



Expo

Exposition Metro Line Construction Authority

Exposition Corridor Transit Project Phase 2

Final Environmental Impact Report

Technical Background Report

FINAL

Parks and Community

Facilities

December 2009

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Exposition Metro Line Construction Authority

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The Exposition Metro Line Construction Authority (Expo Authority) has determined that the bike path and Second Street Santa Monica Terminus are no longer under consideration as part of the Expo Phase 2 Light-Rail Transit project. This Technical Background Report was drafted prior to the final definition of the LRT Alternatives that was presented in the Draft Environmental Impact Report (DEIR). Accordingly, discussion of the bike path and Second Street Santa Monica Terminus still remain in this report but no longer apply and should be disregarded.

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1. INTRODUCTION

1.1 Community Facilities

The proposed Expo Phase 2 project could have positive and negative impacts on other community facilities in the vicinity of each station and alignment. For the purposes of this section, community facilities are defined as places of worship, hospitals and convalescent homes, day cares, schools, libraries, and police and fire stations. The proposed project would increase accessibility to community facilities in the study area via transit. Additionally, the proposed project could better connect community activity centers by increasing the travel options for accessing these, or similar, facilities. This enhanced accessibility, specifically between the Westside of Los Angeles County and downtown Los Angeles, would benefit a variety of community facilities. However, along with the beneficial effects, these same facilities may experience adverse environmental effects, primarily during construction. In the following analysis, community facilities are listed and described in terms of the relative distance to the project alternative.

Parks and community facilities in the study area were identified through reconnaissance surveys, as well as through online database searches and consultation with the cities of Culver City, Los Angeles, and Santa Monica.

1.2 Project Summary

The proposed Exposition Corridor Transit Project Phase 2 (referred to as either the Expo Phase 2 project or proposed project) would involve the implementation of new or upgraded corridor transit solutions within a western portion of Los Angeles County in the cities of Los Angeles, Culver City, and Santa Monica. Six alternatives are analyzed. The alternatives include the No-Build Alternative, Transportation Systems Management (TSM) Alternative, and four Light-Rail Transit (LRT) Alternatives. A brief description of these alternatives is provided below.

1.2.1 No-Build Alternative

The No-Build Alternative includes only Metro service features that currently exist or have been explicitly committed for project buildout in the year 2030. As such, the No-Build Alternative includes existing fixed guideway Metro Rail and Metro Liner bus rapid transit (BRT) systems currently under operation, the full implementation of the Metro Rapid Bus program, represented as twenty-eight routes across Los Angeles County, and planned peak-only rapid bus lanes along Wilshire Boulevard between Western Avenue and Bundy Drive. The rest of the bus network is based on June 2007 service patterns for Metro, Los Angeles Department of Transportation (LADOT), Culver City, and Santa Monica Big Blue Bus, as well as committed enhancements to those services anticipated by 2030. Based on direction from Metro, their bus fleet will be assumed to include a mix of articulated and higher-capacity 45-foot buses in 2030.



1.2.2 Transportation Systems Management (TSM) Alternative

The TSM Alternative seeks to address the corridor transit needs without major capital investments and includes the improvements outlined in the No-Build Alternative plus three additional components. These three components include (1) addition of a rapid bus route connecting downtown Culver City with downtown Santa Monica; (2) associated service improvements on selected north/south routes to feed stations along the new rapid bus route; and (3) service improvements on selected routes, connecting Westside communities to the Phase 1 Terminus.

1.2.3 Light-Rail Transit (LRT) Alternatives

LRT is defined as a metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or, occasionally, in streets, and to board and discharge passengers at track or car-floor level. Light-rail vehicles are driven electrically with power drawn from an overhead electric line. LRT provides a cleaner, more energy-efficient form of transportation than automobiles and is quieter than conventional rail systems.

The LRT alignment would extend rail from the current Phase 1 terminus station at Venice/Robertson to a terminus station in Santa Monica at 4th Street and Colorado Avenue. The LRT Alternatives are as follows:

- LRT 1 (Expo ROW–Olympic Alternative) would utilize approximately 5 miles of the existing Expo ROW from the Expo Phase 1 terminus until reaching the intersection with Olympic Boulevard in Santa Monica. From that point, the alignment would follow Olympic Boulevard to the proposed terminus station.
- LRT 2 (Expo ROW–Colorado Alternative) would also utilize the existing Expo ROW from the Expo Phase 1 terminus until reaching the intersection with Olympic Boulevard in Santa Monica. From that point, the alignment would continue within the Expo ROW to west of 19th Street, then diverge from the Expo ROW and enter onto Colorado Avenue east of 17th Street and follow the center of Colorado Avenue to the proposed terminus.
- LRT 3 (Venice/Sepulveda–Olympic Alternative) would divert from the Expo ROW at the Expo Phase 1 terminus and follow Venice Boulevard and Sepulveda Boulevard until reaching the intersection with the Expo ROW. The alignment would then continue westward along the Expo ROW and Olympic Boulevard identical to the LRT 1 Expo ROW–Olympic Alternative.
- LRT 4 (Venice/Sepulveda–Colorado Alternative) would divert from the Expo ROW at the Expo Phase 1 terminus and follow Venice Boulevard and Sepulveda Boulevard until reaching the intersection with the Expo ROW. The alignment would then continue westward along the Expo ROW and Colorado Avenue identical to the LRT 2 Expo ROW–Colorado Alternative.

Geographic Segments

The proposed project traverses several jurisdictions, including the cities of Los Angeles, Culver City, and Santa Monica, and spans distinct communities within each jurisdiction. In order to account for these differences, the proposed project is described and examined at two different

scales, from broad to specific—Westside of Los Angeles County and geographic segments with special consideration of proposed station areas—to identify potential impacts.

For purposes of this discussion, the LRT Alternatives have been divided into geographic segments for ease of analysis (Figure 1-1 [Project Location]). For the area between the Phase 1 terminus and the Exposition/Sepulveda intersection, there are two alternative alignments: Segment 1 (Expo ROW) and Segment 1a (Venice/Sepulveda). Segment 2 (Sepulveda to Cloverfield) is common to all LRT Alternatives. For the area between the Cloverfield/Olympic intersection and a terminus in Santa Monica, there are also two alternative alignments: Segment 3 (Olympic) and Segment 3a (Colorado). Thus, the segments are as follows:

- Segment 1: Follows the Expo ROW from the Expo Phase 1 terminus station in Culver City to the Expo ROW/Sepulveda Boulevard intersection, approximately 2.8 miles in length
- Segment 1a: Follows westerly in the median of Venice Boulevard from the Expo Phase 1 terminus station in Culver City to the Venice Boulevard/Sepulveda Boulevard intersection, then follows northerly in the center of Sepulveda Boulevard to the Expo ROW/Sepulveda Boulevard intersection, approximately 3.7 miles in length
- Segment 2: Follows the Expo ROW from the Expo ROW/Sepulveda Boulevard intersection to the Expo ROW/Olympic Boulevard intersection, approximately 2.3 miles in length
- Segment 3: Follows the median of Olympic Boulevard from the Expo ROW/Olympic Boulevard intersection to the Phase 2 terminus option at 4th Street and Colorado Avenue in Santa Monica, approximately 1.5 miles in length
- Segment 3a: Follows the Expo ROW from the Expo ROW/Olympic Boulevard intersection to west of 19th Street in Santa Monica. The alignment then diverges onto Colorado Avenue east of 17th Street and continues along the center of Colorado Avenue terminating between 4th Street and 5th Street, approximately 1.5 miles in length.

[In response to comments received on the DEIR and after further analysis and coordination with various stakeholders, five design options have been added in the FEIR for the LRT Alternatives:](#)

- [Sepulveda Grade Separation Design Option](#)
- [Expo/Westwood Station No Parking Design Option](#)
- [Maintenance Facility Buffer Design Option](#)
- [Colorado Parking Retention Design Option](#)
- [Colorado/4th Parallel Platform and South Side Parking Design Option](#)

Stations

Table 1-1 (Station Locations) provides a description of each station within the various segments, including the approximate location, the type of proposed station (i.e., at grade or aerial), and the amount of parking to be provided.

Maintenance Facilities

A Maintenance Facility is proposed to be constructed as a part of the Expo Phase 2 project. The Maintenance Facility site would be located on a parcel or parcels within the City of Santa

Monica immediately south of the Expo ROW, north of Exposition Boulevard, and east of Stewart Street. The site is currently occupied by a surface parking lot and light-industrial facility. The maintenance facility is to be designed and built to meet the maintenance needs of the LRT vehicles required to operate Phase 2 through the year 2030. It could operate 24 hours a day in three shifts. The maintenance facility would consist of outdoor storage for ~~20 to 36~~ approximately 43 to 45 LRT vehicles and associated storage track; trackway to connect to the main line and allow the movement of LRT vehicles from the main line track to and within the maintenance facility area; main yard shop building with office and vehicle repair areas; vehicle wash facility; traction power substation; and parking for ~~65 to 70~~ employees. The main yard shop structure would be approximately ~~300-350~~ feet long and ~~166-189~~ feet wide, two stories in height, and with a total area of approximately 125,000 square feet. The structure would be built of concrete block or corrugated metal or a combination thereof.

Since the release of the DEIR and in response to comments, the Expo Authority has worked with the City of Santa Monica, Metro, and the community to identify alternative layouts for the Maintenance Facility. As a result of these collaborative efforts, a Maintenance Facility Buffer Design Option has been developed for evaluation in the FEIR. This design option would occupy only a portion of the Verizon site, with an extension of the facility into the existing Santa Monica College parking lot to the west. Utilization of the adjacent parking lot on the west side of the Verizon site would create an approximate 100- to 110-foot buffer between the Maintenance Facility and the residential area on the south side of Exposition Boulevard. The Maintenance Facility Buffer Design Option would include much of the same facilities as the original Maintenance Facility concept.

Table 1-1 Station Locations

Name	Location	LRT: EXPO ROW Alignment	LRT: Venice/ Sepulveda Alignment	Parking
Segment 1: Expo ROW				
National/Palms	Expo ROW just west of the aerial structure over National Boulevard/Palms Boulevard	On Embankment	N/A	0
Expo/Westwood	<u>Within Expo ROW, East of Westwood Boulevard</u> on Exposition Boulevard	At grade	N/A	170
Segment 1a: Venice/Sepulveda				
Venice/Motor	Venice Boulevard, east of Motor Avenue	N/A	At grade	0
Venice/Sepulveda	On Venice Boulevard, east of Sepulveda Boulevard	N/A	Aerial	0
Sepulveda/National	South of National Boulevard above the center of Sepulveda Boulevard	N/A	Aerial	250
Segment 2: Sepulveda to Cloverfield				
Expo/Sepulveda	West of Sepulveda Boulevard and Exposition Boulevard	At grade <u>(aerial design option)</u>	At grade <u>(aerial design option)</u>	270 <u>260</u>

Table 1-1 Station Locations

Name	Location	LRT: EXPO ROW Alignment	LRT: Venice/ Sepulveda Alignment	Parking
Expo/Bundy	Bundy Drive and Exposition Boulevard	Aerial	Aerial	250
Olympic/26 th Street	East of 26 th Street on Olympic	At grade	At grade	0
Segment 3: Olympic				
Olympic/17 th Street	East and west side of 17 th Street within the median of Olympic Boulevard	At grade	At grade	0
Colorado/4 th	4th Street, east of Colorado Avenue <u>On existing commercial block bounded by 4th Street, 5th Street, and Colorado Avenue</u>	Aerial	Aerial	250 <u>0</u>
Segment 3a: Colorado				
Colorado/17 th Street	Center of Colorado Avenue west of 17 th Street	At grade	At grade	70
Colorado/4 th	Center of Colorado Avenue between 2nd Street and 4th Street or e <u>On the existing commercial block bounded by 4th Street, 5th Street, and Colorado Avenue</u>	At grade	At grade	225 <u>0</u>

SOURCE: DMJM Harris, 2008, [updated 2009](#).

2. AFFECTED ENVIRONMENT

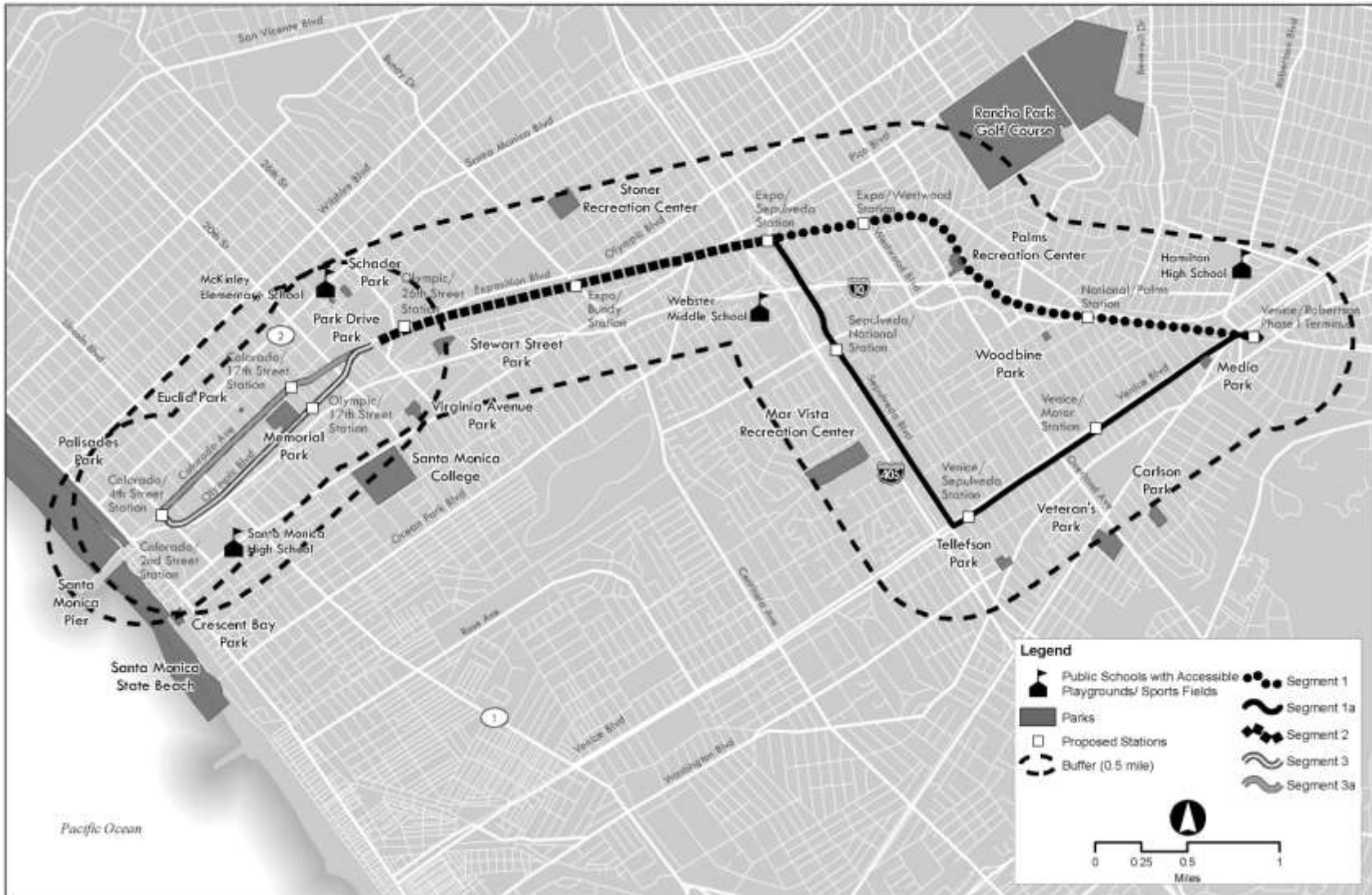
The study area for community resources is defined as a 0.5-mile zone, centered along the proposed alignment (for a total width of 1 mile). Therefore, the following resources are located within 0.5 mile from the proposed alignments.

2.1 Parks

2.1.1 Publicly Owned Parks and Recreational Resources

Publicly Owned Parks and Recreational Resources

A description of publicly owned parks and recreation resources accessible by any member of the community is outlined below. These resources are organized by the land-managing authority of the resource. No trails, multi-use paths, or fairgrounds are located within 0.5 mile of the proposed alignments. These facilities are depicted in Figure 2-1 (Publicly Owned Parks and Recreational Resources). Figure 2-1 also identifies public schools with accessible playground along the alignment options, discussed below. Table 2-1 (Publicly Owned Parks and Recreational Resources) lists all parks and recreation centers in general proximity to the proposed alignments.



Source: PBS&J, ESRI

Figure 2-1 Publicly Owned Parks and Recreational Resources

**Table 2-1 Publicly Owned Parks and Recreational Resources**

Facility Name	Location	Ownership	Size
Segment 1: Expo ROW			
Media Park	Culver Boulevard and Venice Boulevard	Los Angeles	1.0 acre
Woodbine Park	3409 Vinton Avenue, Los Angeles, CA	Los Angeles	1.0 acre
Palms Park	2950 Overland Avenue, Los Angeles, CA	Los Angeles	4.2 acres
Rancho Park Golf Course	10460 West Pico Boulevard, Los Angeles, CA	Los Angeles	~200 acres
Segment 1a: Venice/Sepulveda			
Media Park	Culver Boulevard and Venice Boulevard	Los Angeles	1.0 acre
Carlson Park	Corner of Motor Avenue and Braddock Drive	Culver City	2.7 acres
Veteran's Park	4117 Overland Boulevard, Culver City, CA	Culver City	15.0 acres
Tellefson Park	Northwest corner of Washington Place and Tilden Avenue	Culver City	1.5 acres
Mar Vista Recreation Center	11430 Woodbine Street, Los Angeles, CA	Los Angeles	17.2 acres
Segment 2: Sepulveda to Cloverfield			
Stoner Recreation Center	1835 Stoner Avenue, Los Angeles, CA	Los Angeles	6.0 acres
Stewart Street Park	West of Stewart Street and south of Exposition Boulevard	Santa Monica	3.8 acres
Schader Park	1425 Cloverfield Boulevard, Santa Monica, CA	Santa Monica	0.2 acres
Park Drive Park	2415 Broadway, Santa Monica, CA	Santa Monica	0.3 acres
Virginia Avenue Park	2200 Virginia Avenue, Santa Monica, CA	Santa Monica	9.5 acres
Segment 3: Olympic and Segment 3a: Colorado			
Virginia Avenue Park	2200 Virginia Avenue, Santa Monica, CA	Santa Monica	9.5 acres
Schader Park	1425 Cloverfield Boulevard, Santa Monica, CA	Santa Monica	0.2 acres
Park Drive Park	2415 Broadway, Santa Monica, CA	Santa Monica	0.3 acres
Memorial Park	1401 Olympic Boulevard, Santa Monica, CA	Santa Monica	10.4 acres
Euclid Park	1525 Euclid Street, Santa Monica, CA	Santa Monica	>1.0 acre
Crescent Bay Park	2000 Ocean Boulevard, Santa Monica, CA	Santa Monica	2.3 acres
Palisades Park	Ocean Avenue from San Vicente to Broadway	Santa Monica	26.4 acres
Santa Monica State Beach	Along Pacific Coast Highway, north of Colorado Avenue	Santa Monica	2.0 miles

SOURCE: Culver City Parks, Recreation, and Community Services: www.culvercity.org Los Angeles Parks and Recreation: www.laparks.org, Santa Monica Parks and Recreation: www.santamonica.com

Segment 1: Expo ROWMedia Park

Media Park is located at the southwest intersection of Culver and Venice Boulevards. The small park is open 24 hours a day. The park is owned by the Los Angeles Department of Recreation and Parks, but is leased to the Culver City Community Redevelopment Agency. The park provides open space, several shade trees, and walking paths, and is home to the historic Ivy Substation, a power substation for the abandoned Los Angeles Pacific Railway. Access is primarily from Culver Boulevard, although the park may also be accessed by Venice Boulevard.

Woodbine Park

Woodbine Park at the southwest corner of Woodbine and Vinton Avenues is a small pocket park operated by the Los Angeles Department of Parks and Recreation. It offers picnic tables, barbecues, basketball courts, a children's playground, shade trees, and open space. This park is open from 6:00 a.m. to 10:00 p.m. seven days a week. Access is available along Woodbine Street and Vinton Avenue.

Woodbine Park

Woodbine Park at the southwest corner of Woodbine and Vinton Avenues is a small pocket park operated by the Los Angeles Department of Parks and Recreation. It offers picnic tables, barbecues, basketball courts, a children's playground, shade trees, and open space. This park is open from 6:00 a.m. to 10:00 p.m. seven days a week. Access is available along Woodbine Street and Vinton Avenue.

Palms Park

Palms Park is located just north of the Santa Monica Freeway (I-10) adjacent to the east side of Overland Avenue. The medium-sized park (approximately 4.2 acres) is open from dawn to dusk and has open space, shade trees, two tot lots, and walking paths to serve the West Los Angeles Community. The park is operated by the City of Los Angeles Department of Parks and Recreation. The park also features the Palms Child Care Center and the Palms Recreation Center, which offers an auditorium, barbecue pits, outdoor racquetball courts, basketball courts, a children's play area, a community room, and a picnic area. Access is from Overland Avenue and a footbridge from Northvale Road that crosses over the Expo ROW.

Rancho Park Golf Course

The Rancho Park Golf Course is adjacent to the south side of Pico Boulevard near its intersection with Glen Boulevard. The public golf course was opened in 1920 and offers eighteen holes on a 6,585-yard course. The course is managed by the City of Los Angeles Department of Parks and Recreation. A driving range, coffee shop/restaurant, and a pro shop are also located at the golf course. Access is from Pico Boulevard and Motor Avenue.

Rancho Park Golf Course

The Rancho Park Golf Course is adjacent to the south side of Pico Boulevard near its intersection with Glen Boulevard. The public golf course was opened in 1920 and offers eighteen holes on a 6,585-yard course. The course is managed by the City of Los Angeles

Department of Parks and Recreation. A driving range, coffee shop/restaurant, and a pro shop are also located at the golf course. Access is from Pico Boulevard and Motor Avenue.

Segment 1a: Venice/Sepulveda

Media Park

See above description.

Carlson Park

Carlson Park is a small (2.7 acres), linear park located in the Carlson neighborhood of Culver City. It is bounded by Braddock Drive, Motor Avenue, Le Bourget Avenue, and Park Avenue. It is intended for passive recreational use, featuring open grassy spaces as well as picnic and barbecue facilities. The picnic areas feature four picnic tables, four barbecues, two fireplaces, and restrooms. During the summer months, the park is home to the Culver City Public Theatre. Park access is from Le Bourget Avenue, Park Avenue, Motor Avenue, and Braddock Drive. The park is operated by the Culver City Department of Parks, Recreation, and Community Services.

Veteran's Park

Veterans Memorial Park is located at the southwest corner of the intersection of Culver Boulevard and Overland Avenue. The 15-acre park is operated by the Culver City Department of Parks, Recreation, and Community Services. The park offers restroom facilities, a recreation hut, a picnic shelter, barbecues, a children's playground, two softball diamonds, two basketball courts, two tennis courts, a soccer field, shade trees, and open space. Park access is from Culver Boulevard.

Tellefson Park

Tellefson Park is located at the northwest corner of Washington Place and Tilden Avenue. The 1.5-acre park is operated by the Culver City Department of Parks, Recreation, and Community Services. The park offers restroom facilities, a picnic area open everyday, a children's playground, barbecues, open space, and shade trees. Park access is from Washington Place and Bentley Avenue.

Mar Vista Recreation Center

The Mar Vista Recreation Center is located at the southwest corner of the intersection of Sawtelle and Palms Boulevards. The approximately 17.2-acre facility is operated by the Los Angeles Department of Parks and Recreation. The Recreation Center is open seven days a week and offers a host of amenities, including an auditorium, barbecue pits, a baseball diamond, basketball courts, a children's playground, an indoor gym, picnic tables, tennis courts, volleyball courts, a jogging path, a kitchen, a multi-purpose sports field, an outdoor roller hockey rink, and a stage. The center is open from 9:00 a.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 6:00 p.m. on weekends. Access is from Sawtelle Boulevard, Palms Boulevard, and Woodbine Street.

Segment 2: Sepulveda to CloverfieldStoner Recreation Center

Stoner Recreation Center at the southwest intersection of Nebraska Avenue and Stoner Avenue covers approximately 6 acres. The park is open from 9:30 a.m. to 10:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on weekends. The park features many recreational opportunities, including the Stoner Recreational Center, a seasonal swimming pool with a water slide, baseball diamonds, tennis courts, barbecue pits, basketball courts, children's play area, indoor gym, and picnic tables. The park and recreation center are operated by the City of Los Angeles Department of Parks and Recreation. Access is available from Missouri Avenue, Stoner Avenue, Nebraska Avenue, and Westgate Avenue.

Stewart Street Park

Stewart Street Park is located on the west side of Stewart Street, south of Exposition Boulevard. The 3.8-acre park is operated by the City of Santa Monica Parks and Recreation Department and offers a youth baseball field, a soccer field, a basketball court, shade trees, and open space. Access is available from Stewart Street.

Schader Park

Schader Park is located at the northeast corner of Broadway Street and Cloverfield Boulevard. The small, 0.16-acre park is operated by the City of Santa Monica Parks and Recreation Department and offers open space, a few shade trees, and a walking path. Access is available from Cloverfield Boulevard.

Park Drive Park

Park Drive Park is located at the northwest corner of Broadway Avenue and Park Drive. The small, 0.34-acre park is operated by the City of Santa Monica Parks and Recreation Department and offers open space and a few shade trees. Access is available from Park Drive.

Virginia Avenue Park

Virginia Avenue Park is located at the northwest intersection of Pico and Cloverfield Boulevards. This 9.5-acre park is operated by the City of Santa Monica Parks and Recreation Department. The newly renovated park features four buildings, one of which is a police substation; two fitness gyms; two lighted, regulation basketball courts; a large, grassy, open-space area; picnic tables; and barbecue pits. Additionally, Virginia Avenue Park is currently home to a farmers market every Saturday morning. Access is available from Pico Boulevard, Virginia Avenue, and Cloverfield Boulevard.

Segment 3 Olympic and Segment 3a: ColoradoVirginia Avenue Park

See above description.

Schader Park

See above description.

Park Drive Park

See above description.

Memorial Park

Memorial Park is located at the northeast corner of the intersection of Olympic Boulevard and 14th Street. The 10.4-acre park is operated by the City of Santa Monica Parks and Recreation Department. The park is home to the Police Activities League (gym, youth center, and offices) and offers a gym with basketball and volleyball courts, community meeting rooms, two youth baseball fields, with a concession stand, an adult baseball field, three softball infields, a soccer field, a children's playground, four tennis courts, an off-leash dog run, and a skate park. Primary access to the park is through the parking lot located on 14th Street. However, park users may also park vehicles along Olympic Boulevard and 16th Street and access the park. The program offers free educational, cultural, and athletic activities for boys and girls ages 6 to 17.

Euclid Park

Euclid Park is located on Euclid Street between Colorado Avenue and Broadway and was recently completed in July 2007. Less than 1.5-acre in size, the small park was built with many "backyard" features for the densely populated neighborhood. The park is managed by the City of Santa Monica Parks and Recreation Department. Euclid Park contains shade trees, a trellis, seating, a swing set and climber for children, and a gardening area with ten plots (two of which are accessible) and an area for gardening classes. Access to Euclid Park is from Euclid Street and Broadway.

Crescent Bay Park

Crescent Bay Park is located along the west side of Ocean Avenue between Bay and Bicknell Streets. The 2.3-acre park is operated by the City of Santa Monica Parks and Recreation Department. The small park offers a pergola at the lower level, a gazebo at the upper level, and 1,125 beach parking spaces. Access to the park is available from Bay Street, Ocean Avenue, and Bicknell Avenue.

Palisades Park

Palisades Park is located along the west side of Ocean Avenue at the top of the Santa Monica bluffs from Broadway to San Vicente Boulevard. The park is operated by the City of Santa Monica Parks and Recreation Department. The elongated park offers a visitors center kiosk, a camera obscura, picnic areas, benches, a rose garden, a pergola, and shuffle board courts. The park is renowned for its views of the Santa Monica State Beach and the Pacific Ocean. Palisades Park covers 26.4 acres. Main access to the park is from Pacific Coast Highway.

Santa Monica State Beach

The Santa Monica State Beach is located along Pacific Coast Highway in Santa Monica. This beach is two miles long, has a picnic area, shops, and a pier. Visitor activities include volleyball, basketball and a running strip along the beach. The beach can be accessed from Pacific Coast Highway and a number of parking lots.

Recreational Resources (School Playgrounds)

A public school playground is considered a recreational resource when the playground is open to the public and serves either organized or substantial “walk-on” recreational purposes. While there are numerous schools within the 0.5-mile study area, many do not allow public access to playgrounds or sports fields. Others, like Santa Monica High School, offer early morning access to the track, but only to a small number of people. The three schools listed in Table 2-2 (Public Schools with Accessible Playgrounds/Sports Fields), below, allow the public to utilize the field and playground outside of normal school hours without requiring a permit. These three sites are mapped in Figure 2-1 (Publicly Owned Parks and Recreational Resources).

Table 2-2 Public Schools with Accessible Playgrounds/Sports Fields

Facility Name	Location
Segment 1: Expo ROW and Segment 1a: Venice/Sepulveda	
Hamilton High School	2955 S. Robertson Boulevard, Los Angeles, CA
Segment 2: Sepulveda to Cloverfield, Sepulveda Aerial Option	
Webster Middle School	11330 Graham Place, Los Angeles, CA
Segment 3: Olympic and Segment 3a: Colorado	
McKinley Elementary School	2401 Santa Monica Boulevard, Santa Monica, CA

The above schools were contacted at the following phone numbers; McKinley Elementary School—(310) 828-5011, Hamilton High School—(310) 280-1400, Webster Middle School—(310) 478-2041.

2.2 Other Community Facilities

Figure 2-1a (Community Facilities Map) and Figure 2-1b (Community Facilities List) identify community facilities (i.e., social services, places of worship, hospitals and senior centers/convalescent homes, day care centers/preschools, schools and libraries) near the project alternative alignments. Figure 2-2 (Police/Fire Departments in Study Area) identifies the location of police and fire stations within the study area for each of the segments.

2.2.1 Places of Worship

Table 2-3 (Places of Worship within Study Area) lists the places of worship along the LRT alternatives, with their location and approximate distance to the nearest proposed alignment. The facilities are listed by segment.

2.2.2 Social Service Facilities, Hospitals and Convalescent Homes

Table 2-4 (Social Service Facilities, Hospitals, and Convalescent Homes within Study Area) lists the social service facilities, hospitals, and convalescent homes within the study area, along with the approximate distance to the proposed alignments.

2.2.3 Daycares, Schools and Libraries

Table 2-5 (Daycares, Schools, and Libraries within Study Area) lists the daycares, schools, and libraries within the study area of the proposed project, along with the approximate distance to the proposed alignments.

2.2.4 Police and Fire Stations

Table 2-6 (Police and Fire Stations within Study Area) lists the police and fire stations within 0.5 miles of the alignment alternatives. These stations are listed by segment.

3. REGULATORY FRAMEWORK

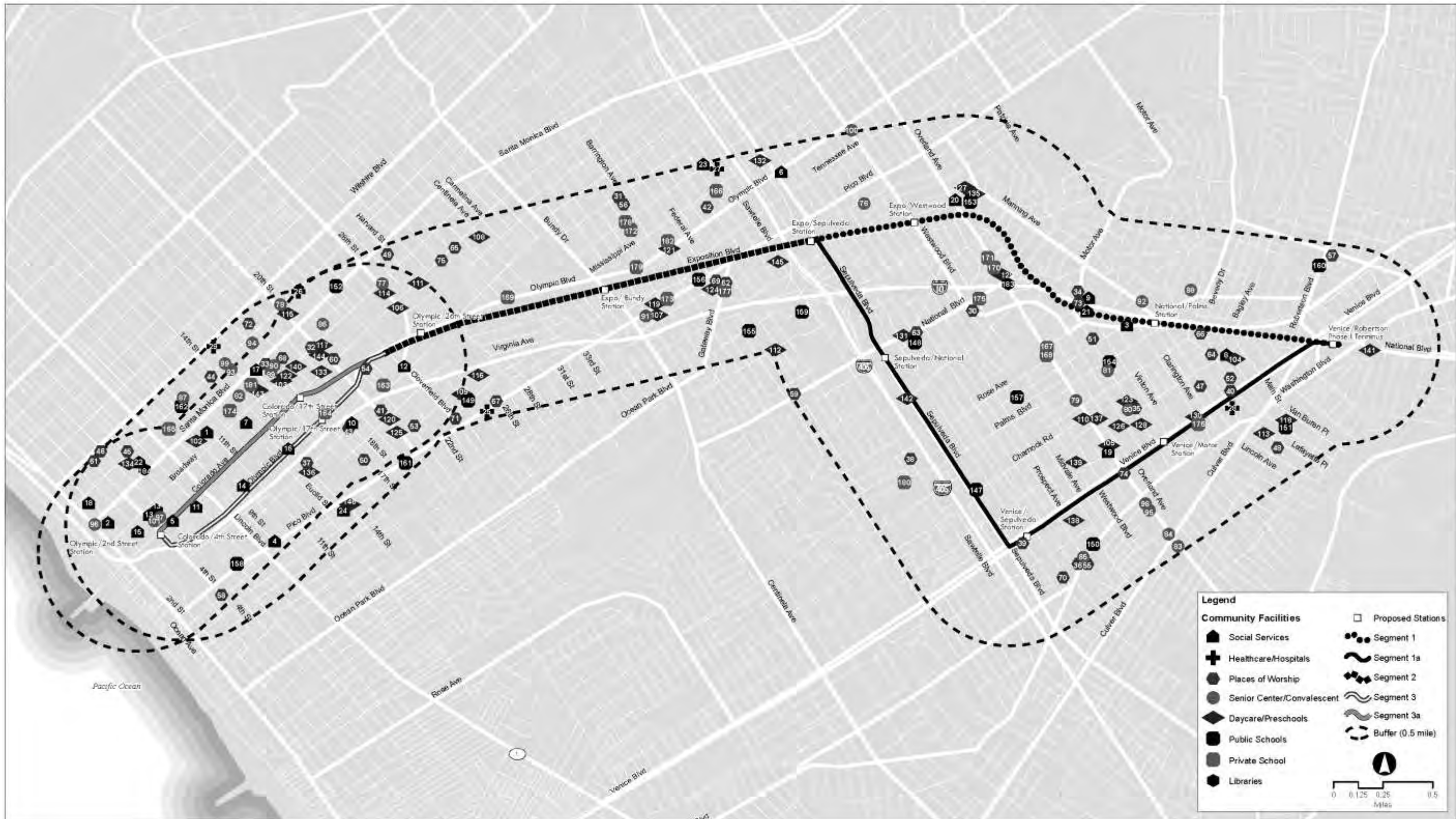
3.1 State

3.1.1 California Public Park Preservation Act of 1971

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

The Act requires that if parks or facilities are acquired, the operating entity shall acquire substitute parks and facilities. If, however, less than 10 percent of the parks—but not more than 1 acre—are acquired, the operating entity may improve the unacquired portion of the parks and facilities instead of acquiring substitute parks and facilities. Improvements may only be made as a substitution for acquiring lands after a public hearing has been held and the improvements have received a majority of the vote of the legislative body.

The Act also requires that substitute parks and facilities be of comparable characteristics and of substantially equal size located in an area that would allow for use of the substitute parks and facilities by generally the same persons who used the acquired parks and facilities. The Act permits the operating entity to develop a park or facilities of a different character or location after holding a public hearing in which evidence is submitted that there are compelling reasons to acquire parks or facilities of a different character or location and the legislative body agrees to such actions with a three-fourths vote. This would apply to any of the parks identified in this section that are publicly owned; however, this would not include public school yards.

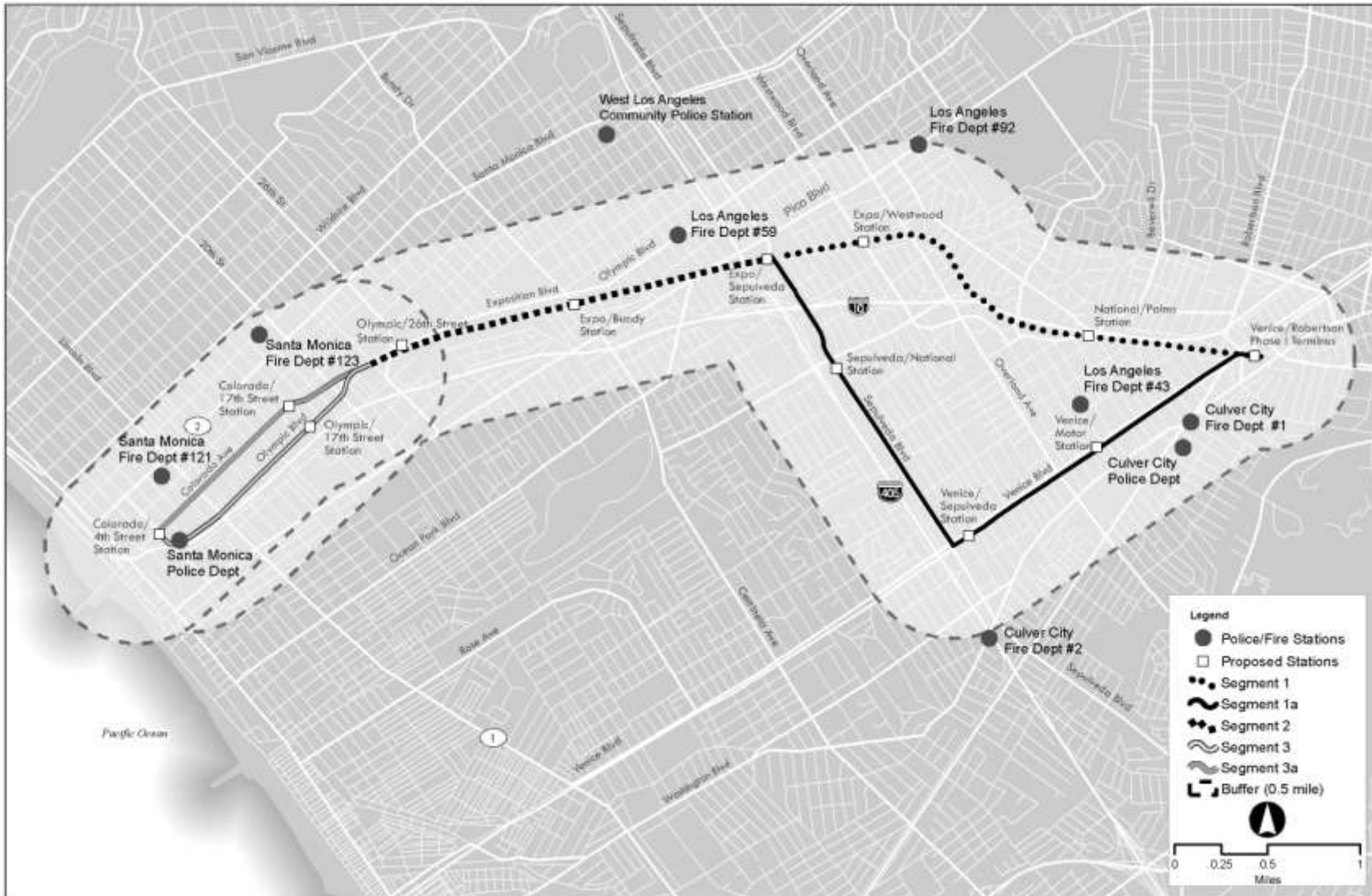


Source: PBS&J, ESRI

Figure 2-1a Community Facilities Map

- Social Services**
- 1. American Red Cross
 - 2. American Youth Hostels
 - 3. Boy Scouts of America
 - 4. Clara
 - 5. Colorado Court, 503 Colorado
 - 6. Edelman Westside Mental Health
 - 7. Family Services of Santa Monica
 - 8. Family House/Women's Halfway Home
 - 9. JMA Ahi Singer Center
 - 10. Meals on Wheels
 - 11. Ocean Park Community Center (OPCC)
 - 12. OPCC Cloverleaf Service Center
 - 13. Salvation Army
 - 14. Salvation Army Rehab Center
 - 15. Santa Monica Low Income Housing
 - 16. Santa Monica Police Activities League (PAL)
 - 17. Sojourner Service for Elders (OSOC)
 - 18. Step up on2nd
 - 19. Sunny Days Adult Day Care
 - 20. The Bridge Youth Center
 - 21. Vista Del Mar Child/Family Services
 - 22. YMCA Santa Monica
 - 23. YMCA Los Angeles
 - 24. YMCA Housing Program
- Healthcare/Hospitals**
- 25. Vance Family Clinic (Sm. Man Health & Wellness Center)
 - 26. Saint John's Hospital & Health Center
 - 27. New Center for Psychotherapy
 - 28. Britman Medical Center
 - 29. UCLA Medical Center and Orthopedic Hospital
- Places of Worship**
- 30. Road Station
 - 31. Barnabas Avenue Baptist
 - 32. Calvary Baptist Church
 - 33. Christ House Lutheran
 - 34. Church of Christ Hill
 - 35. Christian Science Church
 - 36. Christian Testimony Assembly
 - 37. Church of Christ
 - 38. Church of Jesus Christ of Latter Day Saints
 - 39. Culver City Gospel Hall
 - 40. Culver Palms Church of Christ
 - 41. Delaware Avenue Seventh Day Adventist Church
 - 42. Faith Tabernacle Church
 - 43. First African Methodist Episcopal Church
 - 44. First Assembly of God
 - 45. First Christian Church of Santa Monica
 - 46. First Church of Christ Scientist
 - 47. First Lutheran Church
 - 48. First Southern Baptist Church
 - 49. Friends Meeting House
 - 50. Greater Morning Star Baptist
 - 51. Inom Cultural Center
 - 52. ISKCON Ruitira Dwarakadesi Temple
 - 53. Jehovah's Witnesses
 - 54. Khalid Mosque
 - 55. King F and Mosque
 - 56. New Heart Christian Fellowship
 - 57. Palms Westside Presbyterian Church
 - 58. Philips Chapel Christian Methodist Episcopal Church
 - 59. Saint Andrew Lutheran
 - 60. Saint Anne Catholic Church
 - 61. Saint Augustine by the Sea
 - 62. Saint Jean of Arc
 - 63. Saint John's Presbyterian
 - 64. Saint Mary Church - Palms
 - 65. Santa Monica Bahai Center
 - 66. Seventh Day Adventist Church
 - 67. Sri-USA Buddhist Temple
 - 68. Sri Ahi Ahi The Santa Monica Sreegauri
 - 69. Sufism of St Joseph
 - 70. The Church of Four Square Church
 - 71. Unity by the Sea # 111
 - 72. Unitarian Universalist Community Church of Santa Monica
 - 73. Waka Daji Mar Temple
 - 74. West Los Angeles Christian Center
 - 75. Westside Christian Fellowship
- Senior Center/Congregate**
- 76. Ayles Residential Care
 - 77. Berkeley Gardens
 - 78. Bonley East Convalescent Hospital
 - 79. Chest Hill Golden Manor
 - 80. Cornett Respite
 - 81. Country Villa Convalescent
 - 82. Crescent Bay Convalescent Hospital
 - 83. Culver City Multipurpose Senior Center
 - 84. Culver City Senior Center
 - 85. Culver Village
 - 86. General Plaza
 - 87. Good Shepherd Convalescent
 - 88. Halman Chevrolet Hills
 - 89. Holiday Villa
 - 90. Holiday Villa East
 - 91. Inglewood Adult Center
 - 92. Nazareth House
 - 93. Oceanview Convalescent Hospital
 - 94. Pacific Convalescent Center
 - 95. Palm Court
 - 96. Santa Monica Senior Center
 - 97. Silvercrest Senior Citizens
 - 98. Studio Royale
 - 99. Sunrise Assisted Living Center
 - 100. Westwood Playa Retirement
 - 101. Wine Barter Center
- Daycare/Preschools**
- 102. 10th Street Preschool
 - 103. Bright Start Learning Center
 - 104. Butterfly Garden Preschool
 - 105. California Art Kids
 - 106. Cornerstone CDC (Bright Horizons)
 - 107. Creative Space
 - 108. Dreamland Preschool
 - 109. Edison Preschool
 - 110. Estrella E. Liu Center Head Start
 - 111. Evergreen Community School
 - 112. Greenhouse Daycare
 - 113. Happyland Preschool
 - 114. Hill Air Dale Devoe Park Center
 - 115. Kennedy Child Study Center
 - 116. Les Enfants
 - 117. Lighthouse Church Preschool
 - 118. Linwood Home Child Development Center
 - 119. Little Village School
 - 120. Los Angeles Head Start
 - 121. Mack Family Early Childhood Center
 - 122. Malibu Head Start
 - 123. Malibu-Cos MeNessett Center
 - 124. Nelson Family Preschool St. Joan of Arc S
 - 125. New Path Montessori
 - 126. New World Montessori
 - 127. Overland Star Camp
 - 128. Palms Area Center Delta Head Start
 - 129. Palms Recreation Center
 - 130. Saint Augustine School Presk
 - 131. Saint John's Presbyterian School
 - 132. Samuel Goldwyn Center
 - 133. Santa Monica Montessori
 - 134. Santa Monica YMCA Child Development Center
 - 135. Star-Diamond
 - 136. Step by Step EduPlay Programs Inc.
 - 137. Suncoast Educational Center
 - 138. Sunshine Daydreams Child Development Center
 - 139. Sunshine Learning Center & Preschool
 - 140. The First School-Broadway
 - 141. Turning Point
 - 142. University Parents Co-Op
 - 143. Waldorf Early Childhood Center
 - 144. Waldorf R. Carter Christian Education Center
 - 145. Wonder Years Preschool
 - 146. YMCA of Santa Monica After School Program
- Public Schools**
- 147. Chamrock Road Elementary School
 - 148. Clover Avenue Elementary School
 - 149. Edison Elementary School
 - 150. La Balfora Elementary School
 - 151. Linwood E. Howe Elementary School
 - 152. Midway Elementary School
 - 153. Overland Avenue Elementary
 - 154. Palms Elementary School
 - 155. Palms Hill Ave Elementary School
 - 156. New York Chapter School
 - 157. Palms Middle School
 - 158. Santa Monica High School
 - 159. Westside Middle School
 - 160. Hamilton High School
 - 161. Santa Monica College
 - 162. Santa Monica College Keaton Ave Center
- Private Schools**
- 163. Crossroads Middle and High School
 - 164. Crossroads Elementary School
 - 165. Oak Grove Preschool
 - 166. Japanese Institute of Science
 - 167. Le Lycée Francais de Los Angeles Elementary School
 - 168. Le Lycée Francais de Los Angeles High School
 - 169. New Roads High School
 - 170. Notre Dame Academy Elementary School
 - 171. Notre Dame Academy High School
 - 172. Park Century School
 - 173. Poseidon School
 - 174. PS No 1 Elementary School
 - 175. Redeemer Baptist School
 - 176. Saint Augustine Elementary School
 - 177. Saint Joan of Arc Elementary School
 - 178. The Westview School
 - 179. The Westview School
 - 180. Windward School
 - 181. Westside Walden School
 - 182. William Buxton/Terrace School
- Libraries**
- 183. Palms-Palms Park Branch Los Angeles Public Library
 - 184. Santa Monica Public Library

Figure 2-1b Community Facilities List



Source: PBS&J, ESRI

Figure 2-2 Police/Fire Departments in Study Area

Table 2-3 Places of Worship within Study Area

Facility Name	Location	Type of Use	Distance
Segment 1: Expo ROW			
Adat Shalom	3030 Westwood Boulevard Los Angeles, CA	Place of Worship	1500 feet west
Chabad of Cheviot Hills	3185 Motor Avenue Los Angeles, CA	Place of Worship	500 feet northeast
Christian Science Church	3690 Motor Avenue Los Angeles, CA	Place of Worship	2000 feet south
First Lutheran Church	3735 Hughes Avenue Los Angeles, CA	Place of Worship	1000 feet south
Imam Cultural Center	3376 Motor Avenue Los Angeles, CA	Place of Worship	500 feet south
ISKCON Rukmini Dwarakadish Temple	3764 Watseka Avenue Los Angeles, CA	Place of Worship	500 feet north
Palms Westminster Presbyterian Church	2908 Robertson Place Los Angeles, CA	Place of Worship	2000 feet north
Saint Mary In Palms Church	3647 Watseka Avenue Los Angeles, CA	Place of Worship	500 feet south
Seven Day Adventist Church	9728 Exposition Boulevard Los Angeles, CA	Place of Worship	Adjacent
Vista Del Mar Temple	3200 Motor Avenue Los Angeles, CA	Place of Worship	500 feet northeast
Segment 1a: Venice/Sepulveda			
Christian Science Church	3690 Motor Avenue Los Angeles, CA	Place of Worship	2000 feet south
Christian Testimony Assembly	10987 Washington Boulevard Culver City, CA	Place of Worship	1500 feet east
Culver City Gospel Hall	11138 Venice Boulevard Culver City, CA	Place of Worship	Adjacent
Culver Palms Church of Christ	9733 Venice Boulevard Los Angeles, CA	Place of Worship	Adjacent
First Southern Baptist Church	9740 Braddock Drive Culver City, CA	Place of Worship	2000 feet southwest
ISKCON Rukmini Dwarakadish Temple	3764 Watseka Avenue Los Angeles, CA	Place of Worship	500 feet north
King Fahd Mosque	10980 Washington Boulevard Culver City, CA	Place of Worship	1000 feet east
Palms Westminster Presbyterian Church	2908 Robertson Place Los Angeles, CA	Place of Worship	2000 feet north
Los Angeles Westside Metro Foursquare Church	3979 Tilden Avenue Culver City, CA	Place of Worship	1500 feet south

Table 2-3 Places of Worship within Study Area

Facility Name	Location	Type of Use	Distance
Saint Mary In Palms Church	3647 Watsoka Avenue Los Angeles, CA	Place of Worship	500 feet south
Seven Day Adventist Church	9728 Exposition Boulevard Los Angeles, CA	Place of Worship	Adjacent
West Los Angeles Christian Center	10500 Venice Boulevard Culver City, CA	Place of Worship	Adjacent
Church of Jesus Christ of Latter-Day Saints	3400 Sawtelle Boulevard Los Angeles, CA	Place of Worship	750 feet southwest
Saint Andrews Lutheran	11555 National Boulevard Los Angeles, CA	Place of Worship	2000 feet west
Saint John's Presbyterian	11000 National Boulevard Los Angeles, CA	Place of Worship	1000 feet east
Segment 2: Sepulveda to Cloverfield			
Barrington Avenue Baptist	1903 Barrington Avenue Los Angeles, CA	Place of Worship	3000 feet north
Faith Tabernacle Church	2147 Purdue Avenue Los Angeles, CA	Place of Worship	2000 feet north
Friends Meeting House	1440 Harvard Street Santa Monica, CA	Place of Worship	2000 feet north
New Heart Christian Fellowship	1941 Barrington Avenue Los Angeles, CA	Place of Worship	2000 feet north
Saint Joan of Arc	11534 Gateway Boulevard Los Angeles, CA	Place of Worship	500 feet south
Santa Monica Baha'i Center	3102 Colorado Avenue Santa Monica, CA	Place of Worship	2000 feet north
SGI-USA Buddhist Temple	2601 Pico Boulevard Santa Monica, CA	Place of Worship	2000 feet south
Sisters of St. Joseph	11545 Gateway Boulevard Los Angeles, CA	Place of Worship	500 feet south
Unity by the Sea # 111	2121 Cloverfield Boulevard Los Angeles, CA	Place of Worship	2000 feet south
Westside Christian Fellowship	2948 Colorado Avenue Santa Monica, CA	Place of Worship	2000 feet north
Segment 3: Olympic and Segment 3a: Colorado			
Calvary Baptist Church	1502 20 th Street Santa Monica, CA	Place of Worship	1000 feet northwest
Chabad House Lubavitch	1428 17 th Street Santa Monica, CA	Place of Worship	2000 feet northwest
Church of Christ	1762 15 th Street Santa Monica, CA	Place of Worship	500 feet southeast
Delaware Avenue Seventh Day Adventist Church	1845 20 th Street Santa Monica, CA	Place of Worship	750 feet southeast

Table 2-3 Places of Worship within Study Area

Facility Name	Location	Type of Use	Distance
First African Methodist Episcopal Church	1823 Michigan Avenue Santa Monica, CA	Place of Worship	500 feet southeast
First Christian Church of Santa Monica	609 Arizona Avenue Santa Monica, CA	Place of Worship	2000 feet north
First Assembly of God	1320 Arizona Avenue Santa Monica, CA	Place of Worship	1000 feet north
First Church of Christ Scientist	1227 5 th Street Santa Monica, CA	Place of Worship	2500 feet north
Greater Morning Star Baptist	1973 17 th Street Santa Monica, CA	Place of Worship	1500 feet southeast
Jehovah's Witnesses	2119 Virginia Avenue Santa Monica, CA	Place of Worship	1500 feet south
Kehillat Ma'arav	1715 21 st Street Santa Monica, CA	Place of Worship	Adjacent
Phillips Chapel Christian Methodist Episcopal Church	401 Bay Street Santa Monica, CA	Place of Worship	1500 feet south
Saint Anne Catholic Church	2017 Colorado Avenue Santa Monica, CA	Place of Worship	1000 feet northwest
Saint Augustine By the Sea	1227 4 th Street Santa Monica, CA	Place of Worship	1500 feet north
Sha' Arei Am The Santa Monica Synagogue	1448 18 th Street Santa Monica, CA	Place of Worship	2000 feet northwest
Unitarian Universalist Community Church	1260 18 th Street Santa Monica, CA	Place of Worship	1500 feet north

SOURCE: Field Surveys, PBS&J, August 2007

Table 2-4 Social Service Facilities, Hospitals, and Convalescent Homes within Study Area

Facility Name	Location	Type of Use	Distance
Segment 1: Expo ROW			
Felicity House Women's Halfway Home	3701 Cardiff Avenue Los Angeles, CA	Social Services	500 feet south
Brotman Medical Center	3828 Delmas Terrace Culver City, CA	Hospital	100 feet south
Cheviot Hills Golden Manor	3535 Overland Avenue Los Angeles, CA	Convalescent Home	1500 feet south
Comfort Keepers	3685 Motor Avenue #115 Los Angeles, CA	Convalescent Home	2000 feet south

Table 2-4 Social Service Facilities, Hospitals, and Convalescent Homes within Study Area

Facility Name	Location	Type of Use	Distance
Hallmark Cheviot Hills	3340 Shelby Drive Los Angeles, CA	Convalescent Home	1000 feet north
Nazareth House	3333 Manning Avenue Los Angeles, CA	Convalescent Home	500 feet north
Sunny Days Adult Day Care	3739 Overland Avenue Los Angeles, CA	Social Services	500 feet north
Boy Scouts of America	10131 National Boulevard Los Angeles, CA	Social Services	Adjacent
The Riddick Youth Center	2634 Overland Avenue, Los Angeles, California	Social Services	1000 feet north
Segment 1a: Venice/Sepulveda			
Felicity House Women's Halfway Home	3701 Cardiff Avenue Los Angeles, CA	Social Services	500 feet south
Brotman Medical Center	3828 Delmas Terrace Culver City, CA	Hospital	100 feet south
Cheviot Hills Golden Manor	3535 Overland Avenue Los Angeles, CA	Convalescent Home	1500 feet south
Comfort Keepers	3685 Motor Avenue #115 Los Angeles, CA	Convalescent Home	2000 feet south
Country Villa, Cheviot Garden	3533 Motor Avenue Los Angeles, CA	Convalescent Home	1000 feet south
Culver City Multipurpose Senior Center	4135 Overland Avenue Culver City, CA	Social Services	2000 feet south
Culver City Senior Center	4095 Overland Avenue Culver City, CA	Social Services	2000 feet south
Culver Village	10955 West Washington Boulevard Culver City, CA	Convalescent Home	1500 feet south
Palm Court	3995 Overland Avenue Culver City, CA	Convalescent Home	1000 feet south
Studio Royale	3975 Overland Avenue Culver City, CA	Convalescent Home	1000 feet south
Segment 2: Sepulveda to Cloverfield			
New Center for Psychoanalysis	2040 Sawtelle Boulevard Los Angeles, CA	Health Care	1000 feet west
Venice Family Clinic Sims Man Health & Wellness Center	2504 Pico Boulevard Santa Monica, CA	Hospital	1000 feet south

Table 2-4 Social Service Facilities, Hospitals, and Convalescent Homes within Study Area

Facility Name	Location	Type of Use	Distance
Ayres Residential Care	10940 Ayres Avenue Los Angeles, CA	Convalescent Home	500 feet north
Berkley Gardens	2620 Broadway Santa Monica, CA	Convalescent Home	2000 feet north
Westwood Playa Retirement	2228 Westwood Boulevard Los Angeles, CA	Convalescent Home	2500 feet north
Edelman Westside Mental Health	11080 West Olympic Boulevard Los Angeles, CA	Social Services	500 feet north
Inglewood Adult Center	11910 W Pico Boulevard Los Angeles, CA	Convalescent Home	500 feet south
YMCA – Los Angeles	11311 La Grange Ave Los Angeles, CA	Social Services	1000 feet north
Segment 3: Olympic and Segment 3a: Colorado			
Berkley East Convalescent Hospital	2021 Arizona Avenue Santa Monica, CA	Convalescent Home/Hospital	
American red Cross – Santa Monica Chapter	1450 11 th Street Santa Monica, CA	Social Services	1500 feet north
Family Services of Santa Monica	1533 Euclid Street Santa Monica, CA	Social Services	500 feet north
Meals on Wheels - West	1823 Michigan Avenue # A Santa Monica, CA	Social Services	500 feet south
Santa Monica UCLA Medical Center and Orthopedic Hospital	1250 16 th Street Santa Monica, CA	Hospital	1500 feet north
Good Shepherd Convalescent Hospital	1131 Arizona Avenue Santa Monica, CA	Convalescent Home	1500 feet north
Ocean Park Community Center (OPCC)	1610 7 th Street Santa Monica, CA	Social Services	500 feet north
OPCC Cloverfield Service Center	1751 Cloverfield Boulevard Santa Monica, CA	Social Services	Adjacent
Sojourn Services for Battered (OPCC)	1453 16 th Street Santa Monica, CA	Social Services	2000 feet northwest
Clare	909 Pico Boulevard Santa Monica, CA	Social Services	1000 feet south
Saint Johns Hospital & Health Center	1328 22 nd Street Santa Monica, CA	Hospital	2500 feet northwest
YWCA Housing Program	2019 14 th Street Santa Monica, CA	Social Services	2000 feet southeast

Table 2-4 Social Service Facilities, Hospitals, and Convalescent Homes within Study Area

Facility Name	Location	Type of Use	Distance
YMCA – Santa Monica	1332 6 th Street Santa Monica, CA	Social Services	2000 feet north
Colorado Court	502 Colorado Avenue Santa Monica, CA	Social Services	Adjacent
Step up on 2nd	1328 2 nd Street Santa Monica, CA	Social Services	2000 feet west
Crescent Bay Convalescent Hospital	1437 14 th Street Santa Monica, CA	Convalescent Home	2000 feet northwest
Geneva Plaza	1441 21 st Street Santa Monica, CA	Convalescent Home	2000 feet north
Holiday Villa	1450 17 th Street Santa Monica, CA	Convalescent Home	2000 feet northwest
Holiday Villa East	1447 17 th Street Santa Monica, CA	Convalescent Home	2000 feet northwest
Oceanview Convalescent Hospital	1340 15 th Street Santa Monica, CA	Convalescent Home	2500 feet northwest
Santa Monica Senior Center	1405 Ocean Avenue Santa Monica, CA	Social Services	2000 feet west
Sunrise assisted Living of Santa Monica	1312 15 th Street Santa Monica, CA	Convalescent Home	1000 feet north
Silvercrest Senior Citizens	1530 5 th Street Santa Monica, CA	Convalescent Home	500 feet north
Wise Senior Center	1527 4 th Street Santa Monica, CA	Convalescent Home	500 feet northwest

SOURCE: Field Surveys, PBS&J, August 2007

Table 2-5 Daycares, Schools, and Libraries within Study Area

Facility Name	Location	Type of Use	Distance
Segment 1: Expo ROW			
Bright Start Learning Center	1501 17th Street Santa Monica, CA	Daycare/Preschool	2,000 feet northwest
Butterfly Garden Preschool	3724 Cardiff Avenue Los Angeles, CA	Daycare/Preschool	500 feet south
Linwood Howe Child Development Center	4100 Irving Place Culver City, CA	Daycare/Preschool	1,000 feet south
Mel-o-dee Montessori Center	3659 Motor Avenue Los Angeles, CA	Daycare/Preschool	1,500 feet north

Table 2-5 Daycares, Schools, and Libraries within Study Area

Facility Name	Location	Type of Use	Distance
Overland Star Camp	10650 Ashby Avenue Los Angeles, CA	Daycare/Preschool	500 feet north
Palms Recreation Center	2930 Overland Avenue Los Angeles, CA	Daycare/Preschool	Adjacent
Saint Augustine School Pre-K	3819 Clarington Avenue Culver City, CA	Daycare/Preschool	150 feet southeast
Star-Overland	10650 Ashby Avenue Los Angeles, CA	Daycare/Preschool	500 feet north
Turning Point	8780 National Boulevard Culver City, CA	Daycare/Preschool	2,000 feet east
Linwood Howe Child Development Center	4100 Irving Place Culver City, CA	Daycare/Preschool	1,000 feet south
Overland Avenue Elementary	10650 Ashby Avenue Los Angeles, CA	School	Adjacent
Palms Elementary School	3520 Motor Avenue Los Angeles, CA	School	1,000 feet south
Hamilton High School	2955 S Robertson Boulevard Los Angeles, CA	School	2,000 feet north
Le Lycée Françias de Los Angeles (Pre-K thru 12th Grade)	3261 Overland Avenue Los Angeles, CA	School	1,000 feet south
Notre Dame Academy (Elementary School)	2911 Overland Avenue Los Angeles, CA	School	500 feet west
Redeemer Baptist School	10792 National Boulevard Los Angeles, CA	School	1,000 feet west
Notre Dame Academy (High School)	2851 Overland Avenue Los Angeles, CA	School	500 feet west
Palms-Rancho Park Branch Los Angeles Public Library	2920 Overland Avenue Los Angeles, C A	Library	500 feet west
Segment 1a: Venice/Sepulveda			
Butterfly Garden Preschool	3724 Cardiff Avenue Los Angeles, CA	Daycare/Preschool	500 feet south
Bright Start Learning Center	1501 17 th Street Santa Monica, CA	Daycare/Preschool	2,000 feet northwest
California Wiz Kids	3734 Overland Avenue Los Angeles, CA	Daycare/Preschool	500 feet northwest
Estrella E. Lee Center Head Start	3615 Overland Avenue Los Angeles, CA	Daycare/Preschool	2,000 feet south

Table 2-5 Daycares, Schools, and Libraries within Study Area

Facility Name	Location	Type of Use	Distance
Happyland Preschool	4045 Lafayette Place Culver City, CA	Daycare/Preschool	1,000 feet south
Linwood Howe Child Development Center	4100 Irving Place Culver City, CA	Daycare/Preschool	1,000 feet south
Mel-o-dee Montessori Center	3659 Motor Avenue Los Angeles, CA	Daycare/Preschool	1,500 feet north
New World Montessori	10520 Regent Street Los Angeles, CA	Daycare/Preschool	1,000 feet north
Palms Area Center Delta Head Start	3735 Motor Avenue Los Angeles, CA	Daycare/Preschool	500 feet north
Saint Augustine School Pre-K	3819 Clarington Avenue Culver City, CA	Daycare/Preschool	150 feet southeast
Success! Educational Center	3650/3652 Overland Avenue Los Angeles, CA	Daycare/Preschool	1,500 feet northwest
Sunshine Daydreams Child Development Cent	3843 College Avenue Culver City, CA	Daycare/Preschool	200 feet south
Sunshine Learning Center & Preschool	3704 Westwood Boulevard Los Angeles, CA	Daycare/Preschool	500 feet north
Turning Point	8780 National Boulevard Culver City, CA	Daycare/Preschool	2,000 feet east
La Ballona Elementary School	10915 Washington Boulevard Culver City, CA	School	1,000 feet south
Linwood E. Howe Elementary School	4100 Irving Place Culver City, CA	School	1,000 feet southeast
Palms Elementary School	3520 Motor Avenue Los Angeles, CA	School	1,000 feet south
Saint Augustine Elementary School	3819 Clarington Avenue Culver City, CA	School	200 feet south
Hamilton High School	2955 S Robertson Boulevard Los Angeles, CA	School	2,000 feet north
University Parents Co-Op	3233 S. Sepulveda Boulevard Los Angeles, CA	Daycare/Preschool	Adjacent
Greenhouse Daycare	2700 Ceilhunt Avenue Los Angeles, CA	Daycare/Preschool	2,000 feet south and west
Saint John's Presbyterian School	11000 National Boulevard Los Angeles, CA	Daycare/Preschool	1,000 feet east
Charnock Road Elementary School	11133 Charnock Road Los Angeles, CA	School	Adjacent
Clover Avenue Elementary School	11020 Clover Avenue Los Angeles, CA	School	1,000 feet east

Table 2-5 Daycares, Schools, and Libraries within Study Area

Facility Name	Location	Type of Use	Distance
Palms Middle School	10860 Woodbine Street Los Angeles, CA	School	2,000 feet east
Webster Middle School	11330 Graham Place Los Angeles, CA	School	1,000 feet west
Windward School	11350 Palms Boulevard Los Angeles, CA	School	1,000 feet west
Segment 2: Sepulveda to Cloverfield			
Cornerstone CDC (Bright Horizons)	1620 26 th Street, #1020 Santa Monica, CA	Daycare/Preschool	1,000 feet northwest
Creative Space	11916 Pico Boulevard Los Angeles, CA	Daycare/Preschool	500 feet south
Dreamland Preschool	1641 Centinela Avenue Santa Monica, CA	Daycare/Preschool	2,000 feet north
Edison Preschool	2425 Kansas Avenue Santa Monica, CA	Daycare/Preschool	1,500 feet south
Evergreen Community School	2800 Colorado Avenue Santa Monica, CA	Daycare/Preschool	2,000 feet north
Hill An' Dale Discovery Pre-K Center	1540 26 th Street Santa Monica, CA	Daycare/Preschool	1,500 feet north
Les Enfants	2702 Virginia Avenue Santa Monica, CA	Daycare/Preschool	500 feet south
Little Village School	11827 West Pico Boulevard Los Angeles, CA	Daycare/Preschool	500 feet south
Mann Family Early Childhood Center	11661 West Olympic Boulevard Los Angeles, CA	Daycare/Preschool	1,000 feet north
Nelson Family Preschool-St. Joan of Arc School	11561 Gateway Boulevard Los Angeles, CA	Daycare/Preschool	500 feet south
Samuel Goldwyn Center	2114 Pontius Avenue Los Angeles, CA	Daycare/Preschool	2,000 feet north
Wonder Years Preschool	2457 Sawtelle Boulevard Los Angeles, CA	Daycare/Preschool	150 feet south
Edison Elementary School	2425 Kansas Avenue Santa Monica, CA	School	1,000 feet south
McKinley Elementary School	2401 Santa Monica Boulevard Santa Monica, CA	School	2,000 feet northwest
Richland Ave Elementary School	11562 Richland Avenue Los Angeles, CA	School	1,000 feet south
Saint Joan of Arc Elementary School	11561 Gateway Boulevard Los Angeles, CA	School	500 feet south

Table 2-5 Daycares, Schools, and Libraries within Study Area

Facility Name	Location	Type of Use	Distance
New Roads High School	3131 Olympic Boulevard Santa Monica, CA	School	500 feet north
New West Charter School	11625 Pico Boulevard Los Angeles, CA	School	200 feet south
The Wildwood School	11811 Olympic Boulevard Los Angeles, CA	School	500 feet north
Wilshire Boulevard Temple School	11661 Olympic Boulevard Los Angeles, CA	School	1,000 feet north
Park Century School	2040 Stoner Avenue Los Angeles, CA	School	1,500 feet north
The Westview School	2000 Stoner Avenue Los Angeles, CA	School	1,500 feet north
Poseidon School	11811 Pico Boulevard Los Angeles, CA	School	1,000 feet south
Japanese Institute of Sawtelle	2110 Corinth Avenue Los Angeles, CA	School	2,000 feet north
Segment 3: Olympic and Segment 3a: Colorado			
10th Street Preschool	1444 10 th Street Santa Monica, CA	Daycare/Preschool	2,000 feet northwest
Lighthouse Church Preschool	1511 20 th Street Santa Monica, CA	Daycare/Preschool	1,500 feet northwest
Masonic Head Start	1720 Broadway Santa Monica, CA	Daycare/Preschool	1,500 feet northwest
New Path Montessori	1962 20 th Street Santa Monica, CA	Daycare/Preschool	2,000 feet southeast
Santa Monica Montessori	1909 Colorado Avenue Santa Monica, CA	Daycare/Preschool	1,000 feet northwest
Santa Monica YMCA Child Development Center	1332 6 th Street Santa Monica, CA	Daycare/Preschool	2,000 feet northwest
Step by Step Edu-Play Programs Inc.	1814 14 th Street Santa Monica, CA	Daycare/Preschool	500 feet southeast
The First School-Broadway	1810 Broadway Santa Monica, CA	Daycare/Preschool	1,500 feet northwest
Waldorf Early Childhood Center	1441 15 th Street Santa Monica, CA	Daycare/Preschool	2,000 feet northwest
Welford R. Carter Christian Education Center	1528 20 th Street Santa Monica, CA	Daycare/Preschool	1,500 feet northwest
YWCA of Santa Monica After School Program	2019 14 th Street Santa Monica, CA	Daycare/Preschool	2,000 feet southeast

Table 2-5 Daycares, Schools, and Libraries within Study Area

Facility Name	Location	Type of Use	Distance
Santa Monica College	1900 Pico Boulevard Santa Monica, CA	College	2,000 feet south
Santa Monica College— Madison Campus	1310 11 th Street Santa Monica, CA	College	2,000 feet north
PS No 1-Elementary School	1454 Euclid Street Santa Monica, CA	School	1,500 feet northwest
Santa Monica High School	601 Pico Boulevard Santa Monica, CA	School	1,000 feet south
Westside Waldorf School	1439 15 th Street Santa Monica, CA	School	2,000 feet northwest
Crossroads (Middle and High School)	1714 21 st Street Santa Monica, CA	School	Adjacent
Crossroads Elementary School	1715 Olympic Boulevard Santa Monica, CA	School	Adjacent
Kennedy Child Study Center	1339 20 th Street Santa Monica, CA	School	1,500 feet north
Los Amigos Head Start	38060 20 th Street Santa Monica, CA	School	1,000 feet south
Gan Israel Pre-School	1341 9 th Street Santa Monica, CA	School	2,000 feet northwest
Santa Monica Main Public Library	601 Santa Monica Boulevard Santa Monica, CA	Library	1,500 feet north

SOURCE: Field Surveys, PBS&J, August 2007

Table 2-6 Police and Fire Stations within Study Area

Facility Name	Location	Type of Use	Distance
Segment 1: Expo ROW			
Culver City Fire Dept. #1	9600 Culver Boulevard Culver City, CA	Fire Station	500 feet
Los Angeles Fire Dept. #43	3690 Motor Avenue Los Angeles, CA	Fire Station	1,500 feet
Los Angeles Fire Dept. #92	10556 Pico Boulevard Los Angeles, CA	Fire Station	2,000 feet
Segment 1a: Venice/Sepulveda			
Culver City Fire Dept. #1	9600 Culver Boulevard Culver City, CA	Fire Station	500 feet
Culver City Fire Dept. #2	11252 Washington Boulevard Culver City, CA	Fire Station	2,000 feet

Table 2-6 Police and Fire Stations within Study Area

Facility Name	Location	Type of Use	Distance
Culver City Police Dept.	4040 Duquesne Avenue Culver City, CA	Police Station	1,000 feet
Segment 2: Sepulveda to Cloverfield			
Los Angeles Fire Dept. #59	11505 Olympic Boulevard Los Angeles, CA	Fire Station	1,000 feet
Segment 3: Olympic and Segment 3a: Colorado			
Santa Monica Fire Dept. #121	1444 7 th Street Santa Monica, CA	Fire Station	1,000 feet
Santa Monica Fire Dept. #123	1302 19 th Street Santa Monica, CA	Fire Station	2,000 feet
Santa Monica Police Dept.	333 Olympic Drive Santa Monica, CA	Police Station	500 feet

SOURCE: Field Surveys, PBS&J, August 2007

3.2 Local

3.2.1 City of Culver City

The City of Culver City's Department of Parks, Recreation, and Community Services oversees the operation and maintenance of the City's parks and community services. The department oversees the City's thirteen existing parks, of which Tellefson Park, Veteran's Park, and Carlson Park are in the study area.

3.2.2 City of Los Angeles

The City of Los Angeles Department of Recreation and Parks oversees the operation and maintenance of the City's parks. The City of Los Angeles operates roughly 15,710 acres of parks across the City, including Palms Recreation Center, Media Park, Woodbine Park, Rancho Park Golf Course, Mar Vista Recreation Center, and Stoner Recreation Area, in the study area.

3.2.3 City of Santa Monica Parks and Recreation Master Plan

The City of Santa Monica Parks and Recreation Department oversees the operation and maintenance of the City's parks. The City of Santa Monica's open space system includes 245 acres of state beach and 26 community parks, of which Stewart Street Park, Schader Park, Park Drive Park, Virginia Avenue Park, Memorial Park, Euclid Park, Crescent Bay Park, Palisades Park, and Santa Monica State Beach are in the study area.

4. ENVIRONMENTAL CONSEQUENCES

4.1 Analytic Method

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

The analysis in this section focuses on whether the proposed project would have adverse impacts on community facilities. The following analysis considers access and potential access restrictions associated with construction and operation of the proposed project. Complete analysis of air quality and noise issues in relation to community facilities can be found in *Air Quality Technical Background Report* and *Noise and Vibration Technical Background Report*, respectively.

4.2 Environmental Criteria

The FTA and the Expo Authority have identified the following CEQA criteria, which are taken or adapted from Appendix G of the 2008 CEQA Guidelines, as appropriate for this project. The FTA does not have specific criteria for evaluating effects under NEPA; therefore, the FTA and Expo have determined that an assessment based on CEQA criteria provides a reasonable means for determining environmental effects. The project would have significant impacts on parks, for purposes of CEQA and NEPA, if the project does any of the following:

- Would the proposed project acquire or displace a community facility?
- Would the proposed project create barriers and/or disrupt community facilities and services through a reduction in pedestrian or vehicular access to facilities or cause a substantial alteration of service areas?
- Would the proposed project require the expansion or construction of a new park or park facilities, the construction of which would cause substantial environmental impacts?

4.3 Analysis

Criterion Would the proposed project acquire or displace a community facility?
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Impact PAR-1 The project would not acquire or displace a community facility except along Segment 1a. Along this segment, partial property acquisitions would occur. However, the affected facilities would be justly compensated for the partial property acquisitions, and the acquisitions would not result in a substantial loss of available parking. Therefore, the proposed project would result in *no adverse effect*.

No-Build Alternative

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

Transportation Systems Management (TSM) Alternative

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

LRT Alternatives

As specifically required by mitigation measure MM PAR-1, the Expo Authority shall provide, to the extent possible, on-street parking relocation to those facilities that rely on on-street parking for their patrons. This mitigation, as well as compliance with all local, state, and federal regulations, would ensure that effects to on-street parking for community facilities would be avoided and/or minimized.

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

Segment 1: Expo ROW

No community facilities along Segment 1 would be acquired or displaced as a result of the proposed project. **No effect** would occur.

Segment 1a: Venice/Sepulveda

No community facilities would be acquired or displaced as the result of any of the LRT Alternatives along Segment 1a. However, portions of the parking lots amounting to 10 to 12 parking spaces for the Culver Palms Church of Christ and the West Los Angeles Christian Center would be acquired as part of LRT Alternative 2 and LRT Alternative 4:. These partial property acquisitions would result in the removal of two to four parking spaces at the Culver Palms Church of Christ (15 feet of the church parking lot along Venice Boulevard), and the removal of about eight parking spaces at the West Los Angeles Christian Center (which would be the entirety of the facility's on-site parking, or about 85 square feet of the parking lot). As identified in the *Transportation/Traffic Technical Background Report*, on-street parking on

Venice Boulevard is approximately 51 percent utilized, indicating that parking is available. Replacement parking would be accommodated in off-street lots on properties along Venice Boulevard. Many of these parcels would already be acquired to accommodate the LRT guideway and street improvements, but others would have to be acquired specifically for replacement parking. ~~The loss of these parking spaces would be mitigated as provided in mitigation measure MM-PAR-1 identified above.~~ The parking space losses will occur on private property; therefore, adherence to existing laws and regulations regarding relocation assistance and compensation for property acquisitions would be required. This would allow for sufficient street parking to accommodate the churches' patrons, and **no adverse effect** would result. Refer to Impact PAR-2 for further analysis. Refer to the *Socioeconomic Technical Background Report* for acquisition impacts and application of the *Uniform Relocation Act* and the *California Relocation Assistance Act*.

Segment 2: Sepulveda to Cloverfield

No community facilities along Segment 2 would be acquired or displaced as a result of the proposed project. **No effect** would occur.

Segment 3: Olympic

No community facilities along Segment 3 would be acquired or displaced as a result of the proposed project. **No effect** would occur.

Segment 3a: Colorado

No community facilities along Segment 3a would be acquired or displaced as a result of the proposed project. **No effect** would occur.

FEIR Design Options

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

CEQA Determination

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

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



displacement of a community facility. Therefore, the TSM Alternative would result in **no impact** to community facilities.

Implementation of LRT Alternative-Segment 1, Segment 2, Segment 3, or Segment 3a of the ROW would not acquire or displace a community facility as there are no community facilities located along these segments. As such, **no impact** would occur.

Less-Than-Significant Impact. Implementation of LRT Alternative- Segment 1a would require the acquisition of portions of parking lots for community facilities. On-street parking is about 51 percent utilized on Venice Boulevard, indicating that additional parking is available. ~~The loss of these parking spaces would be mitigated as provided in mitigation measure MM PAR-1 identified below. Also, replacement parking would be accommodated in off-street lots on properties along Venice Boulevard acquired specifically for the purpose of relocating displaced parking spots as part of the proposed project. Therefore, the impact of the loss of these community parking spaces would be less than significant.~~ The parking space losses will occur on private property; therefore, adherence to existing laws and regulations regarding relocation assistance and compensation for property acquisitions would be required and would ensure that this impact remains less than significant.

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

Impact PAR-2 Implementation of the proposed project may disrupt community facilities and services through a reduction in access to facilities or cause a substantial alteration of service areas, which is a potentially adverse effect. However, with implementation of mitigation measure MM PAR-1 below, the proposed project would result in **no adverse effect**.

This analysis addresses temporary (construction-related activities) and permanent (operational activities) restrictions in access and parking (both on-street and off-street), as well as changes in access to the service area of emergency providers, including police and fire.

No-Build Alternative

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

Transportation Systems Management (TSM) Alternative

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

LRT Alternatives

Construction of the LRT Alternatives is anticipated to begin in June 2010 and is estimated to last a total of four to five years. Construction in any one area would be of limited duration as demolition, grading, and construction activities would be phased and therefore occur at different stages throughout the corridor. Utility relocation and street widening activities could last about one-and-a-half years and would overlap with guideway construction. The guideway, station, and maintenance facility construction would likely take two years. Systems installation and parking structure construction would likely take about one-and-a-half years and could overlap somewhat with the later phase of the guideway, station, and maintenance facility construction activities. Station area and ROW improvements could take about one year and could be done concurrently with system testing and integration. Despite this schedule, the length of specific construction occurrences in each segment cannot be determined at this time, as the final schedule will be based on such factors as permit attainment, contractor availability, and efficiency of previous sections. Construction staging and stockpiling could be located anywhere within the Expo ROW or on land to be acquired for the LRT Alternatives, as well as within station areas or parking areas, or within the guideway area. While it may be necessary to temporarily restrict access to, or parking for, community facilities during construction activities, these restrictions would be temporary and would cease upon completion of construction. Additionally, as required by local, state, and federal regulations, all efforts would be made to maintain access to community facilities; access would only be restricted when necessary to ensure the safety of motorists and pedestrians, and would last only as long as required to ensure this safety. These mitigations, as well as compliance with all local, state, and federal regulations, would ensure that effects to access for community facilities during construction would be avoided and/or minimized.

- MM PAR-2 To ensure that continued vehicular access to community facilities is maintained, the Expo Authority shall provide at least one lane of traffic in each direction on access cross streets that are not going to be dead-ended during construction. If one lane of traffic cannot be maintained, the Expo Authority shall provide a detour route for motorists.*
- MM PAR-3 Unless otherwise specified in the worksite traffic control plan, the Expo Authority shall maintain vehicular and pedestrian access to the identified community facilities (refer to Table 2-7 [Access, Parking, and Service Area Effects on Community Facilities]) during construction. If it is necessary to temporarily restrict access to a community facility, the Expo Authority shall provide the facility notice of any restriction. Unless otherwise specified in the worksite traffic control plan, the Expo Authority shall schedule access restrictions to off-peak hours or during times when the community facility is closed and shall not restrict access for the total hours of operation of a community facility on any given day of operation.*
- MM PAR-4 Near the identified community facilities construction activities shall be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time unless otherwise specified by the worksite traffic control plan.*

While there are many community facilities within the study area, only specific community facilities are located along roadways that would be affected by the LRT Alternatives, as

identified in Table 2-7 (Access, Parking, and Service Area Effects on Community Facilities). Table 2-7 (Access, Parking, and Service Area Effects on Community Facilities) identifies whether access, off- or on-street parking, or the service area would be affected. No effects have been identified with regard to the service area of the community facilities. However, construction of the project would result in the temporary loss of access and parking when the community facility abuts the proposed alignment. As seen in the table, access to parks and facilities is potentially affected by construction. Permanent access changes would occur when displacement of parking would occur near the community facility, or changes to the roadway configuration would occur adjacent to the community facility. Implementation of mitigation measures MM PAR-2 through MM PAR-4 and compliance with all local, state, and federal regulations regarding access to community facilities, along with implementation of mitigation measure MM PAR-1 regarding loss of parking, would reduce effects to **no adverse effect**.

Table 2-7 Access, Parking, and Service Area Effects on Community Facilities

Community Facility	Segment	Access Disrupted?¹	Off-Street Parking Loss?^a	On-Street Parking Loss?^a	Service Area Altered?
Palms Recreation Center (park and library) (Overland Avenue/I-10)*	1	Temporary	No	No	No
Overland Elementary School (Overland Avenue/Selby Avenue)	1	Temporary	Permanent	Temporary/ Permanent	No
Culver Palms Church of Christ (Venice Boulevard/Delmas Terrace)	1a	Temporary	Permanent	Temporary/ Permanent	No
Saint Augustine School (Clarington Avenue/Venice Boulevard)	1a	Temporary (minimal)	No	No	No
West Los Angeles Christian Center (Venice Boulevard/Mentone Avenue)	1a	Temporary	Temporary/ Permanent	Temporary	No
Culver City Gospel Hall (Venice Boulevard/Sepulveda Boulevard)	1a	Temporary	No	Temporary/ Permanent	No
Charnock Road Elementary School (Sepulveda Boulevard/Charnock Street)	1a	Temporary/ Permanent	No	Temporary/ Permanent	No
University Parents Co-op (South Sepulveda Boulevard/Queensland Street)	1a	Temporary/ Permanent	No	Temporary/ Permanent	No
OPCC Cloverfield Service Center (Cloverfield Boulevard/26 th Street)	2	Temporary	No	No	No

Table 2-7 Access, Parking, and Service Area Effects on Community Facilities

Community Facility	Segment	Access Disrupted?¹	Off-Street Parking Loss?^a	On-Street Parking Loss?^a	Service Area Altered?
Kehillat Ma'arav Synagogue (21 st Street/Pennsylvania Avenue)	3	Temporary	No	No	No
Crossroads Middle and High School (Olympic Avenue/21 st Street)	3	Temporary	No	Temporary	No
Crossroads Elementary School (Olympic Avenue/17 th Street)	3	Temporary	No	Temporary	No
Memorial Park (Olympic Boulevard/16 th Street)*	3	Temporary	No	Temporary/ Permanent	No
Colorado Court Project (Colorado/5 th Street)	3a	Temporary	No	Temporary/ Permanent	No
Memorial Park (Olympic Boulevard/16 th Street)*	3a	Temporary	No	No	No

a. Temporary refers to construction effects; and Permanent refers to operational effects.

Segment 1: Expo ROW

Two community facilities may be disrupted within Segment 1; Palms Recreation Center (park and library) and Overland Elementary School.

Palms Recreation Center is located west of Segment 1 along Overland Avenue directly north of the I-10 off-ramp. The park is primarily accessed along Overland Boulevard, with secondary pedestrian access provided by a bridge that crosses over the Expo ROW from Northvale Road on the east. On-street parking is provided along Overland Boulevard, and off-street parking is provided on site (at the Recreation Center).

Construction of Segment 1 could temporarily reduce access along Overland Avenue and across the pedestrian bridge to the east while construction and widening of Overland Avenue occurs, and also while construction is in the trench below. There is no plan or need to permanently eliminate the pedestrian bridge as a result of the LRT Alternatives. Parking along the west side of Overland Avenue would be permanently removed between Coventry Place and Cushdon Avenue, which is approximately ½ mile to the north of the Palms Recreation Center. However, given the ½ mile distance and the fact that the Palms Recreation Center has a parking lot, the removal of on-street parking north of Coventry Place would not affect access to the Palms Recreation Center.

Overland Elementary School is located north of Segment 1 along Overland between Ashby Avenue to the north and Northvale Road to the south. The school is accessed primarily from Overland Avenue and Ashby Avenue with drop-off/pick-up zones located along **Ashby**

Avenue Putney Road. Access is also provided along Northvale Road and Putney Road to the east. ~~On-street parking is located on all four streets surrounding the school.~~ Under Segment 1, permanent loss of 34 leased off-street parking spaces and the removal of on-street parking from 7:00 a.m. to 7:00 p.m. along portions of Overland Avenue would be required, resulting in a loss of 48 on-street parking spaces ~~would occur along Overland Avenue between Coventry Place and Cushman Avenue~~. Leased parking is within a portion of the Exposition ROW and is eligible for termination with 30 days notice. Construction of the segment would also result in the temporary loss of access from Overland Avenue and on-street parking along Northvale Road, as an at-grade crossing would be constructed across Overland Avenue and the Exposition ROW. As identified in Table 5-24 (Overland Avenue—Parking Utilization and Replacement Parking Options [Year 2008]) within the *Transportation/Traffic Technical Background Report*, on-street parking spaces on Overland Avenue are about 29 percent utilized, indicating that parking is available. However, parking on some of the side streets is metered and limited to two hours and/or has an existing neighborhood permit program. Therefore, a permit may be required for replacement parking on the adjacent side streets. LRT Alternatives using this portion of Segment 1 are not expected to have an impact on-street parking based upon the utilization and adjacent available parking surveys. In addition to utilizing these spaces, the loss of the on-street parking will be mitigated by mitigation measure MM PAR-1. Concerning long-term effects, while implementation of the LRT Alternatives would not result in the permanent loss of access, it would result in the permanent loss of leased off-street parking spaces for teachers and on-street parking spaces along the west side of Overland Avenue between Coventry Place and Cushman Avenue. The termination of this lease would not constitute an impact and would not require compensation. ~~The loss of on-street parking on Overland Avenue would be addressed by mitigation measure MM PAR-1.~~ In addition, Overland Avenue would be periodically affected for short periods of time during operation of the LRT Alternatives, as pedestrian and vehicles will be stopped when trains are crossing Overland Avenue.

Emergency response access and evacuation plans are addressed in *Safety and Security Technical Background Report*. This discussion supplements that analysis with a description of the proposed road improvements and the associated long-term effects. The LRT Alternatives through Segment 1 (LRT Alternative 1 and LRT Alternative 2) are not anticipated to change access to police and fire facilities in the area. Road access alterations would be limited to the creation of cul-de-sacs, or right-in-right-out movements along two alleyways immediately east of Westwood Boulevard, between Ashby Avenue and Richland Avenue. These alleyways currently extend into Exposition Boulevard, which dead ends to the east of Westwood Boulevard. These closures are required to provide turnouts for buses serving the proposed Expo/Westwood Station, which would be located to the west of Westwood Boulevard in the Expo ROW. Emergency vehicle access to the single-family residential areas located to the east of Westwood Boulevard (and accessed from Ashby Avenue and Richland Avenue) would continue to be provided; therefore, the street access alterations (cul-de-sacs) and at-grade crossings would not cause a substantial long-term alteration of access to police and fire facilities. In summary, by implementing mitigation measure MM PAR-1, the LRT Alternatives would have **no adverse effect** for this segment.

Segment 1a: Venice/Sepulveda

There are four community facilities along Venice Boulevard and two community facilities along Sepulveda Boulevard whose access may be impacted as a result of the proposed LRT Alternatives. These facilities include the Culver Palms Church of Christ, Saint Augustine School,

West Los Angeles Christian Center, the Culver City Gospel Hall, Charnock Road Elementary School, and the University Parents Co-op.

The Culver Palms Church of Christ is located north of Segment 1a on the northwest corner of Venice Boulevard and Delmas Terrace. The church is accessed primarily from Venice Boulevard and Delmas Terrace. Nonrestricted on-street parking is available along adjacent streets, and off-street parking (about 40 spaces) is also located on site. Construction of the project would result in the temporary loss of access and on-street parking along Venice Boulevard. The temporary loss of access would be addressed through implementation of mitigation measures MM PAR-2 through MM PAR-4 and compliance with all local, state, and federal transportation and construction requirements, ~~while parking would be mitigated by mitigation measure MM PAR-1.~~ The LRT Alternatives (LRT Alternative 3 and LRT Alternative 4) would affect 15 feet of the church parking lot (2 to 4 off-street parking spaces) along Venice Boulevard. Implementation of the LRT Alternatives would also result in the loss of 35 on-street parking spaces along Venice Boulevard between Watseka Avenue and Jasmine Avenue. As identified in Table 5-27 (Segment 1a: Venice Boulevard Area—Parking Utilization and Replacement Parking Options [Year 2008]) in the *Transportation/Traffic Technical Background Report*, on-street parking spaces on Venice Boulevard are about 41 percent utilized within this area as 26 of the 63 on-street parking spaces were occupied during surveys performed for this project. However, parking is not available on adjacent streets, so parking mitigation would be required. Any lost off-street parking spots (not including leased parking) would be mitigated or replaced by the Expo Authority, as provided by the *Uniform Relocation Act* and the *California Relocation Assistance Act* (refer to the *Socioeconomic Technical Background Report* for acquisition impacts and application of this legislation). In addition, implementation of the project would result in the permanent loss of on-street parking along Venice Boulevard; loss of these spaces would be mitigated as provided in mitigation measure MM PAR-1 and MM TR-6(d). However, on-street parking along Delmas Terrace and long-term access to the property along Venice Boulevard and Delmas Terrace would remain.

The Saint Augustine School is located south of Segment 1a on Clarington Avenue. The school is accessed primarily from Jasmine Avenue to the west and Jean Place to the south. On-street parking is located on Clarington Avenue, Jasmine Avenue, and Jean Place and off-street parking is located on site. Drop-off/pick-up zones are located on Clarington Avenue. Construction of the project would not result in the temporary loss of on-street parking along Clarington Avenue, Jasmine Avenue or Jean Place or off-street parking on the site. However, construction along Venice Boulevard could restrict access to Clarington Avenue and Jasmine Avenue from the north by restricting traffic flow south from Venice Boulevard. Concerning long-term effects, implementation of the project would not result in the permanent loss of access or parking.

The West Los Angeles Christian Center is located south of Segment 1a on the southwest corner of Venice Boulevard and Mentone Avenue. Parking for the church is accessed primarily from an alley off Mentone Avenue. On street parking is located on Venice Boulevard and Mentone Avenue and off-street parking is also located on site. Implementation of the project would result in the temporary loss of access and on street parking along Venice Boulevard, as well as about 85 square feet of the parking lot, or about five of the lot's 29 parking spaces, due to construction of the Overland Avenue aerial structure. The temporary loss of access will be addressed by mitigation measures MM PAR-2 through MM PAR-4 and through compliance with all local, state, and federal regulations, while the loss of on-street parking will be mitigated by mitigation measure MM PAR-1. The acquisition of the off-street parking lot (not including leased parking)

would be mitigated or replaced by the Expo Authority, as provided by the *Uniform Relocation Act* and the *California Relocation Assistance Act* (refer to the *Socioeconomic Technical Background Report* for acquisition impacts and application of this legislation).

The Culver City Gospel Hall is located south of Segment 1a on the southwest corner of Venice Boulevard and Bentley Avenue. The church is accessed primarily from Venice Boulevard and an alleyway off Bentley Avenue. On-street parking is located on both Venice Boulevard and Bentley Avenue. The facility does not have off-street parking. As identified in Table 5-27 (Segment 1a: Venice Boulevard Area—Parking Utilization and Replacement Parking Options [Year 2008]) in the *Transportation/Traffic Technical Background Report*, on-street parking on Venice Boulevard is 65 percent utilized, requiring mitigation. Construction of the project would result in the temporary loss of access and on-street parking along Venice Boulevard. The temporarily loss of access would be addressed through mitigation measures MM PAR-2 through MM PAR-4 and compliance with local, state, and federal laws. The loss of on-street parking would be mitigated by mitigation measure MM PAR-1. Concerning long-term effects, implementation of the project would not result in the permanent loss of parking or access.

There are two community facilities along Sepulveda Boulevard whose access may be impacted as a result of the proposed LRT Alternatives. These facilities include the Charnock Road Elementary School and the University Parents Co-op. The Charnock Road Elementary School is located north of the proposed Sepulveda alignment on the northeast corner of Sepulveda Boulevard and Charnock Road. The school is accessed primarily from Sepulveda Boulevard and Charnock Road. Nonrestricted on-street parking is provided along adjacent streets and off-street parking is also located on site. Drop-off/pick-up zones are located along Charnock Road. Construction of the project would result in the temporary loss of access and all on-street parking for the school along Sepulveda Boulevard. The temporarily loss of access would be addressed through mitigation measures MM PAR-2 through MM PAR-4 and compliance with local, state, and federal laws. The loss of on-street parking would be mitigated by mitigation measure MM PAR-1, which would provide replacement parking near Charnock Road (south). Concerning long-term effects, the new median along Sepulveda would restrict access to the school, but would not prevent access as vehicles could proceed to the next major cross street and make a u-turn to access the site. Charnock Road, north of Sepulveda Boulevard, which provides access to the school, would have right-in and right-out only onto Sepulveda Boulevard. Alteration of access to this road would reduce access to the school and require staff and parents to use either Palms Boulevard to the north or Venice Boulevard to the south. Further, on-street parking along Sepulveda Boulevard would be eliminated, but off-street parking would remain. Mitigation measure MM PAR-1 would address the permanent loss of on-street parking on Sepulveda Boulevard.

The University Parents Co-op is a day care facility located west of the proposed Sepulveda alignment on the northwest corner of Sepulveda Boulevard and Sepulveda Court. The facility is accessed primarily from Sepulveda Boulevard and Sepulveda Court; there is also access via the University facility at Queensland Street on the south side of the co-op. Street parking is available along Sepulveda Boulevard and off-street parking is also located on site. Drop-off/pick-up zones are located off Sepulveda in the existing parking lot. Construction of the project would result in the temporary loss of access and on-street parking along Sepulveda Boulevard. The temporarily loss of access would be addressed through mitigation measures MM PAR-2 through MM PAR-4 and compliance with local, state, and federal laws. The loss of on-street parking would be mitigated by mitigation measure MM PAR-1. Concerning long-term effects, the new median and aerial support structures along Sepulveda Boulevard would restrict

access to the facility, but would not prevent access as vehicles would continue to access the facility via the University facility at Queensland. Although all on-street co-op parking along Sepulveda Boulevard would be permanently eliminated, other existing off-street parking would remain. Mitigation measure MM PAR-1 would address the permanent loss of on-street parking on Sepulveda Boulevard.

Police and fire access is addressed in the *Safety and Security Technical Background Report*. Table 2-8 (Anticipated Segment 1a Road Alterations) provides a list of the road and access alterations that would be associated with operation through Segment 1a. The proposed LRT Alternatives through Segment 1a would not disrupt police and fire access along Venice Boulevard. According to the draft engineering plans, the proposed aerial support structure for crossing Overland Avenue would require the access alteration of Military Avenue and Huron Avenue along Venice Boulevard. Regent Street would be permanently closed to reduce the number of crossings across Sepulveda Boulevard. In addition, the proposed alignment would restrict movement across Venice Boulevard and Sepulveda Boulevard except at major intersections. Access to residential uses along Regent Street to the west of Sepulveda Boulevard would be provided by Charnock Road (south), located one block to the north. As discussed in the *Land Use Technical Background Report* prepared for this EIR/EIS, while turning restrictions would require emergency response vehicles to proceed to the next major cross street and make a U-turn to access local streets, access to these streets would not be entirely restricted. Therefore, the street access alterations and turning restrictions would not cause a substantial alteration of access to police and fire facilities.

Table 2-8 Anticipated Segment 1a Road Alterations

Street	Proposed Change
Watseka Ave	Eliminate existing left turn from Venice Blvd WB onto Watseka Ave SB
Jasmine Ave	Eliminate existing left turn from Venice Blvd WB onto Jasmine Ave SB
Mentone Ave	Eliminate existing left turn from Venice Blvd EB onto Mentone Ave NB
Glendon/Midway Ave	Eliminate existing NB and SB thru traffic across Venice Blvd, existing left turn from Venice Blvd WB onto Midway Ave SB, and existing left turn from Venice Blvd EB onto Glendon Ave NB
Military Ave/Huron Ave	Eliminate existing left turn from Venice Blvd WB onto Huron Ave SB and existing left turn from Venice Blvd EB onto Military Ave NB; provide NB/SB crossing at Tilden
Regent St	Eliminate existing left turn from Sepulveda Blvd NB onto Regent St WB and existing left turn from Regent St EB onto Sepulveda Blvd NB
Charnock Road (South)	Eliminate existing left turn from Sepulveda Blvd NB onto Charnock Rd WB
Charnock Road (North)	Eliminate existing left turn from Sepulveda Blvd SB onto Charnock Rd EB, existing left turn from Charnock Rd WB onto Sepulveda Blvd SB; move existing east/west pedestrian crossings across Sepulveda Blvd to Charnock Road (South)

Table 2-8 Anticipated Segment 1a Road Alterations

Street	Proposed Change
Westminster Ave	Eliminate existing left turn from Sepulveda Blvd NB onto Westminster Ave WB and existing left turn from Westminster Ave EB onto Sepulveda Blvd NB
400 feet north of National Blvd to 200 feet south of Sardis Ave	Eliminate existing left turns to/from Sepulveda Blvd median lane to/from properties along Sepulveda Blvd
Sardis Ave	Eliminate existing WB and EB thru traffic across Sepulveda Blvd, existing left turns from Sardis Ave WB and EB onto Sepulveda Blvd, and existing left turns from Sepulveda Blvd NB and SB onto Sardis Ave
Pearl St (W of Sepulveda)	Eliminate existing left turn from Pearl St EB onto Sepulveda Blvd NB and from Sepulveda Blvd NB onto Pearl St WB

SOURCE: DMJM, June, 2008

* WB = westbound, NB = northbound, EB = eastbound, SB = southbound

In summary, with compliance with all local, state, and federal laws, and implementation of mitigation measures MM PAR-1 through MM PAR-4, **no adverse effect** would occur for this segment.

Segment 2: Sepulveda to Cloverfield

[The Wonder Years Preschool, located on Sawtelle Boulevard, approximately 150 south of Exposition Boulevard is the nearest community facility to the Sepulveda Boulevard grade separation design option. New Roads High School, located on Olympic Boulevard, approximately 500 feet to the north of the ROW, is located nearest to the proposed Centinela Avenue grade separation. Neither facility relies on off-street parking, nor would experience a reduction in access or alteration of service area as a result of the proposed project or the potential project modifications with the implementation of mitigation measures MM PAR-2 through MM PAR-4 and compliance with local, state, and federal laws. Implementation of the LRT Alternatives would not result in the permanent loss of access or parking.](#)

There is one [additional](#) community facility located along Segment 2: the OPCC Cloverfield Service Center. The OPCC Cloverfield Service Center is a homeless shelter and service facility that is located south of the alignment on Cloverfield Boulevard between 26th Street to the north and Michigan Avenue to the south. The facility is primarily accessed from 26th Street and Michigan Avenue. On-street parking is available on Michigan Avenue, and off-street parking is provided on site. Construction on Olympic Boulevard could restrict access to Cloverfield Boulevard from the north. The temporary loss of access would be addressed through mitigation measures MM PAR-2 through MM PAR-4 and compliance with local, state, and federal laws. Implementation of the LRT Alternatives would not result in the permanent loss of access or parking.

Within this segment, the alignment would run along Exposition Boulevard between single-family residential uses and the back side of the buildings that front Olympic Boulevard. At-grade crossings would occur at Sepulveda Boulevard, Barrington Boulevard, **Centinela Avenue**, Stewart Street, and 26th Street.

Police and fire access is addressed in the *Safety and Security Technical Background Report*. Emergency vehicles would still be able to access uses in the area, although rerouting may be required due to the proposed at-grade crossings. As discussed in the *Hazards and Hazardous Materials Technical Background Report*, the National Hazard Mitigation Plan (NHMP) authorizes the Emergency Services Director of each of the cities of Culver City, Los Angeles, and Santa Monica to modify the City's emergency response protocol and resources, as necessary. Also, as required by law, the LRT Alternatives would provide adequate access for emergency vehicles during both construction and operational activities. Therefore, access to police/fire facilities located within Segment 2 would not be affected.

In summary, with compliance with all local, state, and federal laws, and implementation of mitigation measures MM PAR-2 through MM PAR-4, **no adverse effect** would occur for this segment.

Segment 3: Olympic

There are four community facilities along Segment 3 whose access may be impacted as a result of the proposed LRT Alternatives. These facilities include the Kehillat Ma'arav Synagogue, Crossroads School, OPCC Cloverfield Service Center, and Memorial Park.

The Kehillat Ma'arav Synagogue is located south of Segment 3 on 21st Street. The synagogue is accessed primarily from 21st Street and Pennsylvania Avenue. On-street parking is located along both of these streets while off-street parking is also located both in front and behind the synagogue. Construction of the LRT Alternatives would not result in the temporary loss of on-street parking along 21st and Pennsylvania Avenue. However, construction on Olympic Boulevard could restrict access to 21st Street from the north. This temporarily loss of access would be addressed through compliance with all local, state, and federal regulations as well as implementation of mitigation measures MM PAR-2 through MM PAR-4. Concerning long-term effects, implementation of the LRT Alternatives would not result in the permanent loss of access or parking.

The Crossroads School Middle School and High School Campus is located south of Segment 3 on the southwest corner of Olympic Avenue and 21st Street, while the Crossroads School Elementary School Campus is located north of Segment 3 on the northeast corner of Olympic Avenue at 17th Street. Access to the Middle School and High School campus is primarily from 21st Street while access to the Elementary School Campus is primarily from 17th Street. On-street parking is provided on both 17th Street and 21st Street while off-street parking is provided on site. The designated drop-off/pick-up zones are located on campus for both locations. Construction of the LRT Alternatives could result in the temporary loss of on-street parking along 17th Street or 21st Street. Construction on Olympic Boulevard could intermittently restrict access to 17th Street from the south and 21st Street from the north. The temporary loss of on-street parking would be mitigated by MM PAR-1 and temporary loss of access would be addressed by compliance with all local, state, and federal regulations as well as implementation of mitigation measures MM PAR-2 through MM PAR-4.

Memorial Park is located north of the alignment along Olympic Boulevard between 16th Street and 14th Street. The park is primarily accessed from a parking lot on 14th Street that provides off-street parking for the site. On-street parking is also available along Olympic Boulevard and 16th Street. Construction and operation of the LRT Alternatives along this segment would result in the loss of about ~~18~~21 on-street parking spaces along Olympic Boulevard near the park. As

identified in Table 5-30 (Segment 3—Parking Utilization and Replacement Parking Options [Year 2008]) in the *Transportation/Traffic Technical Background Report*, on-street parking on Olympic Boulevard is about 45-percent utilized in the area, indicating that parking is available. The project proposes to provide replacement parking in the general vicinity of Memorial Park [based on the number of removed spaces that are utilized](#). This loss of parking would also be mitigated by mitigation measure MM PAR-1. While parking would be lost along Olympic Boulevard, off-street parking would continue to be provided. Access to the Park would remain from 14th Street and 16th Street. Implementation of the LRT Alternatives would result in the permanent loss of on-street parking along Olympic Boulevard.

Police and fire access is addressed in *Safety and Security Technical Background Report*. The proposed LRT Alternatives would not disrupt police and fire access along Olympic Boulevard. According to the draft engineering plans, no street access alterations would be required. In addition, the proposed alignment would not alter movement restrictions across Olympic Boulevard as LRT vehicles would travel within the existing median. Therefore, the street closures and turning restrictions would not cause a substantial alteration of police and fire service areas.

In summary, by following all local, state, and federal regulations, and implementing MM PAR-1 through MM PAR-4, **no adverse effect** would occur for this segment.

Segment 3a: Colorado

There are two community facilities along Segment 3a, including the Colorado Court Project and Memorial Park. Memorial Park was previously described under Segment 3. However, Segment 3a does result in different potential disruptions to access. The location of the LRT Alternative in Segment 3a would now place Memorial Park south of the segment. Implementation of the project would result in the permanent loss of on-street parking along the south side of Colorado Avenue from 14th Street to the terminus. As identified in Table 5-31 (Segment 3a—Parking Utilization and Replacement Parking Options [Year 2008]) in the *Transportation/Traffic Technical Background Report*, on-street parking on Colorado Avenue is about 62.5 percent utilized, [as there are 21 spaces available and 13 were occupied during the parking survey](#), indicating that parking is already constrained and mitigation would be required. Construction on Colorado Avenue would result in the temporary loss of access to the park as traffic detours would be required along Colorado Avenue during construction; however, access to Memorial Park would remain from 14th Street, 16th Street, and Olympic Boulevard, and no long-term effects associated with access would occur. The temporary loss of parking during construction along both sides of Colorado Avenue and the permanent loss of parking due to the implementation of the project would be mitigated by mitigation measure MM PAR-1 [through MM PAR-4](#).

The Colorado Court Project is a 44-unit residential affordable-housing project with community rooms open to the public that is located south of Segment 3 on the corner of Colorado Avenue and 5th Street. The facility is accessed from an alleyway off of 5th Street and on-street parking is provided on Colorado Avenue with limited parking available along the alleyway. This facility relies on this on-street parking. Construction of the LRT Alternatives would not result in the temporary loss of access to the alleyway off 5th Street; however, construction would require traffic detours and the permanent loss of 16 on-street parking spaces along the south side of Colorado Avenue between 7th and ~~5th~~ 4th Streets. This loss of on-street parking would be mitigated by mitigation measure MM PAR-1 [based on the number of removed spaces that are](#)

utilized. Concerning long-term effects, implementation of the LRT Alternatives would not result in the permanent loss of access, but it would result in the permanent loss of on-street parking along the south side of Colorado Avenue. Mitigation measure MM PAR-1 would address permanent loss of parking along Colorado Avenue.

Police and fire access is addressed in *Safety and Security Technical Background Report*. The proposed LRT Alternatives through Segment 3a would not disrupt police and fire access along Colorado Avenue because, according to the draft engineering plans, no street closures would be required. However, the proposed alignment would restrict movement across Colorado Boulevard except at major intersections, causing adjacent streets to be used to access police and fire facilities. As discussed in the *Land Use Technical Background Report* prepared for this EIR, while turning restrictions would require emergency response vehicles to proceed to the next major cross street and make a U-turn to access local streets, access to these streets would not be entirely restricted. Therefore, the street closures and turning restrictions would not cause a substantial alteration of police and fire service areas.

In summary, through compliance with all local, state, and federal regulations and implementation of mitigation measures MM PAR-1 through MM PAR-4, **no adverse effect** would occur for this segment.

FEIR Design Options

The Colorado Parking Retention Design Option would reduce the width of the LRT track spacing and sidewalks along Colorado Avenue to lessen on-street parking impacts. The other design options would not alter the community facility impacts associated with the LRT Alternatives. As such, **no adverse effect** would occur.

CEQA Determination

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

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

Implementation the LRT Alternatives may disrupt community facilities and services through temporary and permanent reductions in access to facilities, cause a substantial alteration of service areas, and or loss of parking. However, compliance with all local, state, and federal regulations and implementation of mitigation measures MM PAR-1 through MM PAR-4 would reduce this impact to **less than significant**.

Criterion Would the project result in a significant impact to parks if it required the expansion or construction of a new park or park facilities, the construction of which would cause significant environmental impacts?
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Impact PAR-3 The project would not require the expansion or construction of a new park or park facilities, the construction of which would cause adverse environmental impacts; therefore, this would result in *no effect*.

Refer to Table 2-1 (Publicly Owned Parks and Recreational Resources) for a description of the park facilities located along each segment.

No-Build Alternative

There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Without service to new areas or a change in routes, the No-Build alternative is not anticipated to result in additional visitors to existing parks throughout the study area or the resultant need for the expansion or construction of new parks or park facilities. Therefore, the No-Build alternative is not anticipated to result in an increased burden on existing parks and would not require the construction of new parks or the expansion of existing parks, and *no effect* would occur.

Transportation Systems Management (TSM) Alternative

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

LRT Alternatives

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

Segment 1: Expo ROW

Rancho Park Golf Course is a publicly owned golf course, a portion of which is located within the 0.5-mile study area; the entrance, however, is located on the southeast corner of Pico Boulevard and Patricia Avenue, requiring about a one mile walk via available sidewalks from the proposed Expo/Westwood Station. Patrons could travel from the transit system to the golf course with their equipment, but it is unlikely that this potential source of new clients would

cause a substantial increase in the use of the Golf Course. Conversely, while Palms Recreation Center would be closer to the proposed Expo/Westwood Station, it is not visible from the alignment; therefore, it is unlikely that new visitors would be attracted to the park as it is primarily a community facility that serves local residents. Further, the park does not provide any unique amenities that would be likely to influence someone who does not live in the area to take transit and walk to Palms Recreation Center. No region-serving parks are located within Segment 1. Therefore, no expanded or new park facilities would be required, and **no effect** would occur.

Segment 1a: Venice/Sepulveda

There are two large parks within Segment 1a: Veterans Memorial Park, located at Overland Avenue and Culver Boulevard, and the Mar Vista Recreational Center, located at Palms Boulevard and Sawtelle Boulevard. No region-serving parks are located within Segment 1a. Both of these parks have extensive playfields and other recreational amenities that could be utilized by both local residents and transit riders who wish to visit the parks. However, neither of these parks is located adjacent to or within visual proximity to Segment 1a, and both are over 0.5 mile from the nearest stations. Further, neither park provides any unique amenities that would be likely to influence someone who does not live in the area to take transit and walk a significant distance to visit the parks. Therefore, neither park would be anticipated to see a measurable increase in park or park facility use as a result of increased access by transit riders. Therefore, **no effect** would occur.

Segment 2: Sepulveda to Cloverfield

Two parks, Stoner Playground and Stewart Street Park, contain playfields and other park amenities, such as playground equipment, that could be utilized by both local residents and transit riders who wish to visit the parks. No region-serving parks are located within Segment 2. Due to the location of Stoner Playground (roughly 0.5 mile north of the proposed Expo/Bundy Station), no significant increase in use at the site would be anticipated as a result of the operation of the LRT Alternatives. Further, the park does not provide any unique amenities that would be likely to influence someone who does not live in the area to take transit and walk to Stoner Playground. Stewart Street Park, which is located just south of the LRT Alternatives at the intersection of Stewart Street and Exposition Boulevard (near the proposed Olympic/26th Street Station), could experience an increase in recreational uses due to the proximity to the proposed Olympic/26th Street Station. However, Stewart Street Park only contains one playfield and one basketball court, which would not be likely to provide enough of an attraction for someone who does not live in the area to take transit to visit this particular park. Therefore, while the proximity of Stewart Street Park to a proposed LRT station could increase use of the park, the park itself does not provide enough amenities to make it a destination such that new or expanded park facilities would be required. **No effect** would occur.

Segment 3: Olympic

Segment 3 contains two large parks with significant recreational space: Memorial Park, located adjacent to and north of Olympic Boulevard between 14th Street and 16th Street, and Santa Monica State Beach, located west of the Colorado/4th Street Station at the Pacific Ocean. Memorial Park is located just north of the proposed Olympic/17th Street Station and contains six distinct playfields, four tennis courts, a gym for basketball and volleyball, an off-leash dog run, and a skate park. Due to the location of Memorial Park relative to the proposed LRT Alternatives



and station, an increase in recreational users at the site could occur. However, the anticipated ridership profile of the individuals that would use the Olympic/17th Street Station would likely be college students and nearby residents. With respect to both of these populations, if they choose to visit the park, it is likely that they already visit this park, and no increased use of the park would occur. Therefore, although an increase in park users could occur as a result of operation along Segment 3, it is not anticipated that Memorial Park would experience an increase in use such that new or expanded park facilities would be required, resulting in **no adverse effect**.

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

Segment 3a: Colorado

Due to the proximity of Segment 3a to Segment 3, the analysis for Segment 3 would apply to this alternative as well, and **no adverse effect** would occur.

FEIR Design Options

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

CEQA Determination

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

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

Less-Than-Significant Impact. While it is likely that increased access to some large regional parks would increase access via transit, implementation of the LRT Alternatives would not

require the expansion or construction of a new park or park facilities, the construction of which would cause adverse environmental impacts. Access via transit would likely be used by existing park users and not new users of the park and its facilities. As such, the LRT Alternatives would result in a *less-than-significant* impact.

4.4 Cumulative Impacts

Implementation of the LRT Alternatives may disrupt access to some community facilities and lead to some reduction in parking, which is a potential impact. While the proposed LRT Alternatives would change transportation patterns through the study area through direct road reconfigurations and implementation of a transit project, motorists would respond to these changes by selecting other routes and access to community facilities would still be available. The proposed project would conform to the RTP 2008 goal allowing the region to have greater park accessibility from future infrastructure investment. Operation of proposed and reasonably foreseeable development at the same time as operation of the proposed LRT Alternatives would not likely result in a disruption to community facilities and services, and thus cumulative impacts to community facilities, including parks, would be less than significant.

5. REFERENCES

DMJM Harris. [2009. Appendix E: Plans and Profiles. November 11](#) ~~Engineering Sketches. 2007.~~
Field Surveys. PBS&J. August 2007.

