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Metropolitan Transportation Authority

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**53**

**CONSTRUCTION COMMITTEE  
JUNE 20, 2013**

**SUBJECT: CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**

**ACTION: PROJECT DEFINITION CHANGES IN CEQA ADDENDA**

**RECOMMENDATION**

- A. Approve and adopt project definition changes, CEQA Addendum and Findings; and
- B. Approve and adopt the second set of project definition changes, CEQA Addendum and Findings.

**ISSUE**

On September 22, 2011, the LACMTA Board certified the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) and approved the Project Definition, which was based on the Locally Preferred Alternative for the FEIS/FEIR, and adopted Findings of Fact and a Statement of Overriding Considerations under CEQA. Subsequently, minor technical changes to the project design have occurred due to further engineering refinements, and a response to public concerns.

Pursuant to CEQA Guidelines Section 15164, LACMTA analyzed potential environmental impacts of the design changes and concluded that an addendum would be appropriate. The Addendum found that none of the design changes represent substantial changes to the project, result in new significant impacts, or result in previously identified significant effects becoming substantially more severe than shown in the FEIS/FEIR.

Additionally, the Federal Transit Administration issued a Finding of No Significant Impact (FONSI) for these same changes on September 4, 2012. The FONSI can be found in Attachment A.

The minor technical changes that have been made to the Crenshaw/LAX Transit Corridor Project include the following:

- Revised design and relocation of the optional below-grade light-rail transit (LRT) station at Crenshaw Boulevard/Vernon Avenue (the optional Crenshaw/Vernon Station) from the southeast corner of Vernon Avenue and Crenshaw Boulevard to the northwest corner of Vernon Avenue and Crenshaw Boulevard or just north of West 43rd Place in street along Crenshaw Boulevard on the eastern side of the street.
- Relocation of the optional at-grade Aviation/Manchester Station to Florence and Hindry (renamed as the Florence/Hindry Station).
- Shift of portions of the LRT alignment into the former Burlington Northern Santa Fe (BNSF) railroad right-of-way (ROW), which reduces the ROW acquisitions required for the project and involves the demolition of two BNSF railroad bridges at Florence Avenue and Interstate 405 (I-405) and at Century Boulevard and Aviation Boulevard.
- Street, driveway, and sidewalk modifications and pedestrian crossing improvements, including a mid-block pedestrian crossing of the LRT tracks between Eucalyptus and Inglewood Avenues.

A second set of minor technical changes to the project design have occurred due to further engineering refinements, and in response to public concerns.

Pursuant to CEQA Guidelines Section 15164, LACMTA analyzed potential environmental impacts of the second set of design changes and concluded that an addendum would be appropriate. The Second Addendum found that none of the changes substantially change the project, result in new significant impacts, or result in previously identified significant effects that would be substantially more severe than shown in the FEIS/FEIR.

Additionally, the Federal Transit Administration concurred with our request for a Class II Categorical Exclusion finding for these same design changes. FTA issued a letter of agreement on March 21, 2013 (Attachment B).

The second set of minor technical changes that have been made to the Crenshaw/LAX Transit Corridor Project include the following:

- A mid-block pedestrian undercrossing at Faithful Central Bible Church.

This proposed design change would convert the proposed mid-block at-grade pedestrian crossing of the LRT tracks at the Faithful Central Bible Church (FCBC) location, approximately 350 feet west of Eucalyptus Avenue, to a mid-block pedestrian undercrossing at the same location.

- Aerial Guideway Over La Brea Avenue and At-Grade Florence/La Brea Station

This proposed design change provides cost savings and would convert the grade separation at La Brea Avenue from a below-grade LRT crossing to an aerial guideway. While the below-grade configuration was cleared as part of the approved project by the LACMTA Board, the DEIS/DEIR also examined an aerial configuration over La Brea Avenue. This aerial segment was a component of the Base LRT Alternative analyzed in the DEIS/DEIR, and adopted as the Locally Preferred Alternative by the LACMTA Board.

## **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on established safety standards.

## **FINANCIAL IMPACT**

Together, all the design changes described in the Addenda will not add additional costs to the Project. The funding of \$118,087,265 is included in the approved FY13 budget under Project 865512 (Crenshaw/LAX Transit Corridor Project), in Cost Center 8510 (Construction Project Management) and Account Number 53101. Since this is a multi-year capital project, the Executive Director, Transit Project Delivery, will be responsible for budgeting in future years.

### Impact to Budget

The sources of funds for this project are capital funds identified in the adopted Long Range Transportation Plan. There is \$50.4 million of Proposition A 35% which is eligible for rail operations. All other funds are not eligible for bus and rail operating expenditures.

## **ALTERNATIVES CONSIDERED**

One or more of the proposed design changes could be deleted from the Project. However, the project management team believes each design change described in the Addenda will enhance the functionality and appeal of the Project. Removing the mid-block pedestrian undercrossing at Faithful Central Bible Church could delay the pending CPUC application process at this location indefinitely, and adversely impact the Project schedule.

## **NEXT STEPS**

Upon the award of the Crenshaw/LAX Transit Corridor Design-Build contract this spring, final design and construction of the Project, including the design changes approved by the Board as described in the Addenda will proceed.

## **ATTACHMENTS**

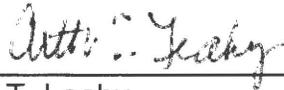
- A. FTA Finding of No Significant Impact (FONSI) dated Sept. 4, 2012
- B. FTA Environmental Re-evaluation letter dated March 21, 2013

Prepared by:                 Robert Ball, Deputy Executive Officer and Project Director  
Executive Office, Project Management (213) 922-7280



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Krishniah N. Murthy  
Executive Director, Transit Project Delivery



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Arthur T. Leahy  
Chief Executive Officer

# Attachment A



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam,  
American Samoa,  
Northern Mariana Islands

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SEP 04 2012

Mr. Arthur T. Leahy  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2592

Re: Supplemental Environmental Assessment and Finding  
of No Significant Impact for the Crenshaw/LAX Transit  
Corridor Project

  
Dear Mr. Leahy:

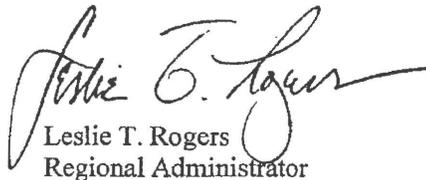
Based on our review of the Supplemental Environmental Assessment, dated July 2, 2012, for the Crenshaw/LAX Transit Corridor Project, the Federal Transit Administration (FTA) has issued a Finding of No Significant Impact (FONSI). A copy of the FONSI is enclosed.

The FONSI and supporting documentation should be made available to affected government agencies and the public and should be posted on the project website. A Notice of Availability for the FONSI should be published in local newspapers and should also be provided directly to affected government agencies, including the State intergovernmental review contacts established under Executive Order 12372.

Please note that the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles will be required to undertake the mitigation measures identified in the Final Environmental Impact Statement/Final Environmental Impact Report and the Supplemental Environmental Assessment.

Thank you for your cooperation in meeting the requirements of the National Environmental Policy Act. If you have questions about our review, please call Ms. Mary Nguyen of our Los Angeles Metropolitan Office at (213) 202-3960.

Sincerely,

  
Leslie T. Rogers  
Regional Administrator

Enclosure

Crenshaw/LAX – Project Definition Changes in CEQA Addenda

## Finding of No Significant Impact

**Grant Applicant:** Los Angeles County Metropolitan Transportation Authority (LACMTA)

**Project Sponsor:** Los Angeles County Metropolitan Transportation Authority

**Proposed Project:** Crenshaw/LAX Transit Corridor Project

The Supplemental Environmental Assessment (EA) for this project was prepared pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. § 4332); Federal Transit Laws (49 U.S.C. §§ 5301(e), 5323(b), and 5324(b)); Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. § 303); and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations).

**Description:** On December 30, 2011, the Federal Transit Administration (FTA) issued a Record of Decision (ROD) on the Final Environmental Impact Statement (FEIS) for the Crenshaw/LAX Transit Corridor Project (Project). The Project consists of an 8.5-mile fixed guideway that begins from a southern terminus at the Metro Green Line, and follows the Harbor Subdivision Railroad right-of-way (ROW), adjacent to Aviation Boulevard and Florence Avenue, and continues northeast to Crenshaw Boulevard where it would travel north largely within the Crenshaw Boulevard right-of-way to the Exposition/Crenshaw Station, adjacent to the Exposition Line. The Project will include six transit stations, a vehicle maintenance storage facility near Arbor Vitae Street and Bellanca Avenue, park-and-ride lots at the Florence/La Brea, Florence/West and Crenshaw/Exposition Stations, traction power substations, and the acquisition of rail vehicles and maintenance equipment.

Since the ROD, modifications to the project design have occurred during the preliminary engineering phase to reduce cost, reduce right-of-way impacts, reduce utility impacts, improve light rail transit (LRT) operations, and improve traffic circulation and pedestrian crossings. The specific proposed project modifications addressed in the EA include the following:

1. Relocation of the station and portal for the optional off-street Crenshaw/Vernon Station
2. Relocation of the station and name change for the optional Aviation/Manchester Station, now referred to as the optional Florence/Hindry Station
3. Shift of segments of the LRT alignment into the former Burlington Northern Santa Fe (BNSF) railroad ROW made possible by the abandonment of the freight track. The shift of the alignment involves the demolition of two BNSF railroad bridges at Florence Avenue and I-405, and at Aviation Boulevard and Century Boulevard.
4. Street, driveway, and pedestrian crossing improvements, which include:
  - Street modifications to allow for the provision of bus bays
  - Driveway and sidewalk modifications to improve traffic circulation and pedestrian crossings
  - Mid-block pedestrian crossing of LRT tracks between Eucalyptus and Inglewood Avenues

The relocation of the optional off-street Crenshaw/Vernon Station would reduce the cost of a below-grade station by reducing property impacts and minimizing other impacts. Similarly, relocation of the optional Aviation/Manchester Station (now named Florence/Hindry Station) from an aerial station to an at-grade station would also reduce costs. This optional Aviation/Manchester Station was shifted to Florence and Hindry Avenues to ensure that the alignment for the station platforms could accommodate future three car trains (also known as three light rail vehicles).

During the preparation of the FEIS, negotiations for the abandonment of the BNSF line and relinquishment of the right-of-way to LACMTA were ongoing. As agreements with BNSF were finalized in 2012 following the issuance of the ROD, it was determined that the alignment of the LRT could be shifted into the abandoned railroad right-of-way. This would reduce construction costs, property acquisitions, and utility relocations required for the Project. The change in the alignment also would reduce the curves in the alignment which, in turn, would improve operations.

The FEIS identified the types of equipment at the crossings and features along the corridor that would be required for the Project. During preliminary engineering and in consultation with the California Public Utilities Commission (CPUC), designs for street, driveway and sidewalk modifications were refined to accommodate, where feasible, crossing gates, center medians at crossings, equipment, bus bays, and other amenities to facilitate vehicular and pedestrian circulation. Additional pedestrian crossing improvements, including a mid-block pedestrian crossing, were included in response to public comments.

**Environmental Effects:** Pursuant to the requirements of NEPA (42 U.S.C. § 4321 *et seq.*; 23 C.F.R. Part 771), FTA and the Los Angeles County Metropolitan Transportation Authority (LACMTA) prepared a Supplemental Environmental Assessment (EA) on July 2, 2012 to evaluate potential environmental effects of the Project. FTA served as lead agency under NEPA for the Project and LACMTA was a joint lead agency. The EA concluded that implementation of the project modifications would cause no significant adverse effects that could not be mitigated. This applies to all applicable environmental elements, including aesthetic and visual resources, air quality, biological resources, cultural resources, environmental justice, hazardous materials, land use and zoning, noise and vibration, public services and utilities, recreation and Section 4(f) resources, safety and security, social impacts, transportation and circulation. Mitigations identified in the EA had previously been identified in the FEIS.

After reviewing the EA and supporting documents, including public comments and responses to those comments, FTA finds under 23 C.F.R. § 771.121 that the proposed project, with mitigation measures LACMTA has committed to implement, will have no significant adverse impact on the environment. The record provides sufficient evidence and analysis for determining that a Supplemental Environmental Impact Statement is not required. FTA also finds, in accordance with Federal Transit Law at 49 U.S.C. § 5324(b), that an adequate opportunity to present views was given to all parties with significant economic, social, cultural, or environmental interests and that the preservation and enhancement of the environment and the interest of the community in which the Project is located were considered.

FTA has issued an errata to the EA, clarifying statements related to the number and types of property acquisitions required for the Project and a temporary construction easement proposed at the May Company Building. That errata is attached as Attachment C. The

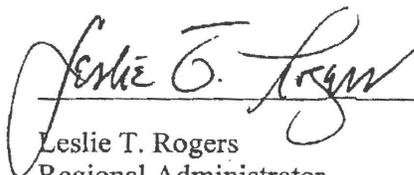
proposed action would result in two full acquisitions, 20 partial acquisitions, and nine temporary construction easements, and the demolition of the two BNSF railroad bridges. Shifting the alignment into the former BNSF ROW reduces the ROW required for the Project and avoids 29 full acquisitions, 23 partial acquisitions and 28 subsurface easements (a total of 80 parcels avoided). One of the temporary construction easements, consisting of 165 square feet, is located at the former May Company Building, now a Macy's department store, a historic property eligible for listing in the National Register of Historic Places. On June 26, 2012, FTA received concurrence from the State Historic Preservation Officer (SHPO) that the project modifications would occur within the Area of Potential Effects, as identified in the FEIS, and the project modifications would have no adverse effect on the historic property, thereby satisfying the requirements and recommendations of 36 C.F.R. Part 800. The letters of consultation with SHPO are provided in Appendix E of the EA.

The proposed project modifications, including the temporary occupancy of a 165 square foot temporary construction easement located at the former May Company Building will not result in a use of any Section 4(f) property.

As required by NEPA, a Notice of Availability (NOA) of the EA for the project modifications was mailed directly to agencies and individuals. Over 4,000 notifications were mailed and emailed to four local news publications, federal, state and local agencies, and elected officials, as well as to community organizations, stakeholders, and individuals, residents, and businesses within a quarter-mile of the project site. A complete list of agencies and organizations notified and receiving the EA is included in Section 6 of the EA. In addition, the NOA and the EA were also posted on the project web site. Hard copies of the EA were also available for public review at fifteen libraries.

The public has been afforded adequate opportunity to comment on the EA. Public comment was sought, and comments were received during the 30-day public review period from July 2 to August 2, 2012. A public hearing was also held on July 17, 2012. Ten public agencies commented on the EA. Nineteen individuals and representatives of community organizations also provided comments, five in the form of letters and e-mail and 14 provided orally at the public hearing. A summary of comments and responses to those comments is attached as Attachment A.

**Environmental Findings:** In accordance with 23 C.F.R. Part 771, finds, on the basis of the analysis, reviews, and mitigation measures discussed above, that there are no significant impacts associated with implementation of the proposed project modifications. LACMTA has incorporated mitigation measures into the Project to reduce or eliminate potentially adverse environmental impacts during the construction period on transportation, visual and aesthetics, air quality, noise and vibration, and ecosystems (modification and removal of trees).

  
\_\_\_\_\_  
Leslie T. Rogers  
Regional Administrator  
FTA Region IX

SEP 04 2012

\_\_\_\_\_  
Date



**U.S. Department  
of Transportation  
Federal Transit  
Administration**

# Attachment B

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

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**MAR 21 2013**

Mr. Arthur T. Leahy  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2592

Attention: Mr. Emmanuel Liban

Re: Environmental Determination Request;  
Crenshaw/LAX Pedestrian Undercrossing and  
Design Refinements at Florence/La Brea Station

Dear Mr. Leahy:

The Federal Transit Administration has completed its review of the March 4, 2013 letter from the Los Angeles County Metropolitan Transportation Authority and supporting documentation requesting an environmental determination in accordance with 23 CFR Part 771.115, 771.118, and 771.130(c) for the following design changes for the Crenshaw/LAX Transit Corridor Project:

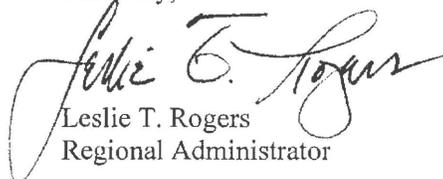
- change of a proposed mid-block at-grade pedestrian crossing to an undercrossing near the Faithful Central Bible Church,
- reconfiguration of a below-grade trench to an aerial guideway over La Brea Avenue, and
- reconfiguration of the Florence/La Brea Station from below grade to street level.

Based on the information submitted, we agree with your assessment that the proposed project changes are consistent with the criteria under the requirements for a Class II Categorical Exclusion, and neither the preparation of a Supplemental Environmental Impact Statement nor an Environmental Assessment is necessary.

Further, this review which is based on past experience with similar projects, finds that the design changes: do not induce significant environmental impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on natural, cultural, recreational, historical or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

If you have any questions, please contact Ms. Mary Nguyen of our Los Angeles Metropolitan Office at (213) 202-3960.

Sincerely,



Leslie T. Rogers  
Regional Administrator

Los Angeles County  
Metropolitan Transportation Authority

# Crenshaw/LAX Transit Corridor

Design Changes - Environmental Technical Memorandum

December 2012



**Crenshaw/LAX Transit Corridor Project  
Design Changes –  
Environmental Technical Memorandum**

**Federal Transit Administration**

**Los Angeles County Metropolitan Transportation Authority**

**December 2012**

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# Crenshaw/LAX Transit Corridor Project

## Design Changes – Environmental Technical Memorandum

### 1.0 INTRODUCTION

#### Purpose and Scope of Environmental Technical Memorandum

This environmental technical memorandum (memo) has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, and the U.S. Department of Transportation (DOT) regulation 23 Code of Federal Regulations (CFR) § 771.130, which stipulates that the Federal Transit Administration (FTA) must be immediately notified of proposed changes to the base project and determine whether additional environmental analysis is necessary before the lead agency can take any action related to the proposed changes. The purpose of this memo is to address design changes proposed to the Crenshaw/LAX Transit Corridor Project by the Los Angeles County Metropolitan Transit Authority (LACMTA) for review by the FTA in accordance with environmental procedures (23 CFR § 771.130).

The scope of the memo considers project modifications that have been made since approval of the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR, August 2011) and the FTA's issuance of the Record of Decision (ROD, December 2011) for the Crenshaw/LAX Transit Corridor Project, as well as project modifications that have been made since approval of the Supplemental Environmental Assessment (SEA, June 2012) and the FTA's issuance of a Finding of No Significant Impact (FONSI, September 2012). The cumulative collection of these reports composes the environmental record for the project. For the purposes of the memo, the project's existing documents, including the FEIS/FEIR, ROD, SEA, and FONSI, will be referred to as the "environmental record", except when clarifications are required.

#### Project Location and Setting

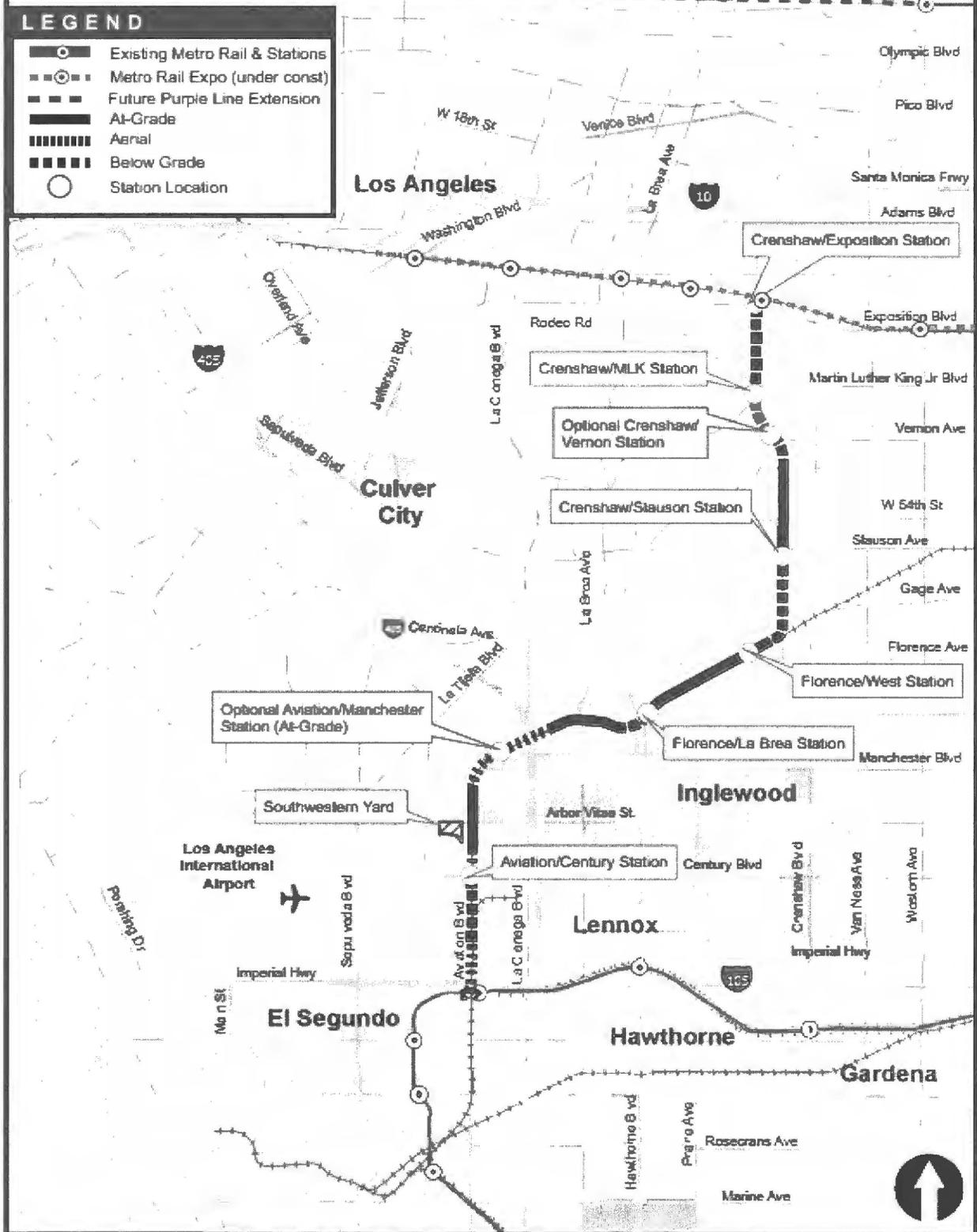
The Crenshaw/LAX Transit Corridor is located in a highly urbanized part of Los Angeles County and would encompass the cities of Los Angeles, Inglewood, and El Segundo, as well as unincorporated areas of Los Angeles County (Figure 1). The project would operate in a north/south direction between the Exposition Line (Expo Line) at the Crenshaw/Expo Station and the existing Green Line Aviation/LAX Station. From its northern terminus, the light rail transit (LRT) alignment would travel within the Crenshaw Boulevard right-of-way below-grade from Exposition Boulevard to just north of 48<sup>th</sup> Street, at-grade in the median from 48<sup>th</sup> Street to 59<sup>th</sup> Street, and below-grade from south of 59<sup>th</sup> Street to 67<sup>th</sup> Street. The LRT alignment would then travel within the Harbor Subdivision railroad right-of-way in a southwest direction, between 67<sup>th</sup> Street and the Aviation Boulevard/Manchester Avenue intersection, before heading due south and reaching its terminus at the Green Line near Imperial Highway and Aviation Boulevard. The Crenshaw/LAX Transit Corridor Project would provide transit improvements that would enhance mobility throughout the project corridor and connect it to existing transit in the region.

#### Project Description

The purpose of the Crenshaw/LAX Transit Corridor Project is to provide for the implementation of transit improvements that addresses the identified transportation needs in the corridor. The project would address the needs by expanding transit capacity in the corridor to accommodate existing and future travel demand and by providing a higher speed and reliable transit alternative that improves mobility in the corridor by connecting with or extending existing lines or transit lines under construction, such as the Green and Expo Lines.

The LRT alignment would extend approximately 8.5 miles from the Expo Line at the Crenshaw/Exposition Boulevards intersection and connect to the Green Line. The LRT alignment would be double-tracked and would be comprised of at-grade street, at-grade railroad, aerial, and below grade sections. The project would be operated using high-floor articulated vehicles, electrically powered by a overhead catenary system, and operating along a new, two-direction fixed guideway, located in both exclusive and semi-exclusive rights-of-way. The project would include six stations, two optional stations, park-and-ride and bus transfer facilities, a vehicle maintenance and operations facility, and traction power substations.

Figure 1: Existing Project



### **Description of Design Changes**

There are two design changes currently proposed by the project.

#### **1) *A Mid-Block Pedestrian Undercrossing at Faithful Central Bible Church***

This proposed design change would convert the mid-block at-grade pedestrian crossing of the LRT tracks at the Faithful Central Bible Church (FCBC) location, approximately 350 feet west of Eucalyptus Avenue, to a mid-block pedestrian undercrossing at the same location.

The environmental record determined that sidewalk improvements would be necessary at Eucalyptus Avenue in order to accommodate pedestrian movements associated with Sunday service and other major events at FCBC, in the City of Inglewood. The primary issue is that the church sanctuary (Tabernacle) is separated from the majority of the church parking (surface and structured) by the project right-of-way. Pedestrians from the church would have to pass along the existing Eucalyptus Avenue sidewalk, which is relatively narrow and shared by utility poles, in order to cross the LRT tracks.

LACMTA has had ongoing coordination with the church throughout the environmental planning and design process. Although a widening of the sidewalk and improvements to the pedestrian crossing surface were previously evaluated in the environmental record and proposed by LACMTA, the church has requested further analysis on the crossing and potential additional improvements for parishioners. LACMTA previously proposed the addition of a mid-block at-grade pedestrian crossing of the project approximately 350 feet west of Eucalyptus Avenue. The crossing would be a supplementary pedestrian crossing for the church, connecting the Tabernacle area on the north to church parking lots south of the project alignment. The primary access between the Tabernacle and the parking lots would continue to be the public sidewalk along the west side of Eucalyptus Avenue. Subject to review and approval by the CPUC, the crossing would be designated as a private crossing with locked gates on both sides of the right-of-way to be used for special church events with high pedestrian volumes, such as Sunday church services and large funeral events or other special events. The church would control when the gates would be unlocked for use. As shown in **Figure 2**, the crossing would be approximately 20 feet wide and would have proper equipment, including a pedestrian gate arm, safety gates and visual and audible crossing warnings. The mid-block pedestrian crossing was cleared in the SEA as part of the environmental record (June 2012).

The proposed design change would create a pedestrian undercrossing rather than an at-grade pedestrian crossing at the same mid-block location. This proposed design change would enable church users to walk from the parking lot to the Tabernacle through a pedestrian undercrossing (or tunnel). This design change allows for increased pedestrian safety as church visitors are routed beneath the LRT tracks and avoid pedestrian queuing and pedestrian-vehicle conflict. The church would maintain control over access to the pedestrian undercrossing, which would be locked when not in use.

The mid-block pedestrian undercrossing at FCBC would cost an additional \$2.2 million to implement when compared to the mid-block at-grade pedestrian crossing at the same location, which has an estimated cost of \$200,000. A preliminary drawing of the proposed mid-block pedestrian undercrossing is shown in **Figure 3**.

#### **2) *Aerial Guideway Over La Brea Avenue***

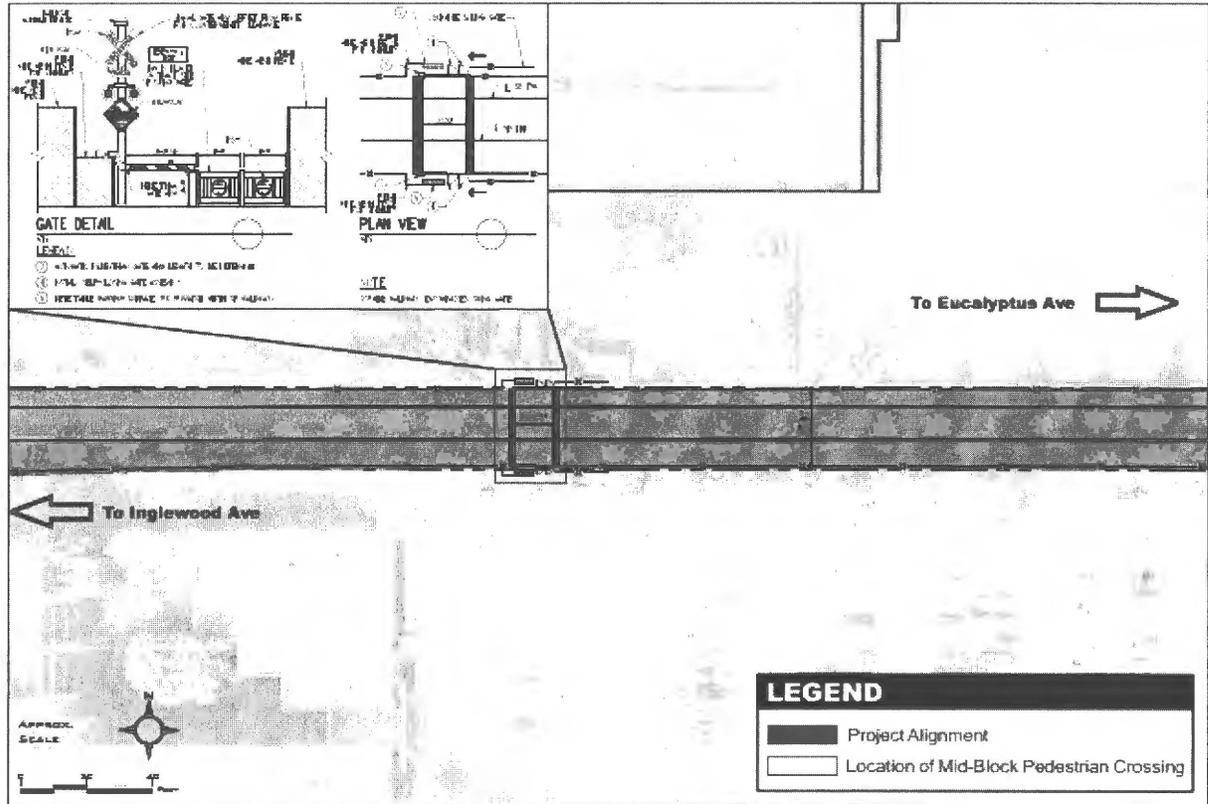
This proposed design change would convert the grade separation at La Brea Avenue from a below-grade LRT crossing to an aerial guideway. The below-grade configuration referred to in this memo was cleared as the approved project by the LACTMA board. The environmental record also examined an aerial configuration over La Brea Avenue in the DEIS/DEIR. This aerial segment was considered part of the Base LRT Alternative, was assumed during circulation of the DEIS/DEIR, and adopted as the Locally Preferred Alternative by the LACMTA Board.

The aerial configuration considered in the DEIS/DEIR transitioned from at-grade to aerial east of La Brea Avenue near Market Street and west of Eucalyptus Avenue. The aerial alignment evaluated in the DEIS/DEIR extended to a height of approximately 50 feet to provide clearance from the Burlington Northern Santa Fe Railroad (BNSF) freight rail tracks.

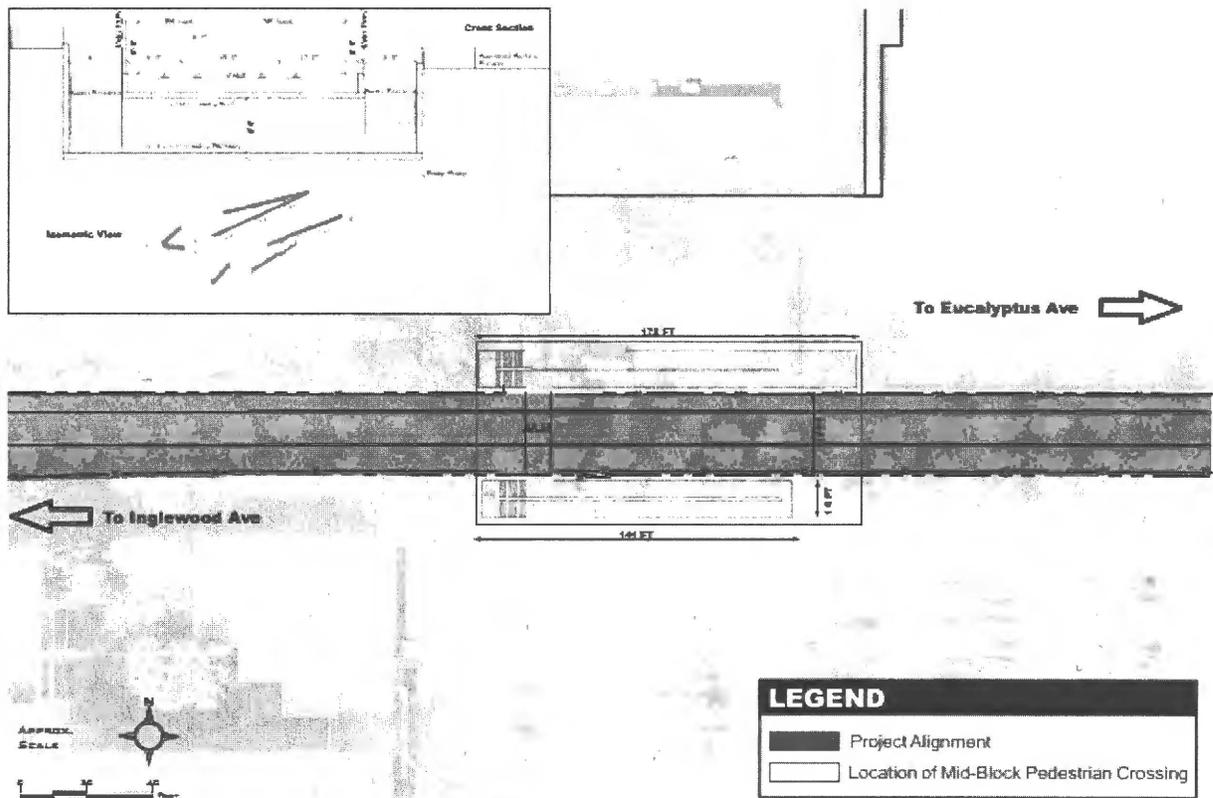
During the advanced conceptual design phase of the project, it was determined that potential seismic constraints, from the Newport-Inglewood Fault Zone, would prohibit the construction of a station at or immediately adjacent to La Brea Avenue.

**Figure 2**

Faithful Central Bible Church At Grade Mid-Block Pedestrian Crossing



**Figure 3**  
 Faithful Central Bible Church Mid-Block Pedestrian Undercrossing



As part of value engineering for the design build process, the station location was moved further east where the alignment came back to grade near Market Street, and the crossing at La Brea Avenue was changed from an aerial configuration to a below-grade trench configuration to provide potential cost savings. Without a station adjacent to La Brea Avenue, the trench section eliminated the need for a relatively long and high structure required to avoid BNSF freight clearance requirements. No adverse effects were determined to occur for the aerial guideway evaluated in the environmental record and no public comments were received related to the La Brea Avenue crossing.

The currently proposed aerial guideway across La Brea Avenue became feasible after LACMTA and BNSF negotiated the abandonment of the freight tracks. The BNSF abandonment allows the aerial guideway to be constructed at a much lower elevation (approximately 25 feet). Lowering the height of the aerial guideway would also require a shorter aerial segment (approximately 1,000-feet shorter than the original aerial structure assumed in the DEIS/DEIR), as the guideway would transition back to grade level sooner on the west side of La Brea Avenue, east of Ivy Street.

As part of the design change, the Florence/La Brea Station, located in the same location approved as part of the project, is proposed to be at-grade and level with Florence Avenue, instead of approximately 17-feet below Florence Avenue. This design change would also include retaining walls approaching each side of La Brea Avenue. **Figure 4** depicts the aerial guideway design change. The cost savings associated with this option would be approximately \$10 million.

The currently proposed design change would provide significant improvements in station design, access and visibility as it would be at street level and along the well-trafficked La Brea Avenue thoroughfare. The proposed design change would also improve the gateway area to the City of Inglewood's commercial district and enhance opportunities for future transit-oriented development in the City. Additionally, substantial cost-savings benefits are associated with the proposed design change, including decreased construction costs, as a result of the following:

- Shortening the length and height of the approved aerial alignment - an estimated \$7.6 million cost savings
- Eliminating the required relocation of city-owned utilities currently within the LACMTA right-of-way - an estimated \$3 million cost savings

To date, the environmental record for the project has analyzed project features relevant to the currently proposed design changes including the pedestrian crossing of the LRT tracks at FCBC, and below-grade separation at La Brea Avenue. The project's environmental record determined that these previously proposed actions would not result in adverse social, economic, or environmental impacts.

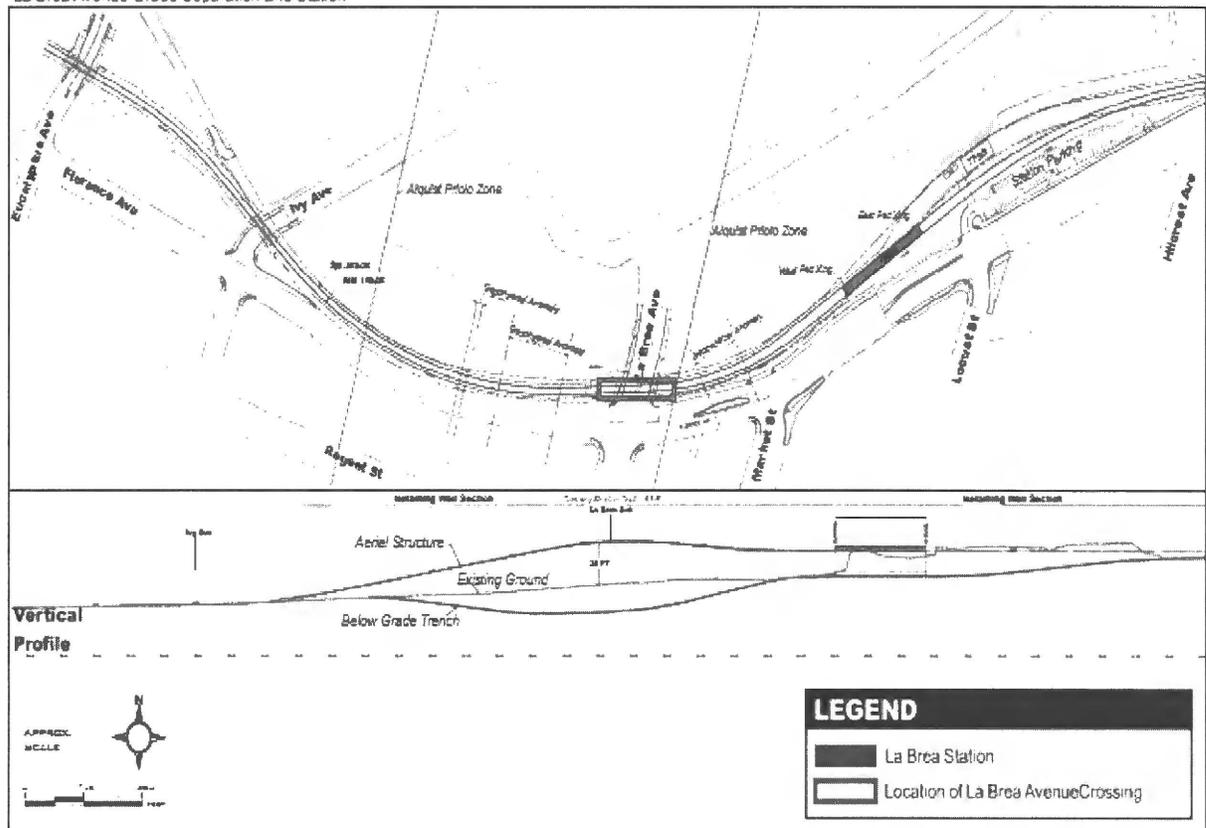
## 2.0 IMPACTS AND MITIGATION

This memo identifies the impacts associated with the currently proposed design changes and, where potential effects exist, identifies recommended mitigation measures. The following sections confirm that the proposed design changes would not result in new or substantially more severe impacts, and that the project's environmental record has identified all impacts and mitigation measures associated with the project, including impact evaluations associated with the mid-block pedestrian crossing, and grade separation at La Brea Avenue.

As part of the previous environmental analyses conducted for the project, the following topics were considered in the environmental record, but no potential new effects were identified. Therefore, there is no further discussion regarding these issues in this memo.

- **Economics and Fiscal Effects:** The proposed mid-block pedestrian undercrossing and the proposed aerial guideway would have no new adverse effects related to economics and fiscal effects. The mid-block undercrossing would have no new fiscal impact while the aerial guideway would create a gateway effect to Downtown Inglewood, helping to define a sense of place and increase the attractiveness of development in the area. While the retaining wall would block potential site lines along La Brea Avenue which could influence exposure to signage, the businesses within this segment are community oriented and their locations are known to residents and their business associates. Therefore, the proposed mid-block pedestrian undercrossing and aerial guideway would have no effect on economic and fiscal conditions.

**Figure 4**  
 La Brea Avenue Grade Separation and Station



- **Ecosystems (Vegetation and Wildlife):** The proposed mid-block pedestrian undercrossing and the proposed aerial guideway would have no new adverse effect related to ecosystems. The proposed design changes would not occur in areas of native habitat or have an effect on sensitive species. No additional trees would be damaged or removed as a result of the proposed design changes, and as a result, the proposed design changes would not have a significant impact on biological resources. Therefore, no additional analysis is needed and no adverse effects related to ecosystems would occur.
- **Energy:** The proposed mid-block pedestrian undercrossing and the proposed aerial guideway would have no new adverse effects related to energy. Operation of the mid-block pedestrian undercrossing would require additional lighting and drainage provisions by use of sump pumps than the mid-block at-grade pedestrian crossing previously analyzed. However, the increase in energy usage would be negligible when compared to the overall energy usage of the project and would not result in an inefficient use of energy. The proposed aerial guideway would require less energy for lighting and drainage than underground scenario previously analyzed since an aerial guideway would no longer require lighting. Therefore, no additional analysis is needed and no adverse effects related to energy would occur.
- **Geotechnical/Subsurface/Seismic/Hazardous Materials:** The operation of the proposed mid-block pedestrian undercrossing and aerial guideway would have no new adverse effects related to geology, soils, and hazardous materials. The seismic hazards, ground shaking resulting from an earthquake occurring along any of several major active faults in Southern California, and subsurface gases from oil fields would not be affected by the mid-block pedestrian undercrossing or aerial guideway. Operation of the mid-block crossing and aerial guideway would not result in the exposure to hazardous materials or cause unstable soil conditions. Therefore, no additional analysis is needed and no adverse effects related to geology, soils, and hazardous materials would occur.
- **Public Services:** The proposed mid-block pedestrian undercrossing and the proposed aerial guideway would have no new adverse effects related to public services. No facilities would be displaced by the proposed design changes. Given the limited scope and scale of the proposed design changes and the absence of public service and emergency facilities adjacent to the locations where these actions would be implemented, the proposed design changes would not interfere with the provision of emergency or other public services. Therefore, no additional analysis is needed and no adverse effects related to public services would occur.
- **Safety and Security:** Pedestrian safety would be improved with the mid-block undercrossing as potential pedestrian vehicular conflict would be eliminated to FCBC patrons when the undercrossing is in use. The mid-block undercrossing would be lit and would contain access ramps that comply with ADA requirements. Access to the undercrossing would be secured and controlled by FCBC and it is anticipated that the undercrossing would only be open to handle peak events. The undercrossing would be gated when not in use and would not result in impacts to safety and security. The aerial guideway would be lit beneath the overcrossing and would be more visible than the below-grade trench configuration. By continuing to be grade-separated, no impacts to safety and security would occur. The proposed new station configuration would be level with Florence Avenue and would result in more visibility than the previously identified station configuration which would be approximately 17 feet below Florence Avenue. This would lead to an environment that is easier to monitor and be seen. No adverse effects to safety and security would occur for the aerial guideway.
- **Section 4(f):** The proposed mid-block pedestrian undercrossing and the proposed aerial guideway would have no new adverse effects related to Section 4(f). The proposed design changes would not result in a use of a Section 4(f) resource. No wildlife or waterfowl refuges exist in the vicinity of the project alignment. Further discussion of effects on historical sites is included below under Historic (Section 106), Cultural, and Archaeological Resources. The proposed design changes would have no effect on parklands or recreational facilities. Therefore, no additional analysis is needed and no adverse effects related to Section 4(f) resources would occur.
- **Utilities:** No utility relocation or new effects on utility service would occur as a result of the proposed mid-block pedestrian undercrossing and the proposed aerial guideway. Measures to protect utility service and provide proper notification in case of temporary disruption would still be implemented as part of the modifications. Therefore, no additional analysis is needed and no adverse effects related to utilities would occur.

- **Water Resources:** The proposed mid-block pedestrian undercrossing and the proposed aerial guideway would have no new adverse effects related to municipal water supply, flooding, local surface water bodies, groundwater resources, local drainage basins, or water quality. The scope of the proposed design changes would not modify the existing conditions, would not affect or require the relocation of storm drains and fire hydrants, or include actions that would further affect water quality, water supply, or hydrology at a local or regional level. Therefore, no additional analysis is needed and no adverse effects related to water resources would occur.

The environmental issues listed below could potentially result in new effects from implementation of the proposed mid-block pedestrian undercrossing and the proposed aerial guideway. The following sections describe potential impacts specific to each design change and list the mitigation measures identified in the environmental record that are pertinent to the design changes.

## 2.1 TRANSPORTATION

### Impacts

#### 2.1.1 Mid-Block Pedestrian Undercrossing

The environmental record (Section 3 of the SEA, June 2012) addressed transportation impacts resulting from an at-grade mid-block pedestrian crossing. The proposed mid-block pedestrian undercrossing would be in the same location, approximately 350 feet west of Eucalyptus Avenue, and solely dedicated to pedestrian use. The proposed design change would create an improved pedestrian flow for the major source of pedestrian activity at the church as pedestrians would not have to wait during train crossings and could instead flow proceed without interruption beneath the alignment. The proposed design change would not have an effect on vehicular circulation. No adverse effects related to transportation would occur from the proposed mid-block pedestrian undercrossing. Therefore, operation of the proposed mid-block pedestrian undercrossing would not result in any transportation impacts that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

#### 2.1.2 Aerial Guideway Over La Brea Avenue

The environmental record (Section 3.2 of the FEIS/FEIR, DEIS/DEIR) addressed transportation impacts resulting from the project. The environmental record found that the project would provide new LRT service in the Crenshaw/LAX Transit Corridor, and that the project improved transit service in terms of faster and more reliable service compared to the No-Build Alternative. The aerial guideway would continue to be grade-separated at La Brea Avenue and would not affect the flow of vehicular traffic. Operation of the proposed aerial guideway would not result in any transportation impacts that would exceed those already analyzed under either the below grade or aerial alignment, identified in the environmental record. Therefore, no adverse effects related to transportation would occur from the proposed aerial guideway.

### Mitigation Measures

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe transportation impacts that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

## 2.2 COMMUNITIES AND NEIGHBORHOODS

### Impacts

#### 2.2.1 Mid-Block Pedestrian Undercrossing

The environmental record (Section 3 of the SEA, June 2012) addressed community impacts resulting from an at-grade mid-block pedestrian crossing. The proposed mid-block pedestrian undercrossing would improve the function of an important community resource. No significant displacement or disruption to the local community, business, or residents would occur from the proposed design change. Therefore, no adverse effects related to communities and neighborhoods would occur from the proposed mid-block pedestrian undercrossing. Operation of the proposed mid-block pedestrian undercrossing would not result in any impacts to communities and neighborhoods that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

### **2.2.2 Aerial Guideway Over La Brea Avenue**

The environmental record (Section 4 of the FEIS/FEIR, DEIS/DEIR) addressed impacts to communities and neighborhoods resulting from the project. The environmental record analyzed a below-grade (FEIS/FEIR) and aerial alignment (DEIS/DEIR) and determined that neither would create additional barriers or disruption in the existing established communities and neighborhoods, as they would be grade-separated and operate along an existing freight railway and not affect traffic flow on La Brea Avenue.

The currently proposed aerial guideway would continue to be grade-separated and maintain traffic flow along La Brea Avenue. The proposed aerial guideway would not alter or block access to any community assets, displace on- or off-street parking spaces, negatively impact economic development, result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation. No adverse environmental effects are anticipated related to communities for the design options. Operation of the proposed aerial guideway would not result in impacts to communities and neighborhoods that would exceed those already analyzed under the aerial alignment, identified in the environmental record.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to communities and neighborhoods that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

## **2.3 LAND USE**

### **Impacts**

#### **2.3.1 Mid-Block Pedestrian Undercrossing**

The environmental record (Section 3 of the SEA, June 2012) addressed land use impacts resulting from an at-grade mid-block pedestrian crossing. The proposed mid-block pedestrian undercrossing would improve the function of FCBC and the adjacent parking lot land use by enhancing accessibility. Some of the FCBC property that is currently used as parking would be repurposed as ramps for pedestrian access to the undercrossing. No adverse effects related to land use would occur from the proposed mid-block pedestrian undercrossing. Operation of the proposed mid-block pedestrian undercrossing would not result in any new or more substantially, severe land use impacts that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

#### **2.3.2 Aerial Guideway Over La Brea Avenue**

The environmental record (Section 4.1 of the FEIS/FEIR, DEIS/DEIR) addressed impacts to land use resulting from the project. The environmental record analyzed the below-grade (FEIS/FEIR) and aerial alignment (DEIS/DEIR) and determined that the project would be compatible with light industrial and manufacturing land uses exist along the railroad right-of-way and Florence Avenue. The environmental record concluded that for both the below-grade and aerial alignment configurations, the station areas could likely undergo substantial land use changes because of their proximity to downtown Inglewood and the emerging trend of development and redevelopment in the area. Furthermore, due to the location of each station area, future pedestrian access to downtown Inglewood and City Hall would be enhanced through increased mobility.

The currently proposed aerial guideway at La Brea Avenue and associated station that would be at street level would increase the accessibility and visibility of the station entrance, which could lead to further development of adjacent street-level pedestrian-oriented uses. Additionally, this development would be consistent with the City of Inglewood's land use goals and policies of creating a vibrant downtown area. No adverse effects associated with land uses around the aerial guideway area are anticipated. Operation of the proposed aerial guideway would not result in any land use impacts that would exceed those already analyzed under the aerial alignment, identified in the environmental record.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to land use that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

## 2.4 ACQUISITIONS AND DISPLACEMENTS

### Impacts

#### 2.4.1 *Mid-Block Pedestrian Undercrossing*

The environmental record (Section 3 of the SEA, June 2012) addressed acquisition and displacement impacts resulting from an at-grade mid-block pedestrian crossing. No property acquisition from FCBC would be required to accommodate ramps for the mid-block pedestrian undercrossing, as the ramps would be built and then owned by FCBC. However, a right-of-entry would be required to build these ramps and to provide access to Metro for periodic inspections of the undercrossing structure. Right-of-entry would occur temporarily, in coordination with the FCBC, and would not result in adverse effects from acquisition. Operation of the mid-block pedestrian undercrossing would satisfy FCBC concerns about circulation and would not affect the function or use of FCBC. Operation of the proposed mid-block pedestrian undercrossing would not result in any acquisitions and displacements impacts that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

#### 2.4.2 *Aerial Guideway Over La Brea Avenue*

The environmental record (Sections 4.2 of the FEIS/FEIR and DEIS/DEIR) addressed impacts related to acquisitions and displacement resulting from the project. The environmental record (FEIS/FEIR) stated that private property acquisitions would not be required as part of the below-grade or aerial configurations over La Brea Avenue. The currently proposed aerial guideway would not require acquisitions or impact properties different from, or in addition to, those previously analyzed. As a result, no adverse effects related to displacement and relocation would occur. Operation of the proposed aerial guideway would not result in any acquisitions and displacements impacts that would exceed those already analyzed under the aerial alignment, identified in the environmental record.

### Mitigation Measures

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to acquisitions and displacements that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

## 2.5 VISUAL RESOURCES AND AESTHETICS

### Impacts

#### 2.5.1 *Mid-Block Pedestrian Undercrossing*

The environmental record (Section 3 of the SEA, June 2012) addressed visual resources and aesthetics resulting from an at-grade mid-block pedestrian crossing. The visual effects associated with a mid-block pedestrian crossing would not be adverse because the alignment would be in an existing railroad right-of-way and compatible with surrounding commercial and industrial land uses.

The mid-block pedestrian undercrossing would be constructed approximately 350 feet west of Eucalyptus Avenue and would be less visible than the at-grade mid-block pedestrian crossing most of the crossing would occur underneath the tracks. Additional railing and sidewalks would be required for the ramps to access the undercrossing; however, these features would be compatible with existing pedestrian infrastructure and the adjacent parking lot and no adverse effects would occur. Operation of the proposed mid-block pedestrian undercrossing would not result in any impacts to visual resources and aesthetics that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

#### 2.5.2 *Aerial Guideway Over La Brea Avenue*

The environmental record (Sections 4.4 of the FEIS/FEIR, DEIS/DEIR) addressed impacts to visual resources and aesthetics resulting from the grade separation at La Brea Avenue. The environmental record (DEIS/DEIR) determined that the aerial alignment would operate within the railroad right-of-way, an industrial area north of Florence Avenue, but would not affect visual resources or community character. The environmental record stated that the aerial alignment would be compatible with the existing character of Downtown Inglewood which has several distinct features that add height and dimension to the streetscape, including the Inglewood Civic Center, County Courthouse and adjacent mid-rise office towers.

The proposed design change would not create additional impacts to visual resources and aesthetics as the design change would be smaller in scale (shorter length and lower height) and mass, as compared to the previously proposed aerial guideway. Therefore, no adverse effects to visual resources and aesthetics are associated with the proposed aerial guideway. Operation of the proposed aerial guideway would not result in any visual resource and aesthetics impacts that would exceed those already analyzed under the aerial alignment, identified in the environmental record.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to visual resources and aesthetics that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

## **2.6 AIR QUALITY**

### **Impacts**

#### **2.6.1 Mid-Block Pedestrian Undercrossing**

The environmental record (Section 3 of the SEA, June 2012) addressed air quality impacts resulting from an at-grade mid-block pedestrian crossing. Operational air quality effects for the project were based on vehicle miles traveled (VMT). The mid-block pedestrian undercrossing would not affect vehicular circulation on local streets which would change VMT, and would, therefore, have no impact on air quality. Operation of the proposed mid-block pedestrian undercrossing would not result in any new or more substantially, severe air quality impacts that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

#### **2.6.2 Aerial Guideway Over La Brea Avenue**

The environmental record (Sections 4.5 of the FEIS/FEIR, DEIS/DEIR) addressed impacts to air quality resulting from the project. The environmental record (FEIS/FEIR) found that a grade separation at La Brea Avenue would decrease mobile source emissions when compared to baseline (No-Build Alternative). The proposed design change would continue to be grade separated and would not alter the previously estimated air quality emissions. Operation of the proposed aerial guideway would not result in any air quality impacts that would exceed those already analyzed under the aerial configuration and identified in the environmental record.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to air quality that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

## **2.7 NOISE AND VIBRATION**

### **Impacts**

#### **2.7.1 Mid-Block Pedestrian Undercrossing**

The environmental record (Section 3 of the SEA, June 2012) addressed noise and vibration impacts resulting from an at-grade mid-block pedestrian crossing. The mid-block pedestrian undercrossing would no longer require California Public Utilities Commission right-of-way crossing features, including warning bells, as church pedestrians would travel under the tracks. This would result in less operational noise than identified in the environmental record and no adverse noise effects related to noise and vibration would occur. Operation of the proposed mid-block pedestrian undercrossing would not result in any new or more substantially, severe noise and vibration impacts that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

#### **2.7.2 Aerial Guideway Over La Brea Avenue**

The environmental record (Sections 4.6 of the FEIS/FEIR, DEIS/DEIR) addressed impacts to noise and vibration resulting from grade-separated crossing of La Brea Avenue. The environmental record (DEIS/DEIR) found that the aerial alignment would not result in moderate or adverse noise and vibration effects to sensitive receptors near the La Brea Avenue grade separation. The proposed design change would

continue to be grade-separated and would not require warning bells that would be required for an at-grade crossing. Therefore, no adverse effects related to noise and vibration would occur from the proposed aerial guideway. Operation of the proposed aerial guideway would not result in any noise and vibration impacts that would exceed those already analyzed under the aerial alignment, identified in the environmental record.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to noise and vibration that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

## **2.8 HISTORIC (Section 106), CULTURAL, AND ARCHAEOLOGICAL RESOURCES**

### **Impacts**

#### **2.8.1 Mid-Block Pedestrian Undercrossing**

The environmental record (Section 3 of the SEA, June 2012) addressed impacts to historic, cultural, and archaeological resources resulting from an at-grade mid-block pedestrian crossing. The proposed mid-block pedestrian undercrossing would require additional excavation to a depth of approximately 9 feet required for the pedestrian ramps to access the undercrossing. The mid-block undercrossing would not affect significant architectural or historical resources identified in the area of potential affect for the project. In this area of the alignment, there are no known archaeological resources which would potentially be unearthed. Therefore, no adverse effects related to historic, cultural, and archaeological resources would occur from the proposed mid-block pedestrian undercrossing. Mitigation measures were identified in the environmental record in the unlikely event that a cultural resource is discovered. The proposed mid-block pedestrian undercrossing would not result in any new or more substantially, severe impacts to historic, cultural, and archaeological resources that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

#### **2.8.2 Aerial Guideway Over La Brea Avenue**

The environmental record (Sections 4.11 of the FEIS/FEIR, DEIS/DEIR) addressed impacts to historic, cultural, and archaeological resources resulting from a below-grade crossing at La Brea Avenue. There are no identified cultural resources which would be directly or indirectly affected by the aerial structure. In addition, the aerial guideway would require much less excavation than the below-grade crossing. Therefore, no adverse effects related to historic, cultural or archeological would occur. Operation of the proposed aerial guideway would not result in any historic, cultural or archeological resource impacts that would exceed those already analyzed under the aerial alignment, identified in the environmental record.

#### **Mitigation Measures**

No adverse effects related to historic, cultural or archeological resources would occur from the proposed mid-block pedestrian undercrossing and aerial guideway. However, mitigation measures were identified in the environmental record in the unlikely event that a cultural resource is discovered. Mitigation Measures **CR1** and **CR2**, identified in the environmental record (and listed below), will ensure that no adverse effects would occur.

**CR1 Treatment of Undiscovered Archaeological Resources.** Construction personnel shall be informed of the potential for encountering significant archaeological and paleontological resources along Crenshaw Boulevard in the vicinity of the Crenshaw/King Station, and instructed in the identification of fossils and other potential resources. All construction personnel shall be informed of the need to stop work on the project site until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Monitors with Native American qualifications shall be used at a minimum for construction within a 1/4 mile of the Crenshaw/King Station. If human remains are encountered during construction, all work shall cease in the area of potential affect and the Los Angeles County Coroner's Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and reburial, if necessary.

A detailed CRMMP has been prepared. Implementation of a CRMMP during ground disturbance in highly sensitive archaeological areas would ensure that cultural resources are identified and adequately protected. If cultural resources are discovered or if previously identified resources are affected in an unanticipated manner, the Monitoring Plan would also ensure that such resources receive mitigation to reduce the impact to less-than-significant levels. This plan would include, but not be limited to, the following elements:

- Worker training
- Archaeological monitoring
- The scientific evaluation and mitigation of archaeological discoveries
- Native American participation, as needed
- Appropriate treatment of human remains, if applicable
- Reporting of monitoring and mitigation results

**CR2 Paleontological Monitoring.** A qualified paleontologist shall produce a Paleontological Monitoring and Mitigation Plan (PMMP) for the proposed project and supervise monitoring of construction excavations. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules shall be made. All project-related ground disturbances that could potentially affect previously undisturbed Quaternary older alluvial deposits shall be monitored by a qualified paleontological monitor under the supervision of a qualified paleontologist on a full-time basis because these geologic units are determined to have a high paleontological sensitivity. Very shallow surficial excavations (less than 5 feet) within areas of previous disturbance or areas mapped as Quaternary younger alluvial deposits or Artificial fill shall be monitored on a part-time basis to ensure that underlying sensitive units (i.e., older alluvium) are not adversely affected. The location of subsurface sensitive sediments shall be determined by the qualified paleontologist upon review of project grading plans.

Paleontological monitors shall be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data to prevent construction delays. This equipment shall include handheld global positioning system (GPS) receivers, digital cameras and cell phones, as well as a tool kit containing specimen containers and matrix sampling bags, field labels, field tools (awls, hammers, chisels, shovels, etc.) and plaster kits. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

Any collected fossils shall be transported to a paleontological laboratory for processing where they will be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis and repositied in a designated paleontological curation facility (such as the Natural History Museum of Los Angeles County).

The qualified paleontologist shall prepare a final monitoring and mitigation report to be filed, at a minimum with LACMTA and the repository. The final report shall include, but not be limited to, a discussion of the results of the mitigation and monitoring program, an evaluation and analysis of the fossils collected (including an assessment of their significance, age and geologic context), an itemized inventory of fossils collected, a confidential appendix of locality and specimen data with locality maps and photographs, an appendix of curation agreements and other appropriate communications, and a copy of the project-specific paleontological monitoring and mitigation plan.

## 2.9 PARKLANDS AND RECREATIONAL FACILITIES

### Impacts

#### 2.9.1 Mid-Block Pedestrian Undercrossing

The environmental record (Section 3 of the SEA, June 2012) addressed parkland and recreational impacts resulting from an at-grade mid-block pedestrian crossing. The mid-block pedestrian undercrossing would not result in the acquisition or access and function of parks or recreational facilities. Therefore, no adverse effects related to parklands and recreational facilities would occur from the proposed mid-block pedestrian undercrossing. Operation of the proposed mid-block pedestrian undercrossing would not result in any

impacts to parks and recreational facilities that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record.

### **2.9.2 Aerial Guideway Over La Brea Avenue**

The environmental record (Sections 4.12 of the FEIS/FEIR, DEIS/DEIR) addressed impacts to parklands and recreational facilities resulting from the grade separation and associated station at La Brea Avenue. The station at La Brea Avenue is located approximately one-half-mile west of the Edward Vincent Jr. Park and the LRT would potentially make this and other parklands and community facilities more accessible. However, operation of the LRT would not create a demand of such magnitude that parklands and recreational facilities would be overburdened by increased useage.

The proposed aerial guideway and station would not change access or function of parklands and recreational facilities and would consequently have no impact on the demand or the use of existing neighborhood and regional parks or other community facilities. Operation of the proposed aerial guideway would not result in parklands and recreational facilities impacts that would exceed those already analyzed under the aerial alignment, identified in the environmental record.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to parklands and recreational facilities that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

## **2.10 CONSTRUCTION**

The following is expected to result from construction activities associated with both the proposed mid-block pedestrian undercrossing and aerial guideway over La Brea:

### **2.10.1 Transportation**

#### **Impacts**

##### *Mid-Block Pedestrian Undercrossing*

The mid-block pedestrian undercrossing would be designated as a private crossing as it would allow pedestrian access between two parking lots owned by FCBC. Construction of the proposed design change would not affect circulation local streets such as Eucalyptus Avenue and/or Florence Avenue and impacts to circulation would not be adverse. During construction, four to six parking spaces will be permanently placed out of service thereby incrementally decreasing the parking supply. FCBC has a supply of over 1,000 parking spaces and, with the request for the underground crossing being made by FCBC, the loss of parking would not be adverse. Therefore, construction of the mid-block pedestrian undercrossing would not result in transportation impacts that would exceed those already identified in the environmental record.

##### *Aerial Guideway Over La Brea Avenue*

Construction of the proposed aerial guideway would not affect local parking, but would include temporary road and sidewalk closures. Such closures were assumed for the below-grade crossing and the initial aerial configuration and would not result in any new or more substantially, severe impacts to transportation that would exceed those already identified in the environmental record.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would be included in the existing traffic management plan required for the Crenshaw/LAX Transit Corridor Project, so that any potential effects resulting from these actions are minimized to the extent feasible. Mitigation Measures T2 and T3 listed below shall be applied to the proposed project design changes. With implementation of mitigation, no adverse construction effects related to transportation would occur from the proposed project modifications.

**T-2** LACMTA shall prepare a traffic management plan to facilitate the flow of traffic in and around the construction zone. This traffic management plan shall identify a community liaison and include the following measures:

- Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during the off-peak hours;

- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas;
  - Where feasible, temporarily re-stripe roadway to maximize the vehicular capacity at those locations affected by construction closures;
  - Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures;
  - Where feasible, station traffic control officers should be at major intersections during peak hours to minimize delays related to construction activities;
  - Develop and implement an outreach program to inform the general public about the construction process and planned roadway closures; and
  - Develop and implement a program with business owners to minimize impacts to businesses during construction activity, including but not limited, to signage programs.
- T-3** LACMTA shall include in the traffic management plan measures that minimize any potential adverse effects to pedestrian movement in the corridor and to maximize pedestrian safety to the extent feasible.

## 2.10.2 Land Use and Development Impacts

### Impacts

#### *Mid-Block Pedestrian Undercrossing*

The staging of equipment, and the stockpiling or hauling of dirt and material associated with the construction of proposed mid-block pedestrian undercrossing would result in a construction duration of approximately three months longer (than what was assumed in the proposed mid-block at-grade crossing) but would not affect the land use compatibility of the surrounding primary industrial area. Construction would be temporary and the proposed design change would not result in an increase of the overall project schedule or an increased intensity of construction which would result in permanent adverse effects to surrounding land uses. There is no new and/or change in effect beyond what was determined in the environmental record (FEIS/FEIR).

#### *Aerial Guideway Over La Brea Avenue*

Construction of proposed aerial guideway would not affect the land use compatibility of the surrounding commercial and municipal uses. The construction period and level of intensity would be similar to what was assumed in the environmental record. The proposed design change would not result permanent adverse impacts to the surrounding land uses. There is no new and/or change in effect beyond what was determined in the environmental record (DEIS/DEIR).

### Mitigation Measures

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to land use and development. Therefore, no additional mitigation is required.

## 2.10.3 Displacement and Relocation

### Impacts

#### *Mid-Block Pedestrian Undercrossing*

The construction of the proposed mid-block pedestrian undercrossing would require temporary construction easements for access ramps and to tie into small areas of the adjacent church parking lots. FCBC would maintain control of access to the ramps and undercrossing once construction is completed. No adverse effects from acquisition would occur. Construction of the proposed mid-block pedestrian undercrossing would not result in any new or more substantially, severe impacts to displacement and relocation than previously identified in the environmental record.

#### *Aerial Guideway Over La Brea Avenue*

The construction of the proposed aerial guideway would require temporary easements but would not displace businesses beyond those previously identified in the environmental record and the property would be returned to the owner after completion of construction. Construction of the proposed aerial guideway

would not result in any new or more substantially, severe impacts to displacement and relocation than previously identified in the environmental record.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to displacement and relocation. Therefore, no additional mitigation is required.

### **2.10.4 Community and Neighborhood**

#### **Impacts**

##### *Mid-Block Pedestrian Undercrossing*

Neighborhoods adjacent to the proposed mid-block pedestrian undercrossing would not be adversely affected by construction activities. Access would continue to be available to neighborhoods for both residents and emergency response. No adverse construction effects related to communities and neighborhoods would occur from the proposed design change. Construction of the proposed mid-block pedestrian undercrossing would not result in any new or more substantially, severe impacts to communities and neighborhoods than previously identified in the environmental record.

##### *Aerial Guideway Over La Brea Avenue*

The proposed aerial guideway is primarily adjacent to commercial and industrial uses. The surrounding neighborhoods would be disrupted and detoured for short nighttime closure periods during construction, but access would continue to be available to neighborhoods for both residents and emergency response at all times. No adverse construction effects related to communities and neighborhoods would occur from the proposed design change. Construction of the proposed aerial guideway would not result in any new or more substantially, severe impacts to communities and neighborhoods than previously identified in the environmental record.

#### **Mitigation Measures**

Transportation, air quality, and noise and mitigation measures identified in the FEIS/FEIR would ensure that traffic, air quality and noise construction effects to communities and neighborhoods would remain not adverse from the proposed design change. Therefore, no additional mitigation is required.

### **2.10.5 Visual Quality**

#### **Impacts**

##### *Mid-Block Pedestrian Undercrossing*

No additional vegetation beyond what was identified in the environmental record would be removed as a result of the proposed mid-block pedestrian undercrossing. Construction of the mid-block crossing would require the creation of a small staging area for equipment, and paving materials. It is anticipated that this area would be primarily located within the existing LACMTA right-of-way and no adverse effects related to visual impacts would occur. Construction of the proposed mid-block pedestrian undercrossing would not result in any new or more substantially, severe impacts to visual quality than previously identified in the environmental record.

##### *Aerial Guideway Over La Brea Avenue*

No additional vegetation beyond what was identified in the environmental record would be removed as a result of the proposed aerial guideway. The proposed aerial guideway would be lesser in scale and mass than the previously proposed aerial alignment and no adverse visual effects related would occur from the proposed design change. Construction of the proposed aerial guideway would not result in any new or more substantially, severe impacts to visual quality than previously identified in the environmental record.

#### **Mitigation Measures**

Mitigation Measures **V1** through **V4** and **CON1** through **CON3** identified in the environmental record would reduce construction effects on visual and aesthetic resources resulting from proposed project modifications to not adverse. Therefore, no additional mitigation is required.

- V1** To minimize visual clutter, integrate system components, and reduce the potential for conflicts between the transit system and adjacent communities, design of the system stations and components shall follow the recommendations and principles developed in the project urban design explorations to the extent feasible. These principles include, but are not limited to: 1) preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and landscaping; and 2) promote a sense of place, safety, and walkability by providing street trees, walkways or sidewalks, lighting, awnings, public art, and/or street furniture. Prior to final design, community input shall also be used to help achieve these guidelines.
- V2** At locations where existing land uses or vegetation is removed and neighboring residential or sensitive uses are exposed to new views of the transit system, additional landscaping shall be provided within the right-of-way or in remnant acquisition parcels where practical to create a buffer between the uses, but not necessarily to completely screen uses. Community input from adjacent residences or sensitive land uses shall be incorporated to the greatest extent feasible on the landscaping design elements to be incorporated.
- V3** Mature trees that are removed during construction of the Crenshaw/LAX Transit Corridor Project shall be relocated or replaced with a tree of similar species, or if inappropriate for climate conditions, a species that is low-water use and compliant with the applicable City's landscape ordinance. Replacement should occur in consultation with the Los Angeles Bureau of Street Services Street Tree Division and with the City of Inglewood Department of Public Works.
- V4** Where practical and appropriate, additional landscaping and enhanced design features will be used to minimize the visual image of the TPSS sites and other ancillary facilities.
- CON1** Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized.
- CON2** Stockpile areas should be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses.
- CON3** During nighttime construction activities, lighting shall be aimed downward and away from residential and other sensitive uses adjacent to the alignment and stations.

## 2.10.6 Air Quality

### Impacts

Analyses in the environmental record include an assessment of construction emissions associated with equipment and truck exhaust along with fugitive dust. Estimated emissions were based on broad, conservative, and reasonable assumptions that included the simultaneous operation of 20 pieces of heavy-duty equipment per day and 200 heavy-duty truck roundtrips per day. It is still anticipated that intensity of daily construction activity, including periods of would be consistent with assumptions used in the environmental record.

#### *Mid-Block Pedestrian Undercrossing*

Construction of the mid-block undercrossing would take place at the location examined in the environmental record and would take place primarily within the LACMTA right-of-way and in small areas of the adjacent two church parking lots. No adverse effects related to air quality would occur from the mid-block pedestrian undercrossing as a result of traffic disruption. Construction of the proposed mid-block pedestrian undercrossing would require standard excavation to hollow the pedestrian path and reinforce the LRT right-of-way section above the undercrossing. The mid-block pedestrian undercrossing would require approximately 1,563 cubic yards of dirt to be removed from the FCBC site (for the undercrossing and two pedestrian access ramps). The undercrossing would take approximately three months to complete and would require approximately 6 truck loads per day, primarily in the first month. This amount of soil export would be consistent with what was assumed in the environmental record. Construction emissions, which were based on daily activity, would remain the same and would not result in any long-term adverse effects. Therefore, no adverse effects related to air quality would occur from the proposed mid-block pedestrian undercrossing. Construction of the proposed mid-block pedestrian undercrossing would not result in any new or more substantially, severe impacts to air quality than previously identified in the environmental record.

*Aerial Guideway Over La Brea Avenue*

Construction of the proposed aerial guideway would employ standard excavation practices in order to build retaining walls and foundation columns. Construction of the proposed aerial guideway would create less impact on air quality than the cut-and-cover technique posed by construction of the underground scenario (assumed in the FEIS/FEIR) because less excavation would be required and because cut-and-cover activity requires more diesel-powered construction equipment (i.e., excavators and loaders) than what would be required for aerial guideway construction (i.e., cranes, compressors, concrete and haul trucks, loaders, rigs). Additionally, the construction duration under the proposed aerial guideway scenario would be shortened by an estimated two to six months. The below-grade crossing at La Brea Avenue, assumed in the environmental record, would have resulted in approximately 12,000 cubic yards of exported soil that would no longer need exporting for the proposed aerial guideway. This would result in fewer haul trips, lower emissions and shorter construction duration. As a result, regional emissions generated under the proposed aerial guideway would not exceed those identified in the environmental record. Construction emissions would still be temporary, and would not result in any long-term adverse effects. Construction of the proposed aerial guideway would not result in any new or more substantially, severe impacts to air quality than previously identified in the environmental record.

**Mitigation Measures**

Overall, the proposed mid-block pedestrian undercrossing and the proposed aerial guideway would result in approximately 10,000 fewer cubic yards of soil export. Daily regional emissions would be similar to those assumed in the environmental record, although the construction period for the design changes would potentially be altered (increased and shortened, respectively). Implementation of Mitigation Measures CON4 through CON24 would ensure that fugitive dust and exhaust emissions are controlled at the source. Therefore with mitigation, no adverse effects related to air quality would occur as a result of construction of the design changes.

- CON4** Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
- CON5** Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.
- CON6** Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.
- CON7** All haul trucks hauling soil, sand, and other loose materials shall maintain at least 6 inches of freeboard in accordance with California Vehicle Code Section 23114.
- CON8** All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- CON9** Traffic speeds on unpaved roads shall be limited to 15 mph.
- CON10** Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.
- CON11** Heavy equipment operations shall be suspended during first and second stage smog alerts.
- CON12** On-site stockpiles of debris or rusty materials shall be covered at all times when not being used. On-site stockpiles of dirt shall be watered at least two times per day or covered at all times when not being used.
- CON13** Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- CON14** Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.
- CON15** Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and offsite.
- CON16** Construction parking shall be configured to minimize traffic interference.
- CON17** Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.

- CON18** Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.
- CON19** The construction process shall utilize an on-site rock crushing facility with water control to suppress dust, when feasible.
- CON20** Portable generators shall be low-emitting and use ultra low sulfur diesel (<15 parts per million) or gasoline.
- CON21** Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.
- CON22** The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).
- CON23** Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.
- CON24** LACMTA shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.

### 2.10.7 Noise and Vibration

#### Impacts

##### *Mid-Block Pedestrian Undercrossing*

The major sources of noise and vibration associated with construction of the mid-block pedestrian undercrossing would be from construction equipment and truck activity. Additionally, intermittent sound from pneumatic tools and worker voices would also be sources of sound, which would be typical to the noise from similar sidewalk or street repair activities that take place along local streets. Sensitive receptors near the proposed mid-block pedestrian undercrossing include the FCBC and residential uses. Construction-generated noise would exceed existing ambient noise levels at these land uses but remain within the range examined in the environmental record. As a result, no additional adverse effects as a result of construction noise and vibration would occur for the mid-block pedestrian undercrossing.

##### *Aerial Guideway Over La Brea Avenue*

Construction of the proposed aerial guideway would entail the use of major equipment and standard excavation. Local business and sensitive receptors located in proximity to construction of the proposed aerial guideway will be exposed to vibration. However, impacts to business and sensitive receptors as result of construction-related vibration will not exceed those impacts stated in the environmental record given that construction of the aerial guideway will involve the use of fewer vibration-generating construction practices as compared to the cut-and-cover scenario.

#### Mitigation Measures

Implementation of Mitigation Measures **CON25** and **CON26** from the environmental record would reduce the effects of construction noise and vibration. No substantial adverse construction effects are anticipated from the proposed design changes. Mitigation Measure **CON25** is consistent with the guidance in Section 12.1.3, Construction Noise Criteria, in the FTA Transit Noise and Vibration Impact Assessment that states noise criteria should be developed using local ordinances when possible. This mitigation measure acts as a performance standard tied to the requirements of the code and includes a Noise Control Plan to be completed by the construction contractor using construction details specific to the methodology employed by the construction contractor and that are not known at this time. Monitoring is also required to demonstrate compliance with contract noise and vibration limits. Mitigation Measure **CON26** lists additional best management practices that comply with the LACMTA Design criteria to eliminate construction noise and vibration impacts at sensitive receptors. Mitigation Measures **CON25** and **CON26** would reduce the effects of this construction noise and vibration impact associated with the proposed project modifications to not adverse. No additional mitigation measures are necessary.

- CON25** The construction contractor shall develop and implement a Noise and Vibration Control Plan that demonstrates how to achieve the more restrictive LACMTA design criteria noise limits and the noise limits of the city noise control ordinance. The plan should also show how to achieve FTA vibration limits. The plan shall include measurements of existing conditions, a list of the major pieces of

construction equipment that will be used, and predictions of the noise and vibration levels at the closest noise-sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities). The Noise and Vibration Control Plan will need to be approved by LACMTA prior to initiating construction. Where the construction cannot be performed in accordance with the requirements of LACMTA, the contractor shall investigate alternative construction measures that would result in lower noise and vibration levels. The contractor shall conduct monitoring to demonstrate compliance with LACMTA and city noise limits.

**CON26** The construction contractor shall utilize a combination of the following options of best management practices for noise abatement to comply with the LACMTA Design Criteria:

- The contractor shall utilize specialty equipment equipped with enclosed engines and/or high-performance mufflers as commercially available.
- The contractor shall locate equipment and staging areas as far from noise-sensitive receptors as possible.
- The contractor shall limit unnecessary idling of equipment.
- The contractor shall install temporary noise barriers as determined by the Noise Control Plan.
- The contractor shall reroute construction-related truck traffic away from residential streets to the extent permitted by the relevant municipality.
- The contractor shall avoid impact pile driving near noise-sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities). Where geological conditions permit their use, drilled piles or a vibratory pile driver is generally quieter.

### 2.10.8 Historic, Cultural, and Archaeological Resources

#### Impacts

##### *Mid-Block Pedestrian Undercrossing*

No known archaeological or paleontological sites would be affected by construction of the proposed mid-block pedestrian undercrossing. No adverse effects related to historic, cultural, or archaeology resources would occur from the proposed project modifications. Implementation of Mitigation Measures **CR1** and **CR2** described previously would ensure that no adverse effects on archaeological and paleontological resources would occur.

##### *Aerial Guideway Over La Brea Avenue*

No known archaeological or paleontological sites would be affected by construction of the proposed aerial guideway. No adverse effects related to historic, cultural, or archaeology resources would occur from the proposed project modifications.

#### Mitigation Measures

Implementation of Mitigation Measures **CR1** and **CR2** described previously would ensure that no adverse effects on archaeological and paleontological resources would occur. Therefore, no additional mitigation is required.

### 2.10.9 Geotechnical/Subsurface/Seismic/Hazardous Materials

#### Impacts

##### *Mid-Block Pedestrian Undercrossing*

The proposed mid-block pedestrian undercrossing would have no new adverse effects related to geology and soils. Excavation associated with the mid-block pedestrian undercrossing is not anticipated to affect geology or soil conditions. The seismic hazards, ground shaking resulting from an earthquake occurring along any of several major active faults in Southern California, and subsurface gases from oil fields would not be affected by the mid-block pedestrian undercrossing. The additional excavation would increase the potential to encounter contaminated soil, however, mitigations measures identified in the environmental record would reduce effects from potential exposure to less than significant. Therefore, no adverse effects related to geotechnical/subsurface/seismicity would occur.

*Aerial Guideway Over La Brea Avenue*

The proposed aerial guideway would have no new adverse effects related to geology and soils. Excavation associated with the aerial guideway is not anticipated to affect geology or soil conditions and exposure to hazardous materials would not occur. The seismic hazards, ground shaking resulting from an earthquake occurring along any of several major active faults in Southern California, and subsurface gases from oil fields would not be affected by the proposed aerial. The proposed aerial guideway would not introduce substantial excavation that would result in an adverse effect on geology, seismic hazards, subsurface gases or soils beyond that which was assumed in the environmental record.

**Mitigation Measures**

Mitigation Measures **GEO1** through **GEO6** identified in the environmental record would still be applied to minimize effects due to soil instability or contaminated soils. Therefore, no additional mitigation is required.

- GEO1** A geotechnical study for proposed at-grade, aerial, and below-grade structures and improvements shall be required. This technical study shall identify design specifications for maintaining structural integrity under static and seismic loading and operational demands. The geotechnical study shall include a soil-gas investigation at planned below-grade structures and where deep excavations are anticipated to develop mitigation measures to be implemented during construction and incorporated in the design. Mitigation measures typically include installation of soil gas barriers, monitoring, venting, and purging. The study shall be performed before the commencement of Final Design.
- GEO2** Conduct a limited Phase II ESA prior to construction in areas where construction workers may be exposed to impacted soil. A base line soil sampling protocol shall be established with special attention to those areas of potential environmental concern identified in the Phase I report. The soil shall be assessed for constituents likely to be present in the subsurface including, but not limited to, total petroleum hydrocarbons (TPH), VOCs, semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), polynuclear aromatic hydrocarbons (PAHs), pesticides, lead arsenates, and Title 22 metals. The depth of the sampling shall be based on the depth of grading or cut and fill activities. In addition, in areas where groundwater will be encountered, samples shall also be analyzed for suspected contaminants prior to dewatering. This will ensure that National Pollutant Discharge Elimination System (NPDES) discharge requirements are satisfied.
- GEO3** A soil mitigation plan shall be prepared after final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction. The soil mitigation plan shall establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. The soil mitigation plan shall include a provision that during grading or excavation activities, soil shall be screened for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID). Soil samples that are suspected of contamination based on field observations and PID readings shall be analyzed for suspected chemicals by a California certified laboratory. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated or disposed according to State and federal laws.
- GEO4** All hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines.
- GEO5** A health and safety plan shall be developed for persons with potential exposure to the constituents of concern identified in the limited Phase II ESA.
- GEO6** Historical and present site usage along the many areas of the proposed alignment included businesses that stored hazardous materials and/or waste and used USTs, from at least the 1920s to the present. It is possible that areas with soil and/or groundwater impacts may be present that were not identified in this report, or were considered a low potential to adversely impact the subject property. In general, observations should be made during any future development activities for features of concern or areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, soil staining or odorous soils. Further investigation and analysis may be necessary, should such materials be encountered.

## 2.10.10 Parklands and Other Community Facilities

### Impacts

#### *Mid-Block Pedestrian Undercrossing*

Construction of the mid-block pedestrian undercrossing would not result in a change in reduced access or use to parklands and recreational facilities than what was described in the environmental record. No adverse effects related to parklands and recreational facilities would occur from the proposed project modifications.

#### *Aerial Guideway Over La Brea Avenue*

Construction of the aerial guideway would not result in a change in reduced access or use to parklands and recreational facilities than what was described in the environmental record. No adverse effects related to parklands and recreational facilities would occur from the proposed project modifications.

### Mitigation Measures

No additional mitigation is required.

## 2.10.11 Safety & Security

### Impacts

#### *Mid-Block Pedestrian Undercrossing*

Construction of the mid-block pedestrian undercrossing would not result in a change to safety and security from what was described in the environmental record. Construction areas would be secured to eliminate the threat to safety and security of anyone not directly involved in construction activity. It is assumed that all additional related activity would be implemented in accordance with all federal and State requirements and permits during the construction process. No adverse effects related to safety and security would occur from the proposed project modifications.

#### *Aerial Guideway Over La Brea Avenue*

Construction of the aerial guideway would not result in a change to safety and security from what was described in the environmental record. Construction areas would be secured to eliminate the threat to safety and security of anyone not directly involved in construction activity. It is assumed that all additional related activity would be implemented in accordance with all federal and State requirements and permits during the construction process. No adverse effects related to safety and security would occur from the construction of the aerial guideway.

### Mitigation Measures

No additional mitigation is required.

## 2.11 ENVIRONMENTAL JUSTICE

### Impacts

#### 2.11.1 *Mid-Block Pedestrian Undercrossing*

The environmental record (Section 3 of the SEA, June 2012) addressed transportation impacts resulting from an at-grade mid-block pedestrian crossing. The environmental record established that the largest proportions of the population in the Crenshaw/LAX Transit Corridor Project are minority populations. Also the corridor represents a significant population that is also low income. Executive Order 12898 along with subsequent FTA guidance requires consideration of impacts on environmental justice qualified populations and careful consideration as whether there are high and substantial adverse effects on these populations, and whether these effects are disproportionate compared to population that are not environmental justice qualified. As described in the preceding sections of the memo, none of the impacts resulting from the proposed mid-block pedestrian undercrossing are considered adverse. Moreover, none of the impacts are considered high and substantial. In this context, there are no overriding environmental justice considerations raised by the project modifications. The effects on environmental justice qualified populations are itemized and discussed below.

The mid-block undercrossing is being proposed by LACMTA to improve pedestrian access to FCBC from the church's parking lots, and to reduce the concentration of pedestrians at the Eucalyptus Avenue Crossing. The church congregation is a predominantly minority population. The undercrossing is intended to privatize and shield an additional pedestrian connection between the Sanctuary and its parking facilities. The improvement is a considered beneficial for this minority institution and would not have environmental justice implications. Operation of the proposed mid-block pedestrian undercrossing would not result in impacts to environmental justice communities that would exceed those that would exceed those already analyzed under the mid-block pedestrian crossing, identified in the environmental record. Therefore, no adverse effects related environmental justice would occur from the proposed mid-block pedestrian undercrossing.

#### **2.11.2 Aerial Guideway Over La Brea Avenue**

The environmental record (Sections 4.18 of the FEIS/FEIR, DEIS/DEIR) addressed environmental justice impacts resulting from the project. None of the impacts resulting from the proposed aerial guideway are considered adverse. Moreover, none of the impacts are considered high and substantial. In this context, there are no overriding environmental justice considerations raised by the project modifications. Operation of the proposed aerial guideway would not result in impacts to environmental justice communities that would exceed those that would exceed those already analyzed under the aerial alignment, identified in the environmental record. Therefore, no adverse effects related to environmental justice would occur from the proposed aerial guideway.

#### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to environmental justice that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

### **2.12 SECONDARY AND CUMULATIVE**

#### **Impacts**

##### **2.12.1 Mid-Block Pedestrian Undercrossing**

The environmental record (Section 3 of the SEA, June 2012) addressed secondary and cumulative impacts resulting from an at-grade mid-block pedestrian crossing. Secondary effects are caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR § 1508.8). The proposed mid-block pedestrian undercrossing would not include any elements that would result in additional growth or new secondary development, given its limited scope, scale, and location. It would not increase or attract new traffic or development in the area. Any new development that occurs subsequent to the proposed mid-block pedestrian undercrossing is unlikely to be related to the proposed design change. Rather, it would be the result of ongoing infill development in the surrounding community.

Cumulative effects are caused by the aggregate effects of past, present, and reasonably foreseeable actions. These include the effects (past, present, and future) of the proposed mid-block pedestrian undercrossing on a given resource and the effects (past, present, and future), if any, caused by all related actions that affect the same resource.

The proposed mid-block pedestrian undercrossing would not change secondary and cumulative impacts. Operation of the mid-block pedestrian undercrossing would not result in secondary and cumulative impacts that would exceed those already analyzed under mid-block pedestrian crossing, identified in the environmental record. Therefore, the proposed design change would not result in adverse secondary or cumulative impacts.

##### **2.12.2 Aerial Guideway Over La Brea Avenue**

The environmental record (Sections 4.17 of the FEIS/FEIR, DEIS/DEIR) addressed secondary and cumulative impacts resulting from the project. The proposed aerial guideway would not change secondary and cumulative impacts. Operation of the proposed aerial guideway would not result in secondary and cumulative impacts that would exceed those already analyzed, and identified in the environmental record.

### **Mitigation Measures**

The proposed mid-block pedestrian undercrossing and the aerial guideway would not result in any new or more substantially, severe impacts to secondary and cumulative impacts that would exceed those already identified in the environmental record. Therefore, no additional mitigation is required.

### **2.13 SUMMARY OF EFFECTS AND MITIGATION MEASURES**

As described above, no adverse effects would occur as a result of the proposed mid-block pedestrian undercrossing and aerial guideway. All feasible, prudent, and reasonable actions have been taken to avoid or minimize adverse impacts.

## **3.0 REFERENCES**

*Crenshaw/LAX Transit Corridor: Draft Environmental Impact Statement/Draft Environmental Impact Report*, Los Angeles County Metropolitan Transportation Authority, September 2009.

*Crenshaw/LAX Transit Corridor: Final Environmental Impact Statement/Final Environmental Impact Report*, Los Angeles County Metropolitan Transportation Authority, August 2011.

*Crenshaw/LAX Transit Corridor: Supplemental Environmental Assessment*, Los Angeles County Metropolitan Transportation Authority, June 2012.

*Environmental Record of Decision for the Crenshaw/LAX Transit Corridor Project*, U.S. Department of Transportation Federal Transit Administration, December 2011.

*Finding of No Significant Impact: Crenshaw/LAX Transit Corridor Project*, U.S. Department of Transportation Federal Transit Administration, September 2012.