January 3, 2013

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT

To: Responsible Agencies, Trustee Agencies, Stakeholders, and Interested Parties

From: City of Los Angeles, Department of Public Works
Bureau of Engineering,
1149 South Broadway, Suite 600
Los Angeles, CA 90015-2213

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Restoration of Historic Streetcar Service in Downtown Los Angeles

The City of Los Angeles Department of Public Works, Bureau of Engineering, as the lead agency, will prepare an environmental impact report (EIR) in accordance with the California Environmental Quality Act (CEQA) for the project identified below. In addition, the Federal Transit Administration (FTA) and the City of Los Angeles Department of Transportation (LADOT) are the co-lead agencies under the National Environmental Policy Act (NEPA). An environmental assessment (EA) will be prepared in accordance with NEPA. The LADOT is a responsible agency under CEQA.

The Bureau of Engineering requests your comments regarding the scope and content of the EIR/EA.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Restoration of Historic Streetcar Service in Downtown Los Angeles</th>
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<td><strong>Project Location</strong></td>
<td>The proposed project, which would be located in downtown Los Angeles, would travel through the following neighborhoods/districts (from north to south): the Civic Center, Bunker Hill, the Historic Core, the Jewelry District, the Financial Core, South Park, the Fashion District, and the Los Angeles Sports and Entertainment District, all of which are located within the Central City Community Plan area of the City of Los Angeles. The proposed 3.8-mile project alignment, which would run along 1st Street, Broadway, 11th Street, Figueroa Street, Grand Avenue, 7th Street or 9th Street, and Hill Street, would cover an area comprised primarily of commercial land uses with a mix of residential, public, and entertainment uses interspersed throughout the project vicinity. Figure 1 depicts the regional location of the proposed project.</td>
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<td><strong>Project Description</strong></td>
<td>The streetcar system would run within existing traffic lanes and would consist of a fleet of electric-powered vehicles utilizing a track and roadway configuration allowing for mixed-flow operations of streetcar vehicles and automobiles. Power for the streetcar system would be provided by a traction power system featuring traction power substations (TPSS) and an overhead contact system. The TPSS would</td>
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convert high voltage power to approximately 600 volts direct current to power the electric trains. The TPSS are approximately 20 feet long, 15 feet wide, and 10 feet tall. There would be approximately five TPSS spaced evenly around the 3.8-mile loop, and there may be another TPSS at the Maintenance and Storage Facility. Streetcar stops would typically resemble bus stops with a raised platform along sidewalks. Streetcar stops will be 70 to 120 feet long, and would be generally located along the sidewalk or as a sidewalk extension towards the traffic lane to meet the streetcar vehicle. An exception to this is the stop on Grand Avenue north of 2nd Street that is planned in the median with crosswalks to either side of the street. Streetcar stops would generally be placed every block in the north-south direction, and every other block in the east-west direction.

Photo depicts a sample streetcar vehicle in an urban setting.

Two potential build alternatives have been carried forward as a result of the Alternatives Analysis Report. The alternatives under consideration for the Restoration of Historic Streetcar Service in Downtown Los Angeles include:

**Locally Preferred Alternative (LPA)** – The proposed project would construct and implement streetcar service along a one-way loop that would run from 1st Street on the north, through downtown Los Angeles, to 11th Street on the south. The project alignment would begin and terminate on Grand Avenue, one block south of 1st Street. From that point, the streetcar would run northbound and turn on 1st Street in the eastbound direction. From 1st Street, the streetcar would turn southbound, down Broadway, travelling 1.25 miles to 11th Street where it would turn westbound. The streetcar would then turn north on Figueroa Street and travel 0.5 mile north to 7th Street where it would turn in the eastbound direction. From 7th Street, the streetcar would turn northbound on Hill Street, continue north back to 1st Street, then complete the circuit and turn westbound on 1st Street to return to the streetcar terminal stop on Grand Avenue south of 1st Street, by the Disney Concert Hall. Figure 2 depicts the LPA alignment.

**9th Street Alternative** – The 9th Street Alternative would follow the same alignment as the LPA but would run eastbound on 9th Street between Figueroa Street and Hill Street rather than 7th Street. Figure 3 depicts the 9th Street alignment.

Under both alternatives, there are three potential sites for the
maintenance and storage facilities. These include an approximately 39,800-square-foot site located along Broadway, midblock between 2nd Street and 3rd Street; an approximately 66,600-square-foot site at the northeast corner of 5th Street and Olive Street; and an approximately 30,500-square-foot site at the southeast corner of 11th Street and Grand Avenue.

The environmental impacts of both alternatives will be evaluated through the EIR/EA process. As needed, additional alternatives may be identified to lessen or avoid potential environmental impacts. These alternatives will be analyzed to a lesser level of detail, in accordance with CEQA.

### Potential Environmental Effects

An Initial Study, which includes a preliminary review of the proposed project's environmental impacts, is attached to this NOP. Based on the results of the Initial Study, potential impacts in the following categories will be analyzed in further detail in the EIR/EA in accordance with CEQA and NEPA requirements:

**CEQA**
- Aesthetics
- Air Quality Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise and Vibration
- Transportation/Traffic
- Construction Impacts
- Cumulative Impacts

**NEPA**
- Land Use and Zoning
- Transportation System and Facilities
- Air Quality
- Historic, Archaeological, and Paleontological Resources
- Visual Quality
- Noise and Vibration
- Land Acquisitions, Displacement, and Relocation
- Hazardous Materials
- Geology, Soils, and Seismicity
- Community and Neighborhoods
- Parks and Recreation Areas
- Energy Resources
- Safety and Security
- Environmental Justice
- Construction Impacts
- Section 4(f) Resources

The Initial Study can be reviewed at the following locations:

- Little Tokyo Branch Library, 244 S. Alameda Street
- Central Library, 630 W. 5th Street
- Online at: [http://eng.lacity.org/techdocs/emg/](http://eng.lacity.org/techdocs/emg/)
Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to:  City of Los Angeles, Department of Public Works 
Bureau of Engineering, EMG 
Attention: Jim Doty 
1149 S. Broadway, Suite 600 
Los Angeles, CA 90015-2213 
or 
Via email to: jim.doty@lacity.org

A public scoping meeting will be held to receive public comments regarding the scope and content of the environmental information to be included in the Draft EIR/EA. The Bureau of Engineering encourages all interested individuals to attend this meeting. The location, date, and time of the public scoping meetings for this project are as follows:

Date: Wednesday, January 23rd 2013 
Time: 10:00 a.m. to 11:00 a.m. and from 6:30 p.m. to 8:00 p.m. 
Location: Caltrans/LADOT, 100 South Main Street, Conference Room 1.A

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. Requests should be made 72 hours prior to the meeting by calling (213) 922-3000.
Restoration of Historic Streetcar Service in Downtown Los Angeles

Figure 1
Regional Location Map
Figure 2
Locally Preferred Alternative
Restoration of Historic Streetcar Service in Downtown Los Angeles
Figure 3
9th Street Alternative
Restoration of Historic Streetcar Service in Downtown Los Angeles