buses could still load passengers along 1st Street at the current loading zone.

The parking lot across the street from the JANM (which is the primary parking area for the museum) would not be displaced. No other culturally significant community facility would be directly impacted by the Underground Emphasis LRT Alternative. After employment of mitigation measures, direct, adverse impacts to culturally-significant community and neighborhood facilities are not anticipated.

5.4.5.2 Indirect Impacts

The loss of parking under this alternative could result in indirect disproportionate effects by decreasing business viability in Little Tokyo. Little Tokyo has expressed concern that a loss of parking could hurt businesses crucial to the area's cultural identity. The Underground Emphasis LRT Alternative could partially offset losses in parking through increasing transit access. However, local businesses that rely on paid parking lots and on-street parking could be adversely impacted. Indirect, disproportionate, adverse impacts to this minority community are anticipated.

Displacement of businesses and loss of the commercial space in Little Tokyo would have indirect, disproportionate, adverse impacts to the community. Little Tokyo is a redevelopment area. The CRA/LA focuses on redevelopment of commercial areas for economic development. The reduction in physical commercial space could greatly reduce the availability of redevelopment area. Therefore, potential for increased economic development in a primarily low-income community would be reduced.

The Underground Emphasis LRT Alternative could result in the creation of new, high-quality commercial development and related jobs in Little Tokyo. However, indirect, disproportionate adverse impacts to the Little Tokyo community are anticipated.

5.4.5.3 Cumulative Impacts

Approximately 12 new construction projects are anticipated in the project area by 2014. Fifty four new construction projects are planned between 2014 and 2018. Twelve major renovation projects are anticipated by 2014, and eight are anticipated between 2014 and 2018. Several of these projects would occur in Little Tokyo or its close vicinity and would involve the removal of public paid-parking lots. As such, parking loss that would occur under the Underground

Emphasis LRT Alternative would contribute cumulatively to parking loss in Little Tokyo. Loss of parking is anticipated to have cumulative, disproportionate, adverse impacts.

5.4.6 Visual Resources and Aesthetics

The majority of the Underground Emphasis LRT Alternative alignment would run below ground. This would minimize impacts to visual resources. Surface elements of the alignment would include station entrances, portals, and pedestrian bridges.

A portal and pedestrian bridge would be located in Little Tokyo. Portal construction in Little Tokyo would remove the majority of structures in the block bounded by Alameda Street, 1st Street, 2nd Street, and Central Avenue. Depending on its final design, the pedestrian bridge could adversely impact the aesthetic character of the area. Disproportionate, adverse impacts to visual resources are anticipated.

5.4.7 Air Quality

VMT would be reduced by 833,000 miles under this alternative. A beneficial effect to criteria pollutant emissions is anticipated. No direct, indirect, or cumulative disproportionate impacts to air quality are anticipated.

5.4.8 Noise and Vibration

The operation of the Underground Emphasis LRT Alternative would have moderate noise impacts on one sensitive receptor (the Savoy residences). The Savoy is adjacent to Little Tokyo, and this would create a disproportionate noise impact.

No direct, indirect, or cumulative disproportionate adverse impacts associated with operational vibration are anticipated.

5.4.9 Geotechnical/Subsurface/Seismic/Hazardous Materials

This alternative involves the potential for intrusion of subsurface gases in the underground portions of the alignment. Underground portions of the alignment traverse a primarily minority and low-income area. Thus, exposure to subsurface gases, in particular methane, could be substantially higher for these populations. Residents of Bunker Hill and Little Tokyo could be particularly affected.

Mitigation measures have been developed to address these impacts. No direct, indirect, or cumulative disproportionate adverse impacts associated with geotechnical/ subsurface/seismic/hazardous materials are anticipated.

5.4.10 Water Quality

The project area is heavily urbanized and covered largely by impervious surfaces. The Underground LRT Alternative would not result in additional water runoff that could impact

water quality in the project area. No direct, indirect, or cumulative disproportionate adverse impacts to water quality are anticipated.

5.4.11 Energy

New transit under this alternative would reduce VMT in the project area by approximately 833,300 vehicle miles. This would be a beneficial impact in the project area. Operations of new rail lines and stations would result in a less than one percent increase in consumption in the LADWP service area. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts to energy consumption are anticipated. In fact, beneficial impacts to energy consumption from reduced VMT are anticipated in the project area.

5.4.12 Climate Change

Under the Underground Emphasis LRT Alternative, GHG emissions in 2035 would decrease compared to the No Build Alternative and increase compared to existing 2009 emissions due to regional growth between 2009 and 2035 unrelated to the project. These effects would be regional, not localized. Also the Underground Emphasis LRT Alternative would be consistent with SB 375 by increasing regional transportation capacity and decreasing emissions from passenger vehicles. No direct, indirect, or cumulative disproportionate adverse impacts associated with climate change are anticipated.

5.4.13 Historic, Archaeological, and Paleontological Resources

The Underground Emphasis LRT Alternative would not adversely impact historic, archaeological, or paleontological resources. No direct, indirect, or cumulative disproportionate, adverse impacts to historic, archaeological or paleontological resources are anticipated.

5.4.14 Parklands or Other Community Facilities

The Underground Emphasis LRT Alternative would not displace parkland or recreational facilities. Underground Emphasis LRT Alternative would not impede access to any community facility. Therefore, no direct, indirect, or cumulative disproportionate, adverse impacts to parklands or other community facilities are anticipated.

5.4.15 Economic Vitality and Employment Opportunities

The Underground Emphasis LRT Alternative would enhance transportation access to Little Tokyo. A potential new station at 2nd/Los Angeles Streets would benefit businesses in Little Tokyo. Another option would be to place to station at 2nd/Broadway instead, which is two blocks farther from Little Tokyo. Office Depot and Starbucks on the block bounded by Central Avenue, 1st Street, 2nd Street, and Alameda Street would be removed. This would reduce the amount of commercial space and jobs in Little Tokyo. Little Tokyo is fully developed, and it is unlikely Office Depot would relocate to another location in Little Tokyo.

However, Little Tokyo is a redevelopment area. As such, there are economic incentives for commercial redevelopment. No direct, indirect, or cumulative disproportionate, adverse impacts to economic vitality or employment opportunities are expected.

5.4.16 Safety and Security

5.4.16.1 Direct Impacts

The Underground Emphasis LRT Alternative could result in adverse impacts to pedestrian safety and security. A conflict could exist between pedestrians or vehicles and trains. A portal would be constructed adjacent to residences, museums and commercial uses with high pedestrian and vehicle traffic.

Residents around the portal would be disproportionately impacted by impacts from activity around the egress/ingress area of the proposed alignment. Underground stations could raise security concerns, particularly at night. These safety and security issues are applicable to light rail in general. They exist regardless of the socioeconomic or ethnic status of the surrounding community.

In the Little Tokyo area, Metro would offer to build a pedestrian bridge, across Alameda Street, just south of the Little Tokyo/Arts District Station. This bridge would separate pedestrian movements from LRT and motorized vehicle movements. If the community opts against construction of the pedestrian bridge, Metro would use design to enhance pedestrian safety. Metro would create pedestrian queuing and refuge areas around proposed stations. Adding wide crosswalks would also facilitate pedestrian mobility. No disproportionate, adverse impacts to safety and security are anticipated.

5.4.16.2 Indirect Impacts

There would be no indirect, disproportionate, adverse impacts to safety and security under the Underground Emphasis LRT Alternative.

5.4.16.3 Cumulative Impacts

There would be no cumulative, disproportionate, adverse impacts to safety and security under the Underground Emphasis LRT Alternative.

5.4.17 Construction Impacts

Table 5-3 shows potential construction impacts under this alternative. Table 5-3 shows whether such impacts would be disproportionately adverse.

Table 5-3. Summary of Construction Impacts for the Underground Emphasis LRT Alternative				
Topic	**Impact Determination**	**Disproportionate Impact**	**EJ Mitigation**	**Impact After EJ Mitigation**
Traffic, Circulation, & Parking	Potentially Adverse	Potentially Adverse for Parking and Circulation	Yes	Not Adverse
Land Use & Development	Not Adverse	Not Adverse	None	Not Adverse
Displacement & Relocation	Potentially Adverse, 8 temporary construction easements	Not Adverse	None	Not Adverse
Community & Neighborhood Impacts	Potentially Adverse, mobility and access reduced	Indirectly Potentially Adverse	Yes	Not Adverse
Visual Resources & Aesthetics	Potentially Adverse, visual disruptions	Potentially Adverse	Yes	Not Adverse
Air Quality	Potentially Adverse	Not Adverse	None	Not Adverse
Noise & Vibration	Potentially Adverse	Not Adverse	None	Not Adverse
Ecosystems/Biological Resources	Not Adverse	Not Adverse	None	Not Adverse
Geotechnical/Subsurface/Seismic/Hazardous Materials	Potentially Adverse, potential soil erosion, seismically induced settlement, exposure to hazardous	Not Adverse	None	Not Adverse

Table 5-3. Summary of Construction Impacts for the Underground Emphasis LRT Alternative				
Topic	**Impact Determination**	**Disproportionate Impact**	**EJ Mitigation**	**Impact After EJ Mitigation**
	materials			
Water Resources	Potentially Adverse, groundwater contamination	Not Adverse	None	Not Adverse
Energy	Not Adverse	Not Adverse	None	Not Adverse
Climate Change	Not Adverse	Not Adverse	None	Not Adverse
Historic, Archaeological & Paleontological	Potentially Adverse	Not Adverse	None	Not Adverse
Parklands or Other Community Facilities	Potentially Adverse, reduction of access	Yes	Yes	Not Adverse
Economic & Fiscal	Potentially Adverse	Indirectly Potentially Adverse	Yes	Not Adverse
Safety & Security	Potentially Adverse	Not Adverse	None	Not Adverse

Source: TAHA, 2010.

Construction of the Underground Emphasis LRT Alternative would potentially have adverse impacts associated with the following environmental topics:

- Parking and Circulation
- Visual Resources
- Community and Neighborhood Impacts
- Noise and Vibration
- Community Facilities

- Economic and Fiscal

5.4.17.1 Direct Impacts

Traffic Circulation

Construction of the Underground Emphasis LRT Alternative would result in temporary closure of several streets in the project area. In particular, construction of the Alameda Street underpass at Temple Street could result in disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. Unlike other street closures, closure of Alameda Street could be long term, unless cut-and-cover methods are used to construct the underpass. Alameda Streets is a major arterial providing access to Little Tokyo.

In addition, 2nd Street would be temporarily closed between Alameda Street and Central Avenue. Traffic would divert to 1st Street, which is already congested in Little Tokyo. Although construction impacts are short-term and intermittent, they would result in disproportionate adverse impacts.

Parking

Construction of the Underground Emphasis LRT Alternative would result in temporary displacement of on-street parking. Construction could restrict access to parking lots like the parking lot at the southwest corner of the intersection of Alameda and 1st Streets. This parking lot would be further restricted once Alameda Street is closed for underpass construction. Restricting access to the parking lot and curb parking would have disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

Community Facilities

Construction of the At-Grade Emphasis LRT Alternative would temporarily restrict access to the Japanese American National Museum. Access to the museum would be decreased during construction of the Alameda Street underpass and pedestrian bridge. Loading spaces along Alameda Street would be temporarily displaced, and congestion would increase on 1st Street when 2nd Street is closed. School bus loading zones along 1st Street could be affected by construction-related traffic. Overall, access to the museum building would be maintained. Construction of the proposed 2nd Street station -Los Angeles Street Option could impede access to the Little Tokyo Library Branch. Overall, access to the library branch would be maintained. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

Visual Resources

Several large components of construction would occur near Little Tokyo including the Alameda Street underpass and pedestrian bridge. This construction could result in

disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. Construction equipment and work areas in this area would be larger than most laydown areas in the alignment. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

Parklands and Other Community Facilities

During construction of the Underground Emphasis LRT Alternative, street closures could restrict access to facilities adjacent to construction sites, such as the Little Tokyo Branch Public Library and JANM, in addition to other facilities throughout the project area. Automobile and pedestrian detours would be needed. Annual festivals in the downtown area could also be temporarily affected. Emergency service response times could also be affected by the temporary street closures and detours. These construction activities would affect the entire proposed alignment. Cut-and-cover construction in the Financial District and Bunker Hill areas would require surface excavation along the entire LRT route. However, TBM construction would be used in Little Tokyo on 2nd Street, so access restrictions on 2nd Street would be limited to staging areas.

5.4.17.2 Indirect Impacts

Community and Neighborhood Impacts

Construction of the Underground Emphasis LRT Alternative would result in temporary closure of several streets near Little Tokyo. Though temporary, these closures could restrict access to businesses in Little Tokyo. Impacts to businesses would affect the entire community.

In particular, construction of the Alameda Street underpass could result in disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. A closure of Alameda Street here could be particularly long. Alameda Street is one of the main arterials providing access to Little Tokyo. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

Economic and Fiscal

Construction of the At-Grade Emphasis LRT Alternative would result in temporary closure of several streets in the project area. Construction of the Alameda Street underpass could result in disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. A closure of Alameda Street here could be particularly long. Alameda Street is one of the main arterials providing access to Little Tokyo. Construction impacts could adversely affect the economic viability of some businesses in Little Tokyo. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts.

5.4.17.3 Cumulative Impacts

One major development is anticipated in Little Tokyo, the Nikkei Center. However, this alternative would not contribute cumulatively to disproportionate adverse impacts.

5.5 Fully Underground LRT Alternative – Little Tokyo Variation 1

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would extend north from the 7th Street/Metro Center Station through a tunnel below Flower Street to a new, underground station north of 5th Street. An underground tunnel would extend east from 3rd Street to a new, underground station near 2nd and Hope Streets. The tunnel would be constructed using either the cut-and-cover method or the sequential excavation method.

A tunnel, excavated by a tunnel boring machine, would continue east beneath 2nd Street. A second, underground station would be located between Broadway and Spring Street. The tunnel would continue under Little Tokyo to a third underground station at the block bounded by Central Avenue and 1st, 2nd, and Alameda Streets. The alignment would emerge to at-grade connections with the Metro Gold Line tracks. The north-south line would connect north of Temple and Alameda Streets and the east-west line would connect on 1st Street east of Alameda Street.

Direct, indirect, and cumulative impacts under the Fully Underground LRT Alternative – Little Tokyo Variation 1 would mirror those from Underground Emphasis LRT Alternative for the following environmental justice topics:

- Transit Service Equity (Section 5.4.1)
- Parking (Section 5.4.3) (construction only)
- Displacement and Relocation (Section 5.4.4)
- Community and Neighborhood (Section 5.4.5)
- Air Quality (Section 5.4.7)
- Geotechnical/Subsurface/Seismic/Hazardous Materials (Section 5.4.9)
- Water Quality (Section 5.4.10)
- Climate Change (Section 5.4.12)
- Historic, Archaeological & Paleontological (Section 5.4.13)
- Parklands or Other Community Facilities (Section 5.4.14)
- Economic Vitality and Employment Opportunities (5.4.15)

5.5.1 Traffic Congestion

Under the Fully Underground LRT Alternative – Little Tokyo Variation 1, the intersection of Alameda Street/1st Street would remain unchanged. The proposed alignment grade would be separated from automobile and pedestrian traffic. Trains would not have to cross 1st Street when travelling to or from the Little Tokyo/Arts District Station. The traffic signal cycle at this intersection would be improved.

Under this alternative, traffic congestion would be reduced in Little Tokyo. Reduced congestion would benefit the elderly, transit-dependent population. Beneficial impacts to traffic congestion are anticipated in Little Tokyo and the project area.

5.5.2 Noise and Vibration

Operation of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would not have noise or vibration impacts to the Los Angeles Hompa Hongwanji Temple on 1st Street. Therefore, no direct, indirect, or cumulative disproportionate, adverse impacts from operational noise or vibration are anticipated.

5.5.3 Visual Resources

Fully Underground LRT Alternative – Little Tokyo Variation 1 would run underground until surfacing near a connection to the Metro Gold Line. Adverse impacts to scenic resources, vistas, lighting and shade and shadows are not anticipated. However, the visual character of Little Tokyo would be impacted. The majority of the structures on the block bounded by Alameda Street, 1st Street, 2nd Street, and Central Avenue would be demolished. Therefore, direct and indirect, disproportionate, adverse impacts to visual resources are anticipated.

5.5.4 Energy

Fully Underground LRT Alternative – Little Tokyo Variation 1 would reduce VMT in the project area by approximately 1.13 million vehicle miles. This would result in a beneficial impact to the project area. New rail operations would increase energy consumption in the LADWP service area by less than one percent. Therefore, beneficial impacts to energy consumption are anticipated.

5.5.5 Safety and Security

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would run almost entirely underground. Therefore, the potential for conflict between pedestrians or vehicles and trains would be low. Underground stations could raise security concerns, particularly at night. These safety and security issues are applicable to light rail in general. They exist regardless of the socioeconomic or ethnic status of the surrounding community. No disproportionate direct, indirect, or cumulative adverse impacts to safety and securities are anticipated.

5.5.6 Construction Impacts

Table 5-4 shows a comparison of construction impacts between this alternative and the Underground Emphasis LRT Alternative.

Table 5-4. Comparison of Construction Impacts under the Fully Underground LRT – Little Tokyo Variation 1 and under the Underground Emphasis LRT Alternative

Topic	Disproportionate Impact	
	Underground Emphasis LRT Alternative	Fully Underground LRT Alternative – Little Tokyo Variation 1
Traffic, Circulation, & Parking	Potentially Adverse for Parking and Circulation	Potentially Adverse for Parking during construction
Land Use & Development	Not Adverse	Not Adverse
Displacement & Relocation	Not Adverse	Not Adverse
Community & Neighborhood Impacts	Indirectly Potentially Adverse	Yes
Visual Resources & Aesthetics	Potentially Adverse	Not Adverse
Air Quality	Not Adverse	Not Adverse
Noise & Vibration	Not Adverse	Not Adverse
Ecosystems/Biological Resources	Not Adverse	Not Adverse
Geotechnical/Subsurface/ Seismic/Hazardous Materials	Not Adverse	Not Adverse
Water Resources	Not Adverse	Not Adverse
Energy	Not Adverse	Not Adverse
Climate Change	Not Adverse	Not Adverse
Historic, Archaeological & Paleontological	Not Adverse	Not Adverse

Table 5-4. Comparison of Construction Impacts under the Fully Underground LRT – Little Tokyo Variation 1 and under the Underground Emphasis LRT Alternative		
Topic	**Disproportionate Impact**	
Parklands or Other Community Facilities	Not Adverse	Not Adverse
Economic & Fiscal	Indirectly Potentially Adverse	Not Adverse
Safety & Security	Not Adverse	Not Adverse

Source: TAHA, 2010

5.5.6.1 Direct Impacts

Parking

Construction of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would temporarily displace on-street parking and could restrict access to parking lots. Access to the parking lot at the southeast corner of the intersection of 1st Street and Central Avenue could be particularly restricted. Restricting access to the parking lot and curb parking would have disproportionate adverse impacts to Little Tokyo and the Japanese American National Museum. Construction impacts are short-term and intermittent, but they would result in disproportionate, adverse impacts.

Community and Neighborhoods/Community Facilities

Construction of the Fully Underground LRT Alternative – Little Tokyo Variation 1 would temporarily restrict access to the Los Angeles Hompa Hongwanji Temple. However, access to the building would be maintained. Construction impacts are short-term and intermittent, but they would result in disproportionate adverse impacts to community facilities.

5.5.6.2 Cumulative Impacts

One major development is anticipated in Little Tokyo, the Nikkei Center. However, this alternative would not contribute cumulatively to disproportionate adverse impacts.

5.6 Fully Underground LRT Alternative – Little Tokyo Variation 2

The Fully Underground LRT Alternative – Little Tokyo Variation 2 would extend north from the 7th Street/Metro Center Station through a tunnel below Flower Street to a new, underground station north of 5th Street. At underground tunnel would extend east from 3rd Street to a new, underground station near 2nd and Hope Streets. The tunnel would be constructed using either the cut-and-cover method or the sequential excavation method.

A tunnel, excavated by a tunnel boring machine, would continue east beneath 2nd Street. A second, underground station would be located between Broadway and Spring Street. The tunnel would continue under Little Tokyo to a third underground station at the block bounded by Central Avenue and 1st, 2nd, and Alameda Streets. The alignment would emerge to at-grade connections with Metro Gold Line tracks via three portals. The portal for the north-south line would be located north of Temple and Alameda Streets. Two, staggered portals for the east-west line would be located on 1st Street east of Alameda Street.

Direct, indirect, and cumulative impacts under the Fully Underground LRT Alternative – Little Tokyo Variation 2 would mirror those from Fully Underground LRT Alternative – Little Tokyo Variation 1 for the following environmental justice topics. Although direct, indirect, and cumulative impacts for Variation 2 would be similar to those of Variation 1, it should be noted that the representatives of the Los Angeles Hompa Hongwanji Temple feel that the portal placement for Variation 2 would be more intrusive to them. The temple's board members issued a statement indicating that one of the proposed Variation 2 portals on 1st Street would be physically too close to the building's main entrance, and they prefer Variation 1 as a result.

- Transit Service Equity (Section 5.4.1)
- Parking (Section 5.4.3) (construction only)
- Displacement and Relocation (Section 5.4.4)
- Community and Neighborhood (Section 5.4.5)
- Visual Resources (Section 5.4.6)
- Air Quality (Section 5.4.7)
- Geotechnical/Subsurface/Seismic/Hazardous Materials (Section 5.4.9)
- Water Quality (Section 5.4.10)
- Climate Change (Section 5.4.12)
- Historic, Archaeological & Paleontological (Section 5.4.13)
- Parklands or Other Community Facilities (Section 5.4.14)
- Economic Vitality and Employment Opportunities (5.4.15)
- Traffic Congestion (5.5.1)
- Noise and Vibration (5.5.2)

- Energy (5.5.3)
- Safety and Security (5.5.4)
- Construction Impacts (5.5.5)

No additional analysis is required for this alternative.

6.0 POTENTIAL MITIGATION MEASURES

6.1 No Build Alternative

No mitigation measures exist that would minimize disproportionate impacts to transit equity for minority and low-income communities under the No Build Alternative. Other disproportionate, adverse impacts to minorities and low-income communities are not anticipated under the No Build Alternative.

6.2 Transportation Systems Management (TSM) Alternative

6.2.1 Transit Service Equity

No mitigation measures exist that would minimize disproportionate impacts to transit equity for minority and low-income communities under the TSM Alternative.

6.2.2 Parking

Metro would conduct a parking needs assessment in Little Tokyo. This assessment would gauge the supply of and demand for business and resident parking in Little Tokyo. If demand exceeds supply, Metro would consider providing replacement parking for spaces lost as a result of the project. Metro would consider replacing lost parking spots for the duration of construction and operation of the project.

If parking supply exceeds demand, Metro would work with Little Tokyo and surrounding communities to show visitors and residents where parking is available. This effort could include adding signage. After implementation of these mitigation measures, adverse impacts related to parking would not be disproportionately significant.

6.3 At-Grade Emphasis LRT Alternative

6.3.1 Direct Impacts

6.3.1.1 Parking

Metro would conduct a parking needs assessment in Little Tokyo. This assessment would gauge the supply of and demand for business and resident parking in Little Tokyo. If demand exceeds supply, Metro would consider providing replacement parking for spaces lost as a result of the project. Metro would consider replacing lost parking spots for the duration of construction and operation of the project.

If parking supply exceeds demand, Metro would work with Little Tokyo and surrounding communities to show visitors and residents where parking is available. This effort could include adding signage. After implementation of these mitigation measures, adverse impacts related to parking would not be disproportionately significant.

6.3.1.2 Community and Neighborhoods

Regarding parking loss, refer to mitigation measures in Section 6.3.1.1. Upon implementation of these mitigation measures, direct impacts associated to parking loss in Little Tokyo would not be considered disproportionately adverse.

6.3.1.3 Parklands or Other Community Facilities

Construction of parts of the new alignment would remove uncontrolled mid-block left turns. Metro would maintain adequate access to businesses and community facilities near the alignment. Metro would coordinate with LADOT to create signage that would indicate new ways to access businesses affected by construction. After implementation of these mitigation measures, direct impacts to access to community facilities would not be disproportionately adverse.

6.3.1.4 Visual and Aesthetic Impacts

Metro could build a pedestrian bridge under this alternative. The pedestrian bridge would be constructed to be minimally obtrusive. However, a bridge structure would be a unique visual element in Little Tokyo. Thus, visual impacts from the bridge may be significant and unavoidable. The Little Tokyo community is a redevelopment area.

6.3.1.5 Construction Impacts

Parking spots temporarily moved by construction would be either temporarily replaced nearby in the Nikkei Center lot or signage would be created indicating locations of nearby parking structures and parking lots. Access to the Little Tokyo Library Branch, the Japanese American National Museum, and the Go For Broke Monument would be maintained during construction of the At-Grade Emphasis LRT Alternative.

Access to bus stops would be maintained, and signage would indicate changes in access where necessary. Where bus stops would be closed, bus routes would be altered accordingly, and signage would indicate these changes. Metro would work with the community to create signage showing detour routes. This would help drivers and pedestrians maintain access to Little Tokyo businesses. After implementation of these mitigation measures, construction impacts would not be disproportionately adverse.

6.3.2 Indirect Impacts

6.3.2.1 Parking

Metro would conduct a parking needs assessment in Little Tokyo. This assessment would gauge the supply of and demand for business and resident parking in Little Tokyo. If demand exceeds supply, Metro would provide replacement parking for spaces lost as a result of the project. Metro would consider replacing lost parking spots for the duration of construction and operation of the project.

If parking supply exceeds demand, Metro would work with Little Tokyo and surrounding communities to show visitors and residents where parking is available. This effort could include adding signage. After implementation of these mitigation measures, indirect impacts to parking would not be disproportionately adverse.

6.3.2.2 Community and Neighborhoods/Community Facilities

See the discussion under 6.3.2.1. After implementation of these mitigation measures, indirect impacts to community and neighborhoods would not be disproportionately adverse.

This alternative could result in long-term displacement of commercial space. Displaced commercial space in Little Tokyo could be replaced with high quality commercial development opportunities consistent with Little Tokyo's community identity. This could include a development above the portal near 2nd Street and Central Avenue, or a possible future development at the Nikkei Center. New development would create at least as many jobs as had been displaced. After implementation of this mitigation measure, indirect impacts associated with loss of commercial space in Little Tokyo would not be disproportionately adverse. The Alameda Street undercrossing and associated frontage roads would provide space for delivery activities at the JANM during operation of this alternative.

Full mitigation of the community cohesion impacts of the proposed underpass and at-grade rail junction would not possible. The new light rail service may encourage new growth that would offset the permanent conversion of the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street to transit facility use, but it would not necessarily occur at this central location. Disproportionate impacts would remain after mitigation.

6.3.3 Cumulative Impacts

6.3.3.1 Parking

See the discussion under 6.3.2.1. After implementation of these mitigation measures, cumulative impacts to parking would not be disproportionately adverse.

6.3.3.2 Community and Neighborhoods/Community Facilities

See the discussion under 6.3.2.1 and 6.3.3.1. After implementation of these mitigation measures, cumulative impacts to parking would not be disproportionately adverse.

6.4 Underground Emphasis LRT Alternative

6.4.1 Direct Impacts

6.4.1.1 Traffic Congestion

Mitigation measures would address impacts to intersection operations during the operation of this alternative (Transportation Technical Memorandum 2010). After mitigation measures are implemented, impacts to traffic congestion would remain significant at intersections in Little Tokyo. These disproportionate, adverse impacts would be significant and unavoidable.

6.4.1.2 Parking

Metro would conduct a parking needs assessment in Little Tokyo. This assessment would gauge the supply of and demand for business and resident parking in Little Tokyo. If demand exceeds supply, Metro would provide replacement parking for spaces lost as a result of the project. Metro would consider replacing lost parking spots for the duration of construction and operation of the project.

If parking supply exceeds demand, Metro would work with Little Tokyo and surrounding communities to show visitors and residents where parking is available. This effort could include adding signage. After implementation of these mitigation measures, impacts to parking would not be disproportionately adverse.

6.4.1.3 Displacement and Relocation

Some acquisitions and relocations would be unavoidable with this alternative. Metro would comply with the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the USDOT. All real property acquired by Metro would be appraised to determine its fair market value. Metro would provide effected property holders just compensation not less than the approved appraisal. Metro would give advanced notice to each displaced renter, business, or nonprofit organization. This notice would provide information about eligibility for aid and assistance.

6.4.1.4 Community and Neighborhoods/Community Facilities

Regarding parking loss, refer to mitigation measures in Section 6.4.1.2. After implementation of these mitigation measures, direct impacts to parking loss in Little Tokyo would not be disproportionately adverse.

This alternative could result in long-term displacement of commercial space. Displaced commercial space in Little Tokyo could be replaced with high quality commercial development opportunities consistent with Little Tokyo's community identity. This could include a development above the portal, or a possible future development at the Nikkei Center. New development would create at least as many jobs as had been displaced. After implementation of this mitigation measure, indirect impacts associated with loss of commercial space in Little Tokyo would not be disproportionately adverse. The Alameda Street undercrossing and associated frontage roads would provide space for delivery activities at the JANM during operation of this alternative.

6.4.1.5 Visual Resources

To minimize impacts associated with visual resources in Little Tokyo, Metro would design a portal trench. The portal trench would minimize the amount of track and tunnel visible to pedestrians, residences across Alameda Street and Central Avenue, and visitors to the Japanese American National Museum.

Metro could build a pedestrian bridge under this alternative. The pedestrian bridge would be constructed to be minimally obtrusive. However, a bridge structure would be a unique visual element in Little Tokyo. Thus, visual impacts from the bridge may be significant and unavoidable. The Little Tokyo community is a redevelopment area.

Metro would work with the CRA/LA to create joint development opportunities for the block bounded by Alameda Street, 1st Street, 2nd Street, and Central Avenue. Commercial space would be reduced, but Metro and the CRA/LA would work to encourage commercial and mixed-use development to replace lost jobs.

6.4.1.6 Safety and Security

In the Little Tokyo area, Metro would offer to build a pedestrian bridge, across Alameda Street, just south of the Little Tokyo/Arts District Station. This bridge would separate pedestrian movements from LRT and motorized vehicle movements. If the community opts against construction of the pedestrian bridge, Metro would use design to enhance pedestrian safety.

Metro would create pedestrian queuing and refuge areas around proposed stations. Adding wide crosswalks would also facilitate pedestrian mobility. After implementation of these mitigation measures, direct impacts to safety would not be disproportionately adverse.

6.4.1.7 Noise and Vibration

Under this alternative, a moderate noise impact from operation was predicted at the Savoy Condominiums on Alameda and 1st Streets. The noise impact would be due to track switches near the intersection of 1st and Alameda Streets. However, a spring-rail or movable frog switch could be used at this location to reduce potential noise by covering the gap in the central part of the switch. Using this measure would reduce switch noise to a FTA criteria level of no impact. This would eliminate the disproportionate noise impact in Little Tokyo.

6.4.1.8 Construction Impacts

Parking spots temporarily moved by construction would be either temporarily replaced nearby in the Nikkei Center lot or signage would be created indicating locations of nearby parking structures and parking lots. Access to the Little Tokyo Library Branch, the Japanese American National Museum, and the Go For Broke Monument would be maintained during construction of the Underground Emphasis LRT Alternative.

Access to bus stops would be maintained, and signage would indicate changes in access where necessary. Where bus stops would be closed, bus routes would be altered accordingly, and signage would indicate these changes. Metro would work with the community to create signage showing detour routes. This would help drivers and pedestrians maintain access to Little Tokyo businesses. This would help lessen indirect, adverse effects to business viability.

After implementation of these mitigation measures, construction impacts would not be disproportionately adverse.

6.4.2 Indirect Impacts

6.4.2.1 Parking

Refer to mitigation measures in Section 6.4.1.2. Upon implementation of these mitigation measures, indirect impacts associated with parking loss in Little Tokyo would not be disproportionately adverse.

6.4.2.2 Community and Neighborhoods

Refer to mitigation measures in Section 6.4.1.2. Upon implementation of these mitigation measures, indirect impacts associated with parking loss in Little Tokyo would not be disproportionately adverse.

This alternative could result in long-term displacement of commercial space. Displaced commercial space in Little Tokyo could be replaced with high quality commercial development opportunities consistent with Little Tokyo's community identity. This could include a development above the portal at 2nd Street and Central Avenue, or a possible future development at the Nikkei Center. New development would create at least as many jobs as had been displaced. After implementation of this mitigation measure, indirect impacts associated with loss of commercial space in Little Tokyo would not be disproportionately adverse. The Alameda Street undercrossing and associated frontage roads would provide space for delivery activities at the JANM during operation of this alternative.

6.4.3 Cumulative Impacts

6.4.3.1 Parking

Refer to mitigation measures in Section 6.4.1.2. Upon implementation of these mitigation measures, cumulative impacts associated with parking would not be disproportionately adverse.

6.4.3.2 Community and Neighborhoods

Refer to mitigation measures in Section 6.4.1.2. Upon implementation of these mitigation measures, cumulative impacts associated with community and neighborhoods would not be disproportionately adverse.

6.5 Fully Underground LRT Alternative – Little Tokyo Variation 1

Adverse impacts from the Fully Underground LRT Alternative – Little Tokyo Variation 1 would be similar or less adverse than impacts from the Underground Emphasis LRT Alternative, except for two additional businesses (Weiland's Brewery and Café Cuba) that would be

displaced. The same mitigation analysis applies for the Fully Underground LRT Alternative – Little Tokyo Variation 1 as for the Underground Emphasis LRT Alternative.

6.6 Fully Underground LRT Alternative – Little Tokyo Variation 2

Adverse impacts from the Fully Underground LRT Alternative – Little Tokyo Variation 2 would be similar or more adverse than impacts from the Fully Underground LRT Alternative – Little Tokyo Variation 1. The Los Angeles Hompa Hongwanji Temple feels that portal placement under this alternative is more intrusive than under the Fully Underground LRT Alternative – Little Tokyo Variation 1. The same mitigation analysis applies for the Fully Underground LRT Alternative – Little Tokyo Variation 1 as for the Underground Emphasis LRT Alternative.

7.0 CONCLUSIONS

7.1 No Build Alternative

7.1.1 NEPA Findings

The No Build Alternative would include transit investment planned in the Metro 2009 LRTP. Current transit service in the project area would be maintained. Little to no construction in the project area would be associated with transit infrastructure. The No Build Alternative would result in disproportionate impacts to transit service equity for minority and low-income communities. Feasible measures to mitigate these impacts do not exist. No other disproportionate adverse impacts are anticipated. Therefore, no mitigation measures would be required.

7.1.2 CEQA Determinations

CEQA does not list thresholds of significance specific to environmental justice. The No Build Alternative would not displace affordable housing. Thus, the project would not necessitate construction of replacement housing under CEQA. No significant impacts are anticipated under the No Build Alternative. Therefore, no mitigation measures would be required.

7.2 Transportation Systems Management (TSM) Alternative

7.2.1 NEPA Findings

The TSM Alternative would include transit investment planned in the Metro 2009 LRTP. Two new bus shuttles would be added in the project area. The TSM Alternative would result in disproportionate impacts to transit service equity for minority and low-income communities. Feasible measures to mitigate these impacts do not exist. The TSM Alternative would also result in a disproportionate loss of curb parking spaces in Little Tokyo, but this impact would not remain disproportionate after mitigation. No other disproportionate adverse impacts are anticipated. .

7.2.2 CEQA Determinations

CEQA does not list thresholds of significance specific to environmental justice. The TSM Alternative would not displace affordable housing. Thus, the project would not necessitate construction of replacement housing under CEQA. No significant impacts are anticipated under this alternative. Therefore, no mitigation measures would be required.

7.3 At-Grade Emphasis LRT Alternative

7.3.1 NEPA Findings

The At-Grade Emphasis LRT Alternative would extend light rail tracks from the 7th Street/Metro Center Station to the Metro Gold Line. The tracks would meet the Metro Gold

Line at a 3-way junction north of the Little Tokyo/Arts District Station on Alameda Street at Temple Street.

The following adverse impacts could weigh disproportionately on relevant communities under this alternative:

- Parking loss in Little Tokyo (direct, indirect, and cumulative impacts)
- Decreased access to public facilities during operations (direct impacts only)
- Construction-related, decreased traffic circulation, parking, access to community facilities, and changed visual resources (direct impacts only)
- Construction-related, decreased economic and fiscal viability (indirect impacts only)
- Visual impacts of the pedestrian bridge at Temple and Alameda Streets

Mitigation measures would result in any adverse impacts weighing proportionally on relevant communities, except the visual impacts of the proposed pedestrian overpass at Temple and Alameda Streets, which would be significant and unavoidable.

7.3.2 CEQA Determinations

CEQA does not list thresholds of significance specific to environmental justice. The At-Grade Emphasis LRT Alternative would not displace affordable housing. Thus, the project would not necessitate construction of replacement housing under CEQA. No significant impacts are anticipated under this alternative. Therefore, no mitigation measures would be required.

7.4 Underground Emphasis LRT Alternative

7.4.1 NEPA Findings

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

The following adverse impacts could occur disproportionately on relevant communities under this alternative:

- Parking loss and permanently increased traffic congestion in Little Tokyo (direct, indirect and cumulative impacts)
- Displacement of businesses in Little Tokyo (direct impacts only)
- Decreased community cohesion in Little Tokyo due to loss of commercial space (direct and indirect impacts)

- Decreased access to public facilities during operations (direct impacts only)
- Construction-related, decreased traffic circulation, parking, access to community facilities, and changed visual resources (direct impacts)
- Construction-related, decreased economic and fiscal viability (indirect impacts only)
- Operational noise impacts at the Savoy condominium building
- Visual impacts of the pedestrian bridge at 1st and Alameda Streets and removal of structures on the block bounded by 1st Street, Alameda Street, 2nd Street, and Central Avenue

Mitigation measures would result in no adverse impacts weighing disproportionately on relevant communities, except the visual impacts of the pedestrian bridge at 1st and Alameda Streets, traffic circulation impacts, and impacts to community cohesion, which would be significant and unavoidable.

7.4.2 CEQA Determinations

CEQA does not list thresholds of significance specific to environmental justice. The Underground Emphasis LRT Alternative would not displace affordable housing. Thus, the project would not necessitate construction of replacement housing under CEQA. No significant impacts are anticipated under this alternative. Therefore, no mitigation measures would be required.

7.5 Fully Underground LRT Alternative – Little Tokyo Variation 1

7.5.1 NEPA Findings

The Fully Underground LRT Alternative – Little Tokyo Variation 1 would extend north from the 7th Street/Metro Center Station north along Flower Street. It travels east under 2nd Street to an at-grade connection just northeast of the intersection of 1st and Alameda Streets.

The following adverse impacts could weigh disproportionately on relevant communities under this alternative:

- Parking loss in Little Tokyo during construction (direct, indirect, and cumulative impacts)
- Displacement of businesses in Little Tokyo (direct impacts only)
- Decreased community cohesion in Little Tokyo due to loss of commercial space (direct and indirect impacts)

- Construction-related traffic congestion, decreased access to community facilities (direct impacts)
- Visual changes to the neighborhood due to removal of structures from the block bounded by 1st Street, Alameda Street, 2nd Street, and Central Avenue

Mitigation measures would result in no adverse impacts weighing disproportionately on relevant communities.

7.5.2 CEQA Determinations

CEQA does not list thresholds of significance specific to environmental justice. The Fully Underground LRT Alternative – Little Tokyo Variation 1 would not displace affordable housing. Thus, the project would not necessitate construction of replacement housing under CEQA. No significant impacts are anticipated under this alternative. Therefore, no mitigation measures would be required.

7.6 Fully Underground LRT Alternative – Little Tokyo Variation 2

7.6.1 NEPA Findings

The Fully Underground LRT Alternative – Little Tokyo Variation 2 would extend north from the 7th Street/Metro Center Station along Flower Street. It would continue east under 2nd Street to an at-grade connection just northeast of the intersection of 1st and Alameda Streets.

The following adverse impacts could weigh disproportionately on relevant communities under this alternative:

- Parking loss in Little Tokyo during construction (direct, indirect, and cumulative impacts)
- Displacement of businesses in Little Tokyo (direct impacts only)
- Decreased community cohesion in Little Tokyo due to loss of commercial space (direct and indirect impacts)
- Decreased access to public facilities during operations (direct impacts only)
- Construction-related, decreased parking and access to community facilities (direct impacts)

Mitigation measures would result in no adverse impacts weighing disproportionately on relevant communities.

7.6.2 CEQA Determinations

CEQA does not list thresholds of significance specific to environmental justice. The Fully Underground LRT Alternative – Little Tokyo Variation 2 would not displace affordable housing. Thus, the project would not necessitate construction of replacement housing under CEQA. No significant impacts are anticipated under this alternative. Therefore, no mitigation measures would be required.

8.0 REFERENCES CITED

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APPENDIX A

LITTLE TOKYO COMMUNITY COUNCIL LETTER

Little Tokyo Community Council
369 East First Street
Los Angeles, California 90012
213 **625.0414** ext **5720**
Fax 213 **625.1770**
http://ltcc.janet.org

November 24, 2009

Mr. Arthur T. Leahy
Chief Executive Officer
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Re: Commendation & Appreciation

Dear Mr. Leahy:

On behalf of the Little Tokyo community, the Board of Directors of the Little Tokyo Community Council, an organization of over 100+ businesses, resident associations, religious and educational institutions and community-based organizations, would like to commend and thank the Metro Team for their hard work and efforts to develop the concept of the Fully Underground Alternative plan for consideration by the Metropolitan Transportation Authority Board of Directors for the Metro Regional Connector.

At today's meeting, the following motion was adopted by the Board of Directors:

MOTION

The Board of Directors commend and applaud the efforts of the Metro staff and the consultants for developing the concept plans of the Fully Integrated Alternative for the Regional Connector, for consideration by the Metropolitan Transit Authority Board of Directors.

The LTCC Board of Directors thank the Metro staff for listening to the concerns of the community; for creating the option specifically in response to the community's concerns by developing a conceptual plan that would clearly eliminate the at-grade train crossings at First Street and Alameda Street.

"The Little Tokyo Community Council is a nonprofit 501(c)(3) which has 90+ member organizations whose mission is to ensure that Little Tokyo would be a viable center for the Japanese American community and the Los Angeles Downtown community. The Council shall work to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community."

We wish to express our deep appreciation for the Metro Team's hard work and sensitivity to the community. In particular:

Dolores Roybal Saltarelli, Metro Project Manager
Ann Kerman, Metro Constituent Project Manager
Ray Sosa, CDM Consultants
Virginia Jackson, CDM Consultants
Ginny-Marie Brideau, Project Manager, The Robert Group
Clarissa Filgioun, The Robert Group

We are looking forward to continuing to work with the Metro Team on this option, which we hope will be added to the Draft Environmental Impact Statement/Report (Draft EIS/R) by the MTA Board of Directors.

Sincerely,

Bill Watanabe
Chair, Little Tokyo Community Council

cc: Dolores Roybal Saltarelli
Ann Kerman
Ray Sosa
Virginia Jackson
Ginny-Marie Brideau
Clarissa Filgioun

cc: LTCC Board of Directors:
Alan Kumamoto, 1st Vice Chair, Kumamoto Associates
Frances Hashimoto, 2nd Vice Chair, Mikawaya Inc.
Mike Okamoto, Co-Secretary, Asian American Architects & Engineers Assoc.
Kei Nagao, Co-Secretary, J-Town Voice
Eric Kurimura, Nishi Hongwanji Buddhist Temple
Chris Aihara, Past Chair, Japanese American Cultural & Community Center
Tom Kamei, Past Chair, Japanese Chamber of Commerce of So. CA
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple
Howard Nishimura, Past Chair, Tokyo Villa Homeowners Association
Craig Ishii, Japanese American Citizens League
Goro Endo, Union Church of Los Angeles
Ken Kasamatsu, Pacific Commerce Bank
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association
Jeff Liu, Visual Communications
Tatsushi Nakamura, Japanese Prefectural Association
Wilbur Takashima, Little Tokyo Teramachi Owners Association
Satoru Uyeda, SK Uyeda Investments
Hiroshi Yamaguchi, Japanese Community Pioneer Center
Akemi Kikumura Yano, Japanese American National Museum
Evelyn Yoshimura, Little Tokyo Residents Association

APPENDIX B

PUBLIC OUTREACH MATERIALS

Metro Regional Connector LRT
Meeting Matrix

Organization	Date	Location	Project Team Attendance *Anticipated*	Attendees	Action Items	Summary
Central City East Association	4/7/10	Central City East Association 725 S Crocker St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau	CCEA Board members and Estela Lopez		
Elected Officials Briefing	02/12/10	Metro Headquarters, Windsor Room Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansai Uchida, Ginny Brideau			
Nishi Temple	02/12/10	Nishi Temple 815 E 1st St, Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virgina Jackson			
Central City East Association	2/3/10	Central City Association – Arts District Office 948 E 2nd St Los Angeles	Ginny Brideau	Arts District Committee and Estela Lopez	None at this time	Briefed Arts District Committee on progress of study. Supportive of the Fully Underground Alternative.
Higgins Building HOA	01/25/10	Higgins Building 108 W 2nd St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Kansai Uchida, Ginny Brideau	Higgins Building Homeowners Association Board members and property owners	Continue to provide updates as needed.	
Higgins Building HOA	01/20/10	Office of Lambert Giessinger 200 N Spring St Rm 620 Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau, Helene Kornblatt, Kansa Uchida	Stacey Chaiken, Lambert Giessinger, Joan Springhetti, Martin Berg	Continue to provide updates as needed. Identify "historic preservation as art" funding options.	
Central City East Association	01/12/10	Central City East Association 725 S Crocker St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau	Estela Lopez	Plan to attend the April 7, 2010 Board of Directors meeting. Contact owners of Fukui Mortuary and offer project briefing.	Concerned about the potential for the increased separation of the Arts District on 1st Street. Supports the FUG alternative, and looks forward to additional technical information becoming available.
Councilman Jose Huizar	01/07/10	Los Angeles City Hall Room	Diego Cardoso, Ann Kerman, Ginny Brideau	Jessica Wethington McLean	Continue to provide updates as needed.	Supports the FUG alternative, particularly with the potential for a station connecting directly to Broadway and the Bringing Back Broadway Streetcar. Wants to be sure to coordinate the construction effort in order to avoid duplicating construction impacts.

Metro Regional Connector LRT
Meeting Matrix

Organization	Date	Location	Project Team Attendance *Anticipated*	Attendees	Action Items	Summary
Central City Association	01/05/10	626 Wilshire Blvd Los Angeles	Dolores Roybal Saltarelli, Ann Kerman Randy Lamm, Devon Cichoski (For other projects)	David Wright, Sara Crestin, Jeff Moore, Gene Bougdanos, Richard Macias, Walter Okitsu, Fernando Chavez, Ryan Aubrey, RJ Noonan, Wilber Watts, Phil Recht, Jennifer Cohen, Mark Waie, Andy Leeka, Sammy Feuerci, Edward Carfdyno, Aaron Kelly, Sauli Dampour, Melani Smith, Michelle Boehm, Russ Brown, Hilary Norton	Continue to provide updates as needed.	Group approved a motion asking Metro to study the FUG alternative and supporting a station connecting to Broadway.
Little Tokyo Working Group	12/17/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Laura Cornejo, Gerry Alvarez, Ann Kerman, Eric Carlson, Ann Kerman, Ray Sosa, Kansai Uchida, Ginny Brideau	Roy Nakahara, Goro Endo, Robert Volk, Kristin Fukashima, Sean Miura, Wilbur Takashima, Jerard Wright, Yukio Kawaratani , Bill Watanabe, Ron Fong, Chris Komai, Evelyn Yoshimura, Kim Tachiki-Chin, Eric Kurimura, Alan Nishio, Kei Nagao, Chris Aihara, James Okazaki, Jeff Carpenter, Jeff Liu, Satori Uyeda, Mary Graybill, Susie Tae	LTCC to begin solicitations for EIR Mitigation Consultant	The purpose of the meeting was to discuss the draft consultant agreement and updates to the potential build alternative. The agreement was positively received, with most of the questions focused on the process to identify a potential consultant. Ann Kerman presented a draft scope of work identifying the process for securing a consultant to assist the LTWG during the environmental process. A copy of this memo is attached to this document. Ann further explained that the consultant would be the choice of the LTCC, but Metro is asking the LTCC to identify a person or firm who has understanding of and expertise in light rail operations, right-of-way requirements, construction impacts, transportation planning, economic and community development, the EIS/R process, urban design, and station area planning. The consultant would work with the LTWG/LTCC until the release of the Draft EIS/R. LTCC needs to decide internally how the consultant will be managed, who will manage this person. Chris Aihara and Don Watanabe asked if Metro could provide any direction or suggestions

Organization	Date	Location	Project Team Attendance *Anticipated*	Attendees	Action Items	Summary
						on how to best reach out to the professional community. Chris Aihara wanted to set up a small committee to identify a potential consultant. The committee will meet on the 28th and 29th of December. The committee includes Chris Aihara, Alan Nishio, Ron Fong, and Yukio Kawaratani. The consultant will complete their work before the DEIS will be released to the public. Metro reviewed the decision making process, including the multiple opportunities to review and fine tune mitigations, and the station and urban designs. The consultant is not intended to replace Metro's consultant team.
Japanese American National Museum	12/16/09	Japanese American National Museum 369 W 1st St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Helene Kornblatt, Kansai Uchida	Akemi Kikumura, Chris Komai, Nancy Araki	Distribute electronic copy of the new build alternative Plan to brief prior to the distribution of the Draft EIS/R JANM requesting that Metro reschedule the briefing with JANM's Board of Directors	Dolores presented the conceptual designs for the "5th Build Alternative", which was well received by JANM representatives. JANM would like to see if a station entrance can be located close to JANM's main entrance. They continued to have questions about specific construction impacts and mitigations in Little Tokyo. JANM would like to know if any of the Little Tokyo buildings have been identified to be historic. Helen noted that one of the technical studies currently underway will identify properties that are recognized by the State and Federal Historic offices. Chris Komai noted his appreciation that Metro has become willing to work with the Little Tokyo community. He is hopeful that the positive relationship and continued communications will continue to improve the project as it moves forward. He is excited about the project in the current form. This combined with the Nikkei Center development will lead to the first expansion

Metro Regional Connector LRT
Meeting Matrix

Organization	Date	Location	Project Team Attendance *Anticipated*	Attendees	Action Items	Summary
						of Little Tokyo in decades.
Thomas Properties Group	12/10/09	Thomas Properties Group 515 S Flower St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansai Uchida, Ginny Brideau	Thomas Ricci, Glen Berryhill, Jeanet Babauta, Ayahlushim Hammond, Alix Wisnher, Paul Rutter, Steve Achorn, Kent Handleman	Anticipate next meeting in April Distribute mitigation measure examples to Glen Berryhill	Continued uncertainties about support for the project as a whole. Would like more information regarding the construction and operational impacts to their properties.
Little Tokyo Business Association	12/10/09	Oiwake Restaurant 122 Japanese Village Plz Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Kansai Uchida, Ginny Brideau	Elizabet Viray, Akira Yuhara, David Kudo, Wilson Liu, Shigeko Katjiya, Yuriko Shikai, Joanne Kumamoto, Frances Hashimoto	Distribute electronic copy of the new build alternative to Wilson Liu	Provided an update on the project, including presentation of the new build alternative. Group plans to take a position to support the FUG alternative.
Downtown Los Angeles Neighborhood Council	12/07/09	Los Angeles Theater 615 S Broadway Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Helene Kornblatt, Kansai Uchida, Ginny Brideau	DLANC Board of Directors	Continue to provide periodic updates to the neighborhood council	Provided an update on the project, including presentation of the new build alternative.
Savoy Homeowners Association	11/30/09	100 S Alameda St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansai Uchida, Ginny Brideau	Bobby Garza, Paul Yeh, Susie Tae, Sidney Wang, Lynne Collmann, Alfred Chang, Andrew Lin	Invite the Savoy Homeowners Association to the urban design meeting to discuss the potential Little Tokyo station.	Concerns that remain focus on potential construction impacts, and future meetings would need to discuss potential mitigation activities. The group would prefer the tunnel boring machine (TBM) be launched at 2nd and Hope Streets, rather than 2nd Street and Central Avenue. The Homeowners Association would like to work closely with Metro when deciding the construction timing and sequencing.
Little Tokyo Working Group	11/19/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Gerry Alvarez, Eric Carlson, Ray Sosa, Helene Kornblatt, Clarissa Filgioun, Ginny Brideau	Complete list attached to report	Provide update on consultant procurement process and new alternative.	Presentation of grade-separated build alternative, discussion of consultant, and distribution of mitigation plan examples.
Elected Officials Briefing	11/04/09	Metro Headquarters, Windsor Room Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansai Uchida, Ginny Brideau	<u>City of Los Angeles: Office of the Mayor</u> Jaime De La Vega, Maria Rountree, Borja Leon <u>Office of U.S. Representative</u>		Comprehensive Report Available

Metro Regional Connector LRT
Meeting Matrix

Organization	Date	Location	Project Team Attendance *Anticipated*	Attendees	Action Items	Summary
				Xavier Becerra Gayle Greenberg Office of Supervisor Zev Yaroslavsky Vivian Rescalvo City of Los Angeles: Office of Councilman Tom LaBonge Laura McLennan City of Los Angeles: Office of Councilman Ed Reyes Susan Wong State of California: Office of Assembly member Charles Calderon Marisela Cervantes Office of U.S. Senator Feinstein Molly O'Brien, Liz Delgado Office of Assembly member Krekorian John Hisserich		
Little Tokyo Working Group	10/15/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Gerry Alvarez, Eric Carlson, Ray Sosa, Monica Villalobos, Yara Jasso, Helene Kornblatt, Clarissa Filgioun, Ginny Brideau	Complete list attached to report		Discuss At-Grade Emphasis impacts, mitigations, mitigation plan development, and the Working Group's technical needs.
Little Tokyo Service Center	10/13/09	Japanese American Cultural and Community Center 244 S San Pedro St	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Monica Villalobos,			

Metro Regional Connector LRT
Meeting Matrix

Organization	Date	Location	Project Team Attendance *Anticipated*	Attendees	Action Items	Summary
		Los Angeles	Clarissa Filgioun			
Little Tokyo Working Group	10/01/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Gerry Alvarez, Eric Carlson, Ray Sosa, Monica Villalobos, Yara Jasso, Helene Kornblatt, Clarissa Filgioun, Ginny Brideau	Complete list attached to report		Discuss At-Grade Emphasis impacts and potential mitigations.
Savoy Homeowners Association	09/29/09	100 N Alameda St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Savoy Homeowners Association members, including Paul Yeh, Susan Tae, Bobby Garza, and Lynne Collemann (Manager)	Schedule follow up meeting with Savoy's MTA Committee	Concerned about project impacts. Homeowners Association would like to meet again to discuss potential mitigations.
Little Tokyo Community Council	09/22/09	Japanese American National Museum 369 W 1st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa,	Complete list attached to report	LTCC and Metro to hold LTCC:PCPC meetings. This group is known at the Little Tokyo Working Group	Presented a project update to the full board of directors
Little Tokyo Working Group	09/17/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Complete list attached to report		Comprehensive Report Available
Little Tokyo CAC	09/16/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Eric Carlson, Ann Kerman, Ray Sosa, Ginny Brideau	Complete list attached to report	None at this time	LTCAC requested an update on the project.
MOCA Senior Staff	09/15/09	250 South Grand Avenue Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ginny Brideau	Charles E. Young, CEO Ari Wiseman, Deputy Director Jennifer Arceneaux, Director of Development Richard Weil, Interim CFO Lyn Winter, Director of Communications Suzanne Isken, Director of Education Michael Nauyok, Director of Operations		Metro provided a project overview, and discussed the impact the project would have on the entire LRT system. MOCA was interested in the shuttle system, and if it was possible to begin operations on that particular alternative once the study was completed. They would like additional information regarding the at-grade alternative, specifically finding out how fast the trains would travel in front of the Geffen. They are supportive of the Alameda underpass, and removing regional truck traffic, but would like to maintain a visual presence from Alameda.

Metro Regional Connector LRT
Meeting Matrix

Organization	Date	Location	Project Team Attendance *Anticipated*	Attendees	Action Items	Summary
						They are supportive of any station that would provide a direct connection to either MOCA and/or The Geffen. They would also like to see the station closest to Bunker Hill to have a unique identity, and encouraging people to visit MOCA.
City of Los Angeles: Cultural Affairs	09/02/09		Dolores Roybal Saltarelli	Edgar Garcia		Would like to participate in the TAC
Little Tokyo Community Council	08/25/09	Japanese American National Museum 369 W 1st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau			Presented project update
Central City East Association	08/19/09	St. Xavier Catholic Church 222 S Hewitt St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Monica Villalobos, Chris Robert, Ginny Brideau	Complete list attached to report	Continue to provide periodic updates to CCEA.	CCEA hosted a community meeting to discuss the Regional Connector. Metro staff provided an overview of the project. Questions from the community focused on the alternatives, how Metro identified the alternatives, and the price differences between each alternative. There were also questions about the Alameda undercrossing regarding construction, timing, and impacts.
Japanese Chamber of Commerce of Southern California	08/18/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Terry Handa, President of JCCSC, Lee Aoki, Mike Okamoto, Shinji Abe	Schedule meeting prior to release of Draft EIS/R	Comprehensive Report Available
Little Tokyo Community Council	08/13/09	Little Tokyo Service Center 231 E 3rd St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Bill Watanabe, Chair of LTCC Lee Aoki, Small Business Advocate LTSC Ron Fong, LTSC	Attend October 20th Board of Directors Meting for project briefing. Attend August 19th Planning and Cultural Preservation Committee meeting for Working Group adoption	Provided project update, discussed the development of working groups and business mitigation measures. Also discussed the decision making process, the 2nd Street stations, and project alternatives. (Comprehensive Report Available)
Little Tokyo Community Council: Parking, Planning, and Cultural Preservation	07/22/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa	Parking, Planning, and Cultural Preservation Committee of the Little Tokyo Community Council	Address concerns at the August 5th Little Tokyo Working Group meeting	Addressed concerns of the committee on specific issues on the project. For example, they were concerned that an alternative had been chosen, discussed impacts of the underground alternative, and funding.

Metro Regional Connector LRT
Meeting Matrix

Organization	Date	Location	Project Team Attendance *Anticipated*	Attendees	Action Items	Summary
Los Angeles Conservancy	07/22/09	CDM Los Angeles Offices 523 W 6th St, Ste 400 Los Angeles	Dolores Roybal Saltarelli, Gerardo Alvarez, Ray Sosa, Monica Villalobos, Kansai Uchida, Helene Kornblatt	Jim Steely, SWCA Francesca Smith, SWCA Cara Corsetti, SWCA Mike Buhler, Los Angeles Conservancy	Meet with LA Conservancy in advance of the release of the Draft EIS/EIR to discuss the results of the historical resources analysis	Metro provided a project overview, explaining the reason for studying two possible station locations on Second Street between Broadway and Los Angeles, the impacts of the construction impacts at Little Tokyo, the project's relation to Bringing Back Broadway. Members of the Conservancy asked several specific questions, including whether: vibration impacts had been studied both during and after construction; the team had identified old buildings that will be demolished; the team had identified buildings with basements; the cost of both build alternatives being studied.
Japanese American National Museum	07/14/09	Japanese American National Museum 369 W 1st St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Miyoko Oshima, Nancy Araki, June Burke, Chris Komai	Schedule briefing for Japanese Chamber of Commerce, MOCA, Tom Kamei, Honda Plaza	The purpose of Metro's initial visit with the museum staff was to begin to understand the potential impacts to JANM, discuss potential mitigation activities, and answer questions about the project. Representatives from JANM specifically mentioned strong reservations about the "Origami Bridge" concept. They would prefer a "plaza" approach to the intersection of First and Alameda Streets. Any bridge would obscure their retail space that is located on the corner of First and Alameda. (Comprehensive Report Available)
Central City East	07/13/09	Central City East Association Offices 725 S Crocker St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Estela Lopez, Qathryn Brehm	Schedule briefing for Arts District Community	Concerned that too much of the focus is on Little Tokyo impacts. Requested a briefing for the Arts District community. (Comprehensive Report Available)
Little Tokyo Community Council	07/13/09	Japanese American Cultural and Community Center 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Chris Aihara	Schedule briefing with Bill Wantanabe, incoming chair	Metro began by providing Ms. Aihara with a project update, including information about the Urban Design workshops hosted by Metro in June 2009. Ms. Aihara was concerned that the timing of the workshops seemed to imply the project is closer to construction than is the reality.

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						One of the overarching questions was "how can we show the benefits of the project to Little Tokyo"? Ms. Aihara thought that it is difficult for the community to visualize the Regional Connector, what construction might look like, and what the project means to the neighborhood. (Comprehensive Report Available)
Thomas Properties Group	07/07/09	Thomas Properties Group Offices 515 S Flower 6th Floor Los Angeles	Robin Blair, Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Yara Jasso, Ann Kerman, Ginny Brideau	Thomas Ricci, Glen Berryhill, Jeanet Babauta, Stephen Achorn, Dennis Watsabaugh	Metro to provide cross section of Station Area Design	The City National Plaza is located close to 5th and Flower Streets in Downtown Los Angeles. The building is situated nearby the proposed Financial District station. This was the first informational meeting with TPG to provide background on the project, and to understand the inter-relationship between the building and the proposed station. (Comprehensive Report Available)
Los Angeles County: Public Works Los Angeles County: Flood Control	07/01/09	Los Angeles County Department of Public Works 900 S Fremont Ave Alhambra	Gerardo Alvarez, Eric Carlson, Girish Roy, Ray Sosa, Amanda Elioff, Zafer Mudar	Tsujii, Masashi Tsujii (LACDPW); Allen Ude (LACDPW); Ed Torran (LAC Flood Control); Amir Zandig (LACDPW); Bill Bowers (LACDPW)	Project Team to return with different conceptual drawings, the supporting documentation, and model runs of the existing conditions, along with a cover letter from Metro describing the project with its submittal. LACDPW and Metro to check to see if we have a cooperative agreement in place between the two agencies.	The purpose of this meeting was to initiate discussion with the Los Angeles County Department of Public Works and LA County Flood Control District (a department within LACDPW) and discuss the project's impacts on a large county storm drain running underneath Second Street near Central Ave in downtown Los Angeles as well as see if the County Department of Public Works had any additional concerns after being walked through the alignment.
City of Los Angeles: Public Works: Bureau of Engineering	06/18/09	Metro Headquarters Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Gerardo Alvarez, Monica Villalobos, Virgina Wade,	Curtis Tran, Calvin Chow, Farid Naguib	Design team to revisit current plans to minimize impacts to streets, especially with regards to	The purpose of this meeting was to discuss the design of the underpass at 1st/Alameda Streets, related issues such as the storm drain on 2nd street, the possible reconfigurations of nearby

Metro Regional Connector LRT
Meeting Matrix

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			Lana Terry, Zafer Mudar		underground option	streets; and to discuss the 4th Street bridge at Flower Street.
City of Los Angeles: Transportation	06/10/09	Metro Headquarters Los Angeles	Dolores Roybal Saltarelli, Girish Roy, Gerardo Alvarez, Ray Sosa, Monica Villalobos	Kang Hu, Calvin Chow, Tom Carranza	Set up meeting with LA BOE Revisit vehicular traffic circulation in the 2nd street tunnel	Shared the conceptual plan for both alternatives
University of Southern California	05/22/09	USC: Town and Gown Building 665 Exposition Blvd Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ray Sosa	David Roberts (Associate Director of USC Local Government), David Galaviz (Executive Director of USC Local Government), Bing Cherrie (Associate VP of Planning of USC Capital Construction Development)	Provide updates through the project development process	Briefed the attendees of the project and illustrated its benefits to the university. The project was well received. They saw the project's potential in regards to campus life and access to the rest of county car free.
Go For Broke	05/11/09	HMC Architects 633 W 5th St 3rd Fl Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Zapher Mudar	Raymond Pan, Diane Tanaka, Edward Avila	Provide project updates as they become available.	The Go for Broke project will break ground sometime mid year of 2010. Want to know of any engineering issues with the at-grade alterative. The at-grade alternative will impact their project the most.
Little Tokyo Community Council	05/05/09	Japanese American National Museum 369 W 1st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Yvette Rapose, Gerry Alvarez, Laura Conejo, Ray Sosa, Monica Villalobos, Yara Jasso, Clarissa Filgioun	Executive Board of LTCC	Provide project updates as they become available.	Comprehensive Report Available
Bringing Back Broadway	05/04/09	Central City Association Offices 626 Wilshire Blvd Ste 200 Los Angeles	Ginny-Marie Case	Bringing Back Broadway Streetcar Committee	Metro to advise this group about when Metro Board of Directors will consider the LRTP. TRG staff to attend July 1, 2009 meeting	This was a regular meeting of the Streetcar, Transportation and Parking Committee of the Bringing Back Broadway organization. The agenda included a brief discussion regarding parking needs in the project area, and an update on the three potential LA Streetcar alignments currently under consideration. Comprehensive Report Available
Little Tokyo Community Council	04/28/09	Japanese American National Museum 369 W 1st St	Ann Kerman, Dolores Roybal Saltarelli, Ray Sosa	Little Tokyo Community Council	Additional meetings to be scheduled as needed	Ann Kerman, Community Relations Coordinator and the consultants presented an update report on the Metro Regional Transit Corridor Project at

Metro Regional Connector LRT
Meeting Matrix

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		Los Angeles				the LTCC meeting. This presentation was one several scoping meetings in the area for the Project. They were here today to listen to the concerns of the community. (Comprehensive Report Available)
Japanese American National Museum	09/xx/09	Japanese American National Museum 369 W 1st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa			