



4.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

4.1 Land Use and Development

This section examines the affected environment related to land use and development. Local policies for land use and development regulate the types of uses allowed, as well as the intensity of development permitted on public and private property. As new development results in changes to land use patterns, the character of an area can be affected and adverse physical effects to the environment may potentially occur.

This section provides baseline data on the existing land use characteristics of the Crenshaw Transit Corridor study area, and describes the existing land use plans and policies that guide development within the study area to ensure the proposed project is consistent with applicable land use plans and policies.

4.1.1 Regulatory Framework

Land use regulations are articulated in both regional and local plans. The Southern California Association of Governments (SCAG) defines regional planning principles for the corridor while local municipalities define land uses for specific areas of the corridor.

4.1.1.1 Regional

SCAG serves as the Metropolitan Planning Organization (MPO) for the region. The SCAG *Regional Transportation Plan* (RTP), updated in 2008, and the *Regional Comprehensive Plan and Guide* (RCPG), currently being updated, are tools used for identifying the transportation priorities of the Southern California region. The policies and goals of the RTP and RCPG focus on the need to coordinate land use and transportation decisions to manage travel demand within the region. RCPG and RTP policies that are applicable to the proposed alternatives include:

- Promote transportation demand management (TDM) programs along with transit and ridesharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions.
- Support the coordination of land use and transportation decisions with land use and transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand, if provided for, as part of the entire package.
- Include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit, within urban form, land use, and site-design policies.
- Encourage patterns of urban development and land use that reduce costs on infrastructure construction and make better use of existing facilities.
- Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

- Support local plans to increase density of future development located at strategic points along regional commuter rail, transit systems, and activity centers.
- Support local jurisdictions' strategies to establish mixed-use clusters and other transit oriented developments around transit stations and along transit corridors.
- Encourage developments in and around activity centers, transportation corridors, underutilized systems, and areas needing recycling and redevelopment.

4.1.1.2 Local

The study area includes portions of five local jurisdictions: the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, as well as portions of unincorporated Los Angeles County. The local jurisdictions are shown in Figure 4-1.

City of Los Angeles General Plan, Citywide General Plan Framework

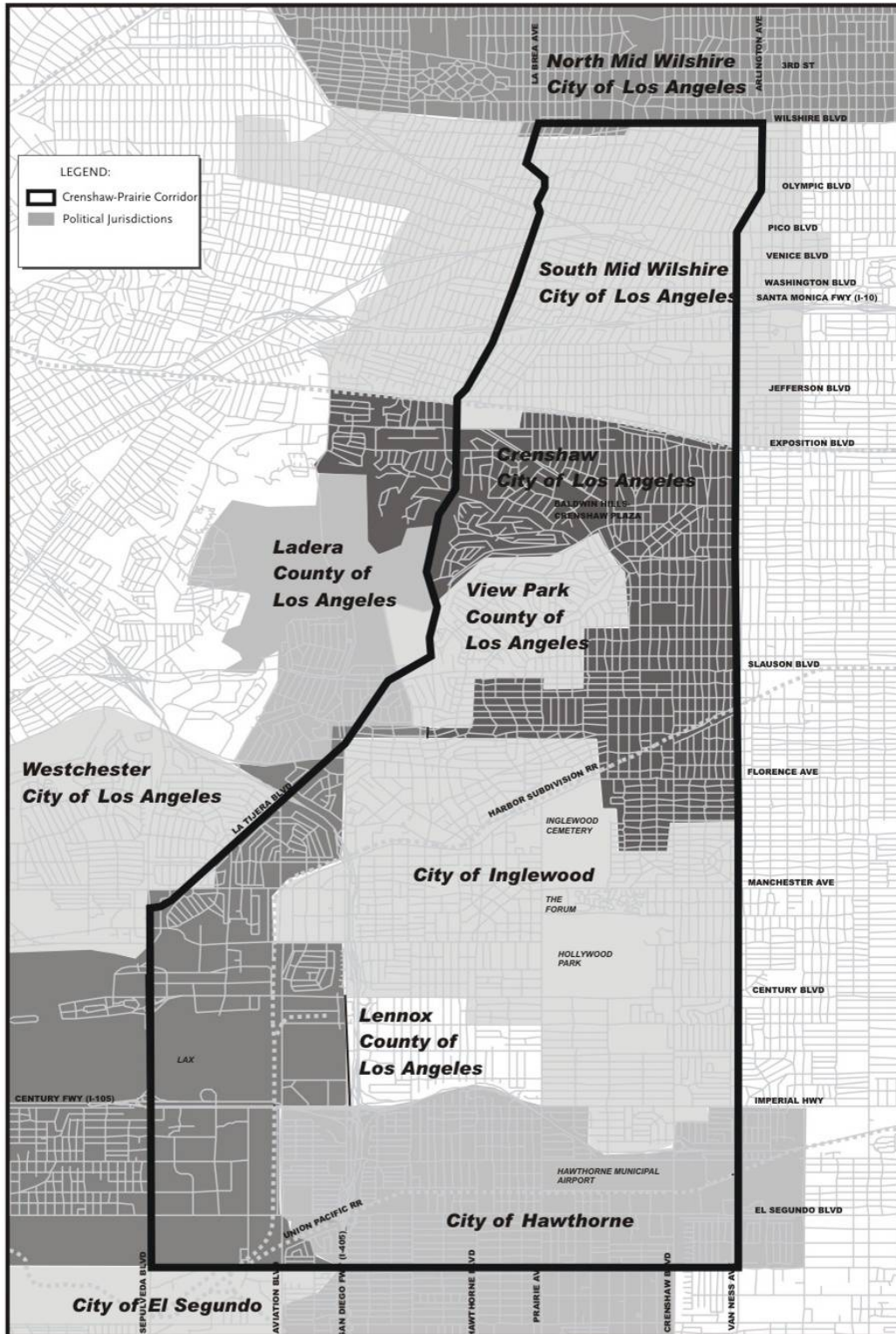
The *Citywide General Plan Framework (Framework)*, an element of the *City of Los Angeles General Plan* adopted in December 1996, is intended to guide the City's long-range growth and development through the year 2010. The *Framework* establishes citywide planning policies regarding land use, housing development, transportation, and provision of infrastructure and public services. The *Framework's* transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Together, the *Framework's* land use and transportation policies encourage development in these "targeted growth areas" by allowing transit-oriented development and calling for streamlined transportation analysis and mitigation procedures. The purpose of these development modes is to allow the maintenance of existing land uses that are not located next to public transit to preserve existing neighborhoods.

Three broad themes run throughout the *Framework*: sustained mobility with greater accessibility, economic opportunity, and environmental quality. Major land use and transportation policies include:

- Expand neighborhood transportation services and programs to enhance neighborhood accessibility;
- Provide improved transportation services to support citywide economic development activities related to economic revitalization initiatives;
- Promote the development of transportation facilities and services that encourage transit ridership, including enhanced transit services, improved transit safety, and merchant incentives;
- Support development in regional centers, community centers, major economic activity centers, and along mixed-use boulevards as designated in the Community Plans;
- Encourage and seek the formation of public/private partnerships when developing centers and districts and provide appropriate transportation facilities and programs;
- Seek opportunities for joint development projects that integrate land use and transportation facilities;



Figure 4-1. Political Jurisdictions



Source: Terry A. Hayes Associates LLC (TAHA) 2008.

- Promote the development of transit alignments and station locations that maximize transit service to activity centers and which permit the concentration of development around transit stations;
- Promote the provision of shuttles and other services that increase access to and within regional centers and major economic activity areas to encourage growth and to mitigate traffic impacts of that growth;
- Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards;
- Enhance pedestrian circulation in neighborhood districts, community centers, appropriate locations in regional centers, and along mixed-use boulevards; and
- Promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.

The *Framework's* land use policies designate the number and type of existing activity centers as focal points for future growth. Linking "centers" is a major objective of the transportation element of the *Framework*, also known as the Centers Concept. The categories of centers, in order of increasing size, include neighborhood districts, community centers, and regional centers. The *Framework* designates regional centers as hubs for bus and rail transit. The area adjacent to Crenshaw Boulevard and Martin Luther King Jr. Boulevard, collectively known as Leimert Park, and the Baldwin Hills-Crenshaw Plaza is designated as a Regional Center. Other activity centers located near or within the study area include: Park Mile, Wilshire Center, Mid Town Shopping Center, West Angeles Cathedral, the Forum, Hollywood Park, Hawthorne Plaza, and the Los Angeles International Airport (LAX). Activity centers for the study area are shown in Figure 4-2.

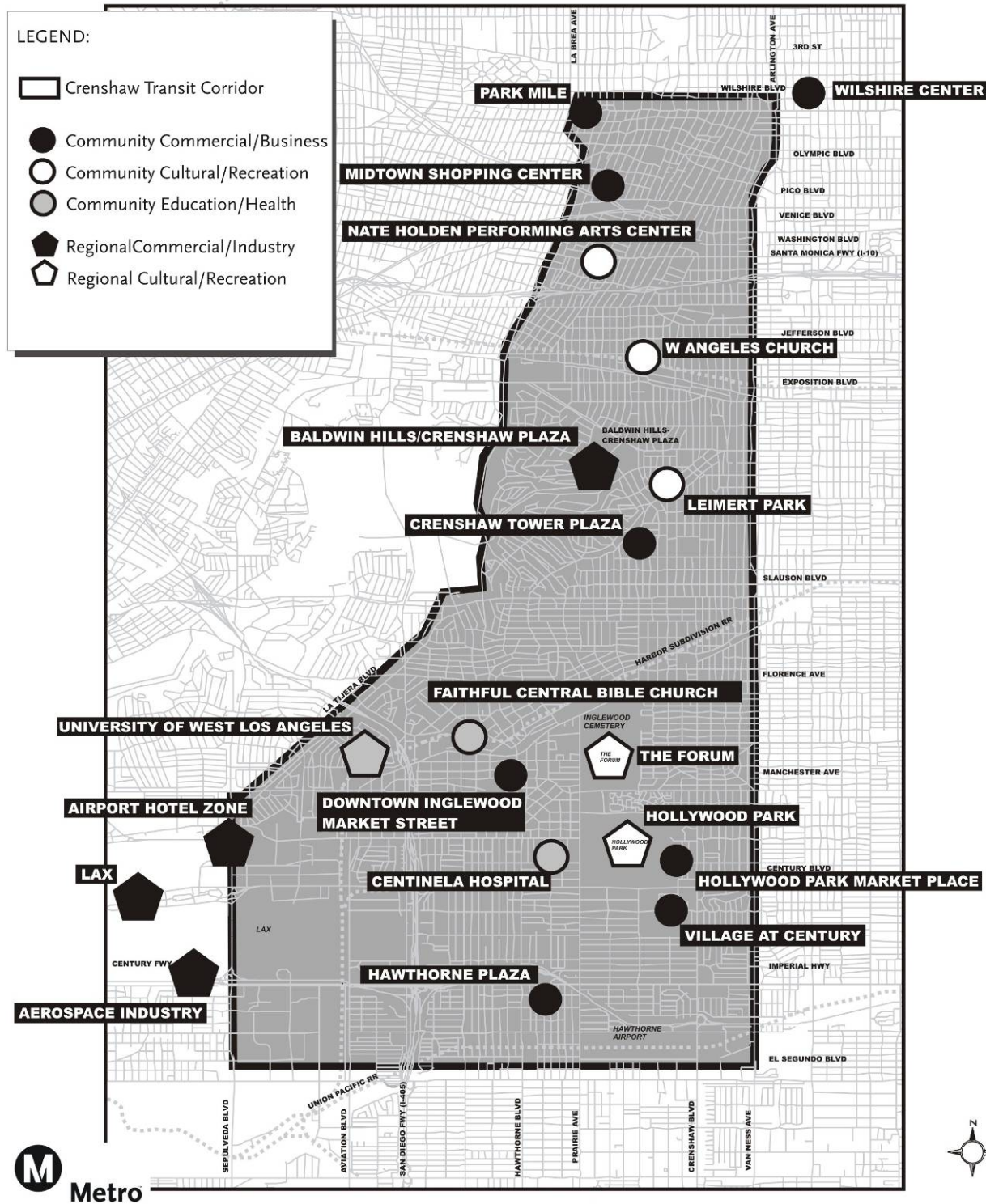
The *Framework's* transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Together, the *Framework's* land use and transportation policies encourage development in targeted growth areas by allowing more intense development than in non-targeted areas and calling for streamlined traffic analysis and mitigation procedures.

The Framework establishes the Crenshaw Transit Corridor as a priority corridor set to commence high-capacity transit service and develop programs to foster transit ridership along its corridor post-2010.

City of Los Angeles Land Use/Transportation Policy

The City of Los Angeles Land Use/Transportation Policy, adopted in November 1993, is a joint effort of the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles to coordinate land use and transportation investment decisions. The Policy seeks to establish transit centers and station areas as focal points for the future growth of Los Angeles. The Policy fosters the development of higher-density, mixed-use projects within 0.25 mile of rail and major bus facilities. Mixed-use projects generally include a combination of commercial, residential, civic and employment-generating uses. The policy recognizes a variety of station area types ranging from a neighborhood center to a major urban center. Levels of development would be consistent with these station area types to protect lower-density neighborhoods from encroachment. A secondary area

Figure 4-2. Activity Centers in the Study Area



Source: Adopted from the City of Los Angeles, Department of City Planning, 2008.

extending to 0.5 mile from rail and major bus facilities serves as an area of transition while protecting and preserving surrounding low-density neighborhoods from encroachment of incompatible uses. This policy recognizes that not all stations are planned for intense growth.

The Land Use/Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system.

Objectives of the Land Use/Transportation Policy include:

- Focus future growth of the City around transit stations;
- Increase land use intensity in transit station areas, where appropriate;
- Create a pedestrian oriented environment in the context of an enhanced urban environment;
- Accommodate mixed-use (commercial/residential) development;

City of Los Angeles General Plan's Transportation Element

The *Transportation Element* of the *City of Los Angeles General Plan*, adopted in September 1999, establishes the following policies applicable to the proposed alternatives:

- *Policy 2.12b(2)*: Establish the following priority corridors for high-capacity transit service post-2010 and develop programs to foster transit ridership along these corridors: Crenshaw/Prairie Corridor (Wilshire to Hawthorne Boulevard/ Green Line station/ possible connecting line to LAX).
- *Policy 2.13c*: Establish the following priority corridors for Alternative Rail Technology (ART) or busways utilizing publicly-owned railway right-of-way: Harbor Subdivision (Slauson Blue Line station to Aviation Green Line station).
- *Policy P16h*: Actively support ART and/or busways utilizing publicly-owned railroad right-of-way to extend transit service along the priority corridors described in Policy 2.13c of this Element.

Residential/Accessory Services (RAS) Zones and Density Bonus Ordinance

Chapter 1, Article 2, Sections 12.10.5 and 12.11.5 of the *City of Los Angeles Municipal Code* describe RAS3 and RAS4 Residential/Accessory Services (RAS) Zones, respectively. The purpose of RAS zones is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS3 and RAS4 zones are intended as tools to accommodate projected population growth in mixed-use and residential projects that is compatible with existing residential neighborhoods along existing transportation corridors. The Density Bonus Ordinance was adopted by the City of Los Angeles and became effect on April 15, 2008 to comply with density requirements prescribed by Senate Bill 1818. Under the ordinance, density bonuses are provided for residential development projects that are located near transit stops leading to the increased development potential of transit corridors.

Many transportation corridors in the study area are compatible with the RAS and Density Bonus ordinance requirements and would enhance the residential component of these



corridors by supporting walking, bicycling and transit use, as well as potentially reducing the need to drive to services provided within the community. Based on existing land use conditions within the study area, opportunities for the use of this ordinance at station areas exist in the City of Los Angeles. These opportunities would be explored under station area planning efforts conducted during the Preliminary Engineering Design phase of the proposed alternatives.

City of Los Angeles General Plan's Land Use Element

For land use planning purposes, the City of Los Angeles is divided into 35 Community Planning Areas. For each of these areas, a community plan has been adopted to establish land use designations, policies, objectives, and implementation programs. These plans are considered to be part of the *Land Use Element* of the *Los Angeles General Plan* and are means through which citywide land use policies are applied to specific development proposals. The individual plans relevant to the proposed project are discussed in greater detail in the following sections.

The study area contains the Wilshire and West Adams-Baldwin Hills-Leimert Community Plan Areas within the City of Los Angeles. In addition, the study area also contains small portions of the LAX and Westchester Playa Del Rey Community Plan Areas. These Community Plan Areas contain numerous land use and transportation policies that are mixed-use and transit supportive. Community Plan Areas within the study area are shown in Figure 4-3.

The Community Plans within the study area discuss goals and objectives for developing strong and competitive commercial sectors. Development would include a mixture of land uses, promote economic vitality, and serve the needs of the community through well-designed, safe, and accessible areas, while preserving historic and cultural character. The Community Plans indicate that new development should be focused in existing commercial areas.

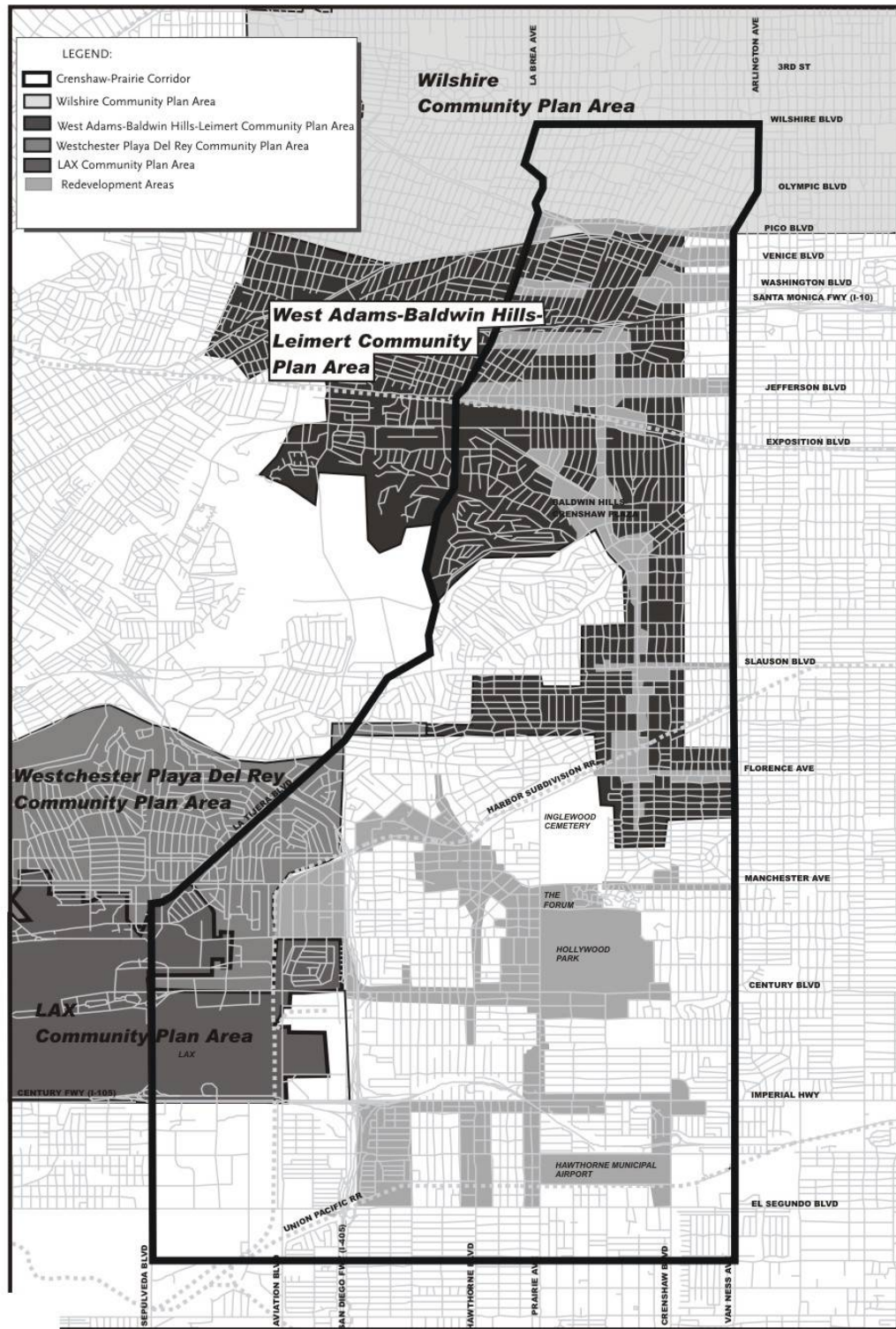
Each of the community plans discuss goals, objectives, and policies for developing a public transit system that improves mobility with convenient alternatives to automobile travel, fostering of transportation demand strategies, the development of non- motorized transportation options, and the coordination of activities with other jurisdictions.

Wilshire Community Plan

The *Wilshire Community Plan* adheres to the City of Los Angeles' Land Use/Transportation Policy and includes the following policies:

- Develop coordinated intermodal public transit plans to implement linkages to future public transit services;
- Encourage higher density residential uses near major public transportation centers (e.g., rail transit stations); and
- Develop additional public transit services, which improve mobility with efficient, reliable, safe, and convenient alternatives to automobile travel.

Figure 4-3. Community Plan and Redevelopment Areas



**West Adams-Baldwin Hills-Leimert Community Plan**

The *West Adams-Baldwin Hills-Leimert Community Plan* adheres to the City of Los Angeles' Land Use/Transportation Policy, which provides the framework that guides future development adjacent to transit stations. This plan includes a map, which identifies transit-oriented districts and incorporates policies in coordination with Metro. This Community Plan includes the following policies:

- Designating land for higher residential densities within transit oriented districts and pedestrian oriented areas;
- Encourage the development potential along the Crenshaw Transit Corridor where the alignment and station platform sites may be utilized to support joint-development projects; and
- Allow for redevelopment within transit oriented districts for higher densities of development should one of the proposed alternatives for the Crenshaw Transit Corridor become operational.

Westchester Playa Del Rey Community Plan

The *Westchester Playa Del Rey Community Plan* adheres to the City of Los Angeles' Land Use/Transportation Policy and includes the following policies:

- Locate higher residential densities near commercial centers, public facilities, bus routes and other transit services;
- Encourage multiple-family residential and mixed-use development in commercial zones, pedestrian oriented areas, and near transit corridors;
- Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income transit-dependent populations;
- Develop coordinated intermodal public transportation plans to implement linkages to future public transit services; and
- Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.

Los Angeles International Airport Master Plan, LAX Plan

The *LAX Master Plan*, approved in 2004, modernizes the runway and taxiway system, redevelops the terminal area, improves access to the airport, and enhances passenger safety, security, and convenience. The plan is designed to balance the public's desire for no expansion and less impacts to surrounding neighborhoods with the airport's need to modernize and focus more on ground access, safety and security. Completion of the improvements within the *LAX Master Plan* would allow LAX to accommodate 78.9 million annual passengers by 2015.

The *LAX Plan*, adopted in 2004, establishes a land use policy framework that is the implementation mechanism for the *LAX Master Plan*. The *LAX Plan* promotes the

orderly and flexible modernization of LAX. The Circulation and Access section of the *LAX Plan* includes the following policies:

- Connect airport facilities to, and to the extent feasible improve the safety, operation, and mobility of, the regional ground transportation network;
- Provide facilities that encourage transit ridership;
- Develop a connection point between the airport and the Metro Green Line Aviation/LAX Station and other mass transportation facilities, as well as provide facilities for the regional bus system; and

Two major elements of the *LAX Master Plan* includes two landside interfaces (where the ground transportation network connects to the airport terminal), a ground transportation center, located at the northwest corner of Century Boulevard and Aviation Boulevard and an intermodal transportation center, located north of the Metro Green Line Aviation/LAX Station. In addition, the *LAX Master Plan* contains an automated people mover (APM), which would transport people from the landside interfaces into the central terminal of the airport.

Specific Plans

Two community areas have specific plans associated with them:

Crenshaw Corridor Specific Plan

The *Crenshaw Corridor Specific Plan* was adopted in 2004 by the City of Los Angeles Planning Commission and encompasses the area along Crenshaw Boulevard from the Interstate 10 (I-10) Freeway in the north to Florence Avenue in the south. The specific plan was established to ensure that land uses and development improve the functional and aesthetic quality of the corridor while enhancing and complimenting the surrounding community. This would allow the Crenshaw Corridor to function as a vibrant commercial area while providing opportunities for guided development by regulating use, building height and scale, landscaping, parking, type and placement of signs, and site design.

Park Mile Specific Plan

The *Park Mile Specific Plan* was adopted in 1980 and amended in 1987 by the City of Los Angeles Planning Commission. The Park Mile area is located along Wilshire Boulevard bound by Wilton Place to the east, Highland Avenue to the west, 6th Street to the north, and 8th Street to the south. The *Park Mile Specific Plan* was adopted to preserve the low-density, single-family residential nature of the area and promote a park-like setting.

City of Los Angeles Redevelopment Program

The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) has numerous redevelopment projects throughout the City of Los Angeles, three of which are in the study area (in Figure 4-3).

Mid-City Corridors Redevelopment Project

The Mid-City Corridors Redevelopment Program project area extends along Crenshaw Boulevard from Venice Boulevard in the north to Martin Luther King Jr. Boulevard in the Mid-Corridor Subarea. One of the objectives of the Mid-City Corridors Redevelopment



program is to support and encourage a circulation system, which will improve quality of life through pedestrian, automobile, parking, and mass transit system improvements. The *Crenshaw Corridor Vision and Implementation Study* is a specific project within this program that incorporates land use recommendations, transit-oriented development, urban design guidelines, streetscape concepts, and implementation actions that promote economic development, quality jobs, and revitalization of the area along Crenshaw Boulevard from the I-10 south to Martin Luther King Jr. Boulevard. The City Council adopted the Plan on February 4, 2009, allowing the use of one million dollars towards public improvements in the vision plan area.

Crenshaw and Crenshaw-Slauson Redevelopment Projects

These redevelopment projects, established by the CRA/LA, are located along Crenshaw Boulevard south of Coliseum Street to 80th Street and have similar objectives as the previously described Mid-City Corridors Redevelopment Program. The Crenshaw Redevelopment Project has a plan for a private developer to improve the buildings and infrastructure at the Baldwin Hills Crenshaw Plaza, which also seeks to add commercial area to the project. Other land use plans under these redevelopment projects include the Santa Barbara Plaza at Marlton Square, the Fashion Square development at the southeast corner of Crenshaw Boulevard and Rodeo Road, as well as other mixed-use developments and provisions for affordable senior housing.

Los Angeles County General Plan

The *Los Angeles County General Plan* provides guidelines for unincorporated areas of Los Angeles County that are located within the study area. Jurisdiction of this plan also applies to Lennox, located in the southern portion of the study area. This plan contains goals, objectives, and policies relative to the development of the unincorporated areas of Los Angeles County and the integration of transit into this framework. These policies include:

- Promote compact, walkable, and well-designed mixed-use development in and adjacent to employment and transit centers and commercial corridors to provide convenient access to jobs, shopping, and services;
- Promote ordinances that initiate transit oriented development along bus and rail transit corridors;
- Promote improved inter-jurisdictional coordination of land use and transportation policy matters between the county, cities, adjacent counties, special districts, and regional and subregional agencies;
- Support the development of affordable housing near employment opportunities and/or within a reasonable distance of public mass transit;
- Support designs for local, regional, and high speed rail services that are reasonably accessible to residents; and
- Support the coordination of LACMTA municipal, county and other transit services to facilitate efficient and increased use of public transit countywide.

City of Inglewood General Plan

The *City of Inglewood General Plan* contains similar goals, objectives, and policies with regard to transit development as those previously described. The City of Inglewood is

divided into four planning areas, and the study area is located primarily between the North Inglewood and West Inglewood Planning Areas. Currently, the City of Inglewood is in the process of updating its general plan, which will further define the City's transit-oriented policies. A background technical report has been published as part of this update. The *City of Inglewood General Plan* has seven guiding principles:

- Foster a safe, clean, and attractive community and a healthy environment;
- Enhance open space and recreational opportunities in the community;
- Preserve and strengthen residential land uses;
- Provide a vibrant economy that is strong and well-balanced;
- Promote and leverage the use of technology;
- Enhance our transportation (mobility) systems; and
- Promote high quality, sustainable public services.

City of El Segundo General Plan

The City of El Segundo adopted its first general plan in 1975 with a plan update completed in 1992. The *City of El Segundo General Plan* contains both land use and circulation elements which address issues relevant to the proposed alternatives. At the time of the last update, the City of El Segundo incorporated transit policies into its circulation system, aware that the Metro Green Line would be implemented two years following the update. The *City of El Segundo General Plan* contains policies that relate to transit, land use, and the integration of the two. The following policies apply:

- Ensure that transit planning is considered and integrated into all related elements of city planning;
- Encourage development projects that effectively integrate major transportation facilities with land use planning and the surrounding environment;
- Provide areas where development has the flexibility to mix uses, in an effort to provide synergistic relationships which have the potential to maximize economic benefit, reduce traffic impacts, and encourage pedestrian environments; and
- Promote mixed-use development near transit nodes and encourage modes of transportation that do not require an automobile.

City of Hawthorne General Plan

The *City of Hawthorne General Plan* was adopted in 1989 and contains land use and circulation elements that contain policies relevant to the proposed alternatives. The *Land Use Element* of the *City of Hawthorne General Plan* identifies freeway related commercial/mixed-use potential and commercial corridor revitalization as the major issues to address. The *Circulation Element* of the *City of Hawthorne General Plan* identifies traffic circulation, alternative transportation modes, and parking as the fundamental issues of concern. The policies encourage expansion of the light rail transit (LRT) system and consideration of staggered work hours for local businesses.



4.1.2 Affected Environment/Existing Conditions

4.1.2.1 Existing Land Uses – Study Area

Figure 4-4 illustrates current land use designations for the study area. The study area begins in the north at Wilshire Boulevard where medium- to high-density commercial buildings line Wilshire Boulevard. Continuing south from Wilshire Boulevard, primary land uses include single-family residential, as well as low-density multi-family residential land uses. Commercial and multi-family residential land uses increase southbound along Crenshaw Boulevard, past the I-10 Freeway. Storefront retail land uses line Crenshaw Boulevard to the south along Exposition Boulevard, ending near the West Angeles Church of God in Christ.

Beginning at Exposition Boulevard, medium-density commercial land uses line Crenshaw Boulevard with single-family residential land uses extending both east and west of the commercial frontage. The Crenshaw-Baldwin Hills Plaza, a regional retail center, sits at the center of the study area, and Leimert Park, a cultural center in the community, is located to the south on the eastern side of Crenshaw Boulevard. An additional community shopping center at Slauson Avenue, as well as schools and churches, are identifiable land uses as the study area extends to the Harbor Subdivision right-of-way.

Beginning at the Harbor Subdivision right-of-way, light industrial and manufacturing land uses align the railroad right-of-way and Florence Avenue. Additional land uses in the area include Edward Vincent Park, Inglewood Cemetery, downtown Inglewood, the Forum, Hollywood Park Race Track and Casino, and residential land uses. As the study area extends southwest, land uses transition to hotels and higher-density industrial and manufacturing aerospace buildings near LAX. The southeastern portion of the study area consists of primarily single- and multi-family residential and commercial land uses.

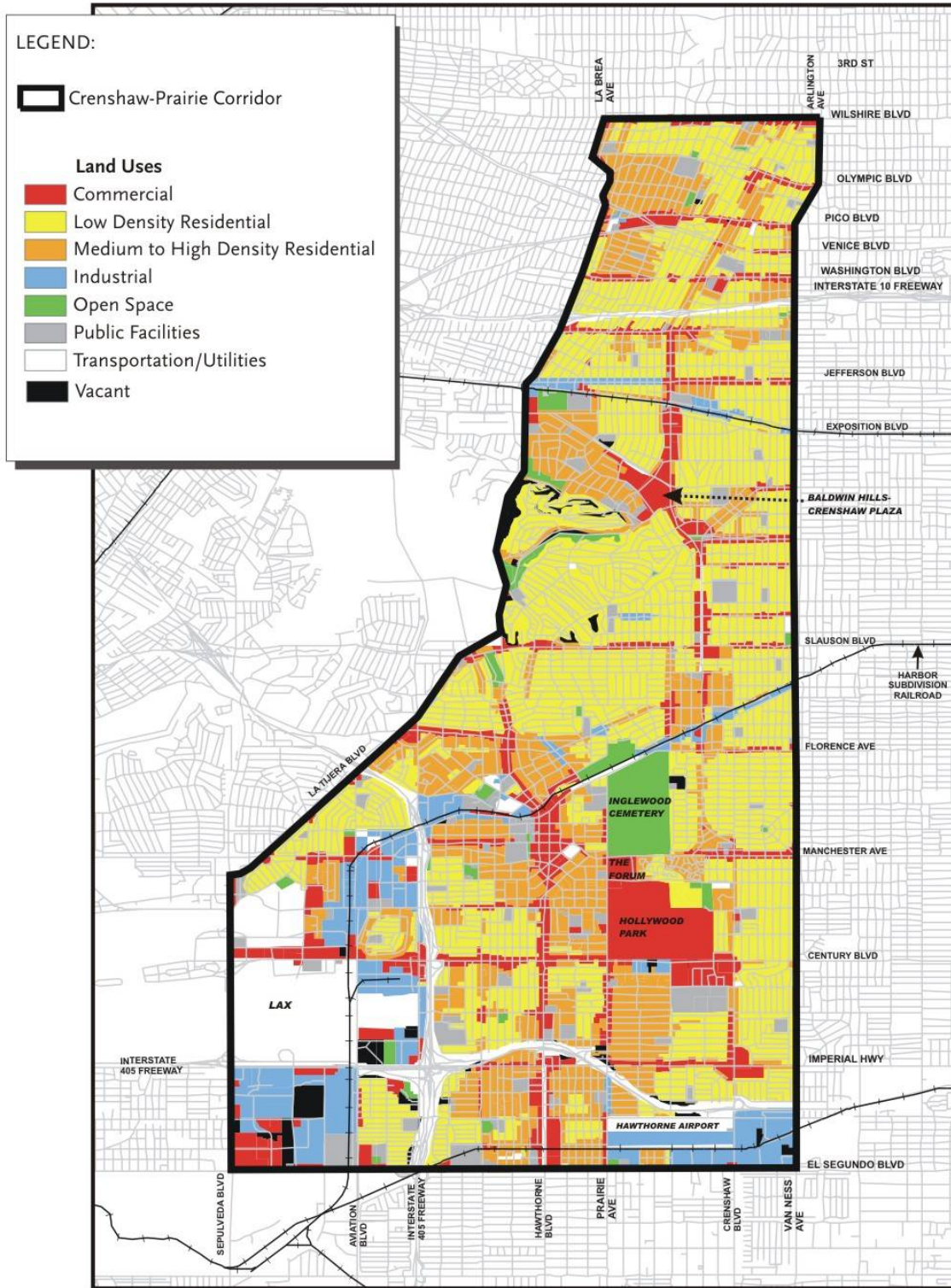
Table 4-1 shows the land distribution within the study area. More than half of the land area (59 percent) is developed with residential land uses, with low-density residential uses accounting for 44 percent of the total study area acreage. Commercial land uses occupy 11 percent of the study area, while transportation and utility land uses occupy 16 percent of the study area acreage.

Table 4-1. Land Use Distribution within the Study Area

Type of Land Use	Acreage	Percentage of Total Area
Low-Density Residential	12,238	44%
Medium- to High-Density Residential	4,123	15%
Commercial	3,046	11%
Industrial	1,744	6%
Public Facilities and Institutions	1,017	4%
Open Space and Recreation	853	3%
Transportation and Utilities	4,494	16%
Vacant	303	1%
Agriculture	23	0%
Total Acres	27,841	100%

Source: TAHA, 2008 and Southern California Association of Governments, 2000.

Figure 4-4. Land Use Designations



Source: Environmental Systems Research Institute (ESRI) and TAHA, 2008.



4.1.2.2 Existing Land Uses – Station Areas

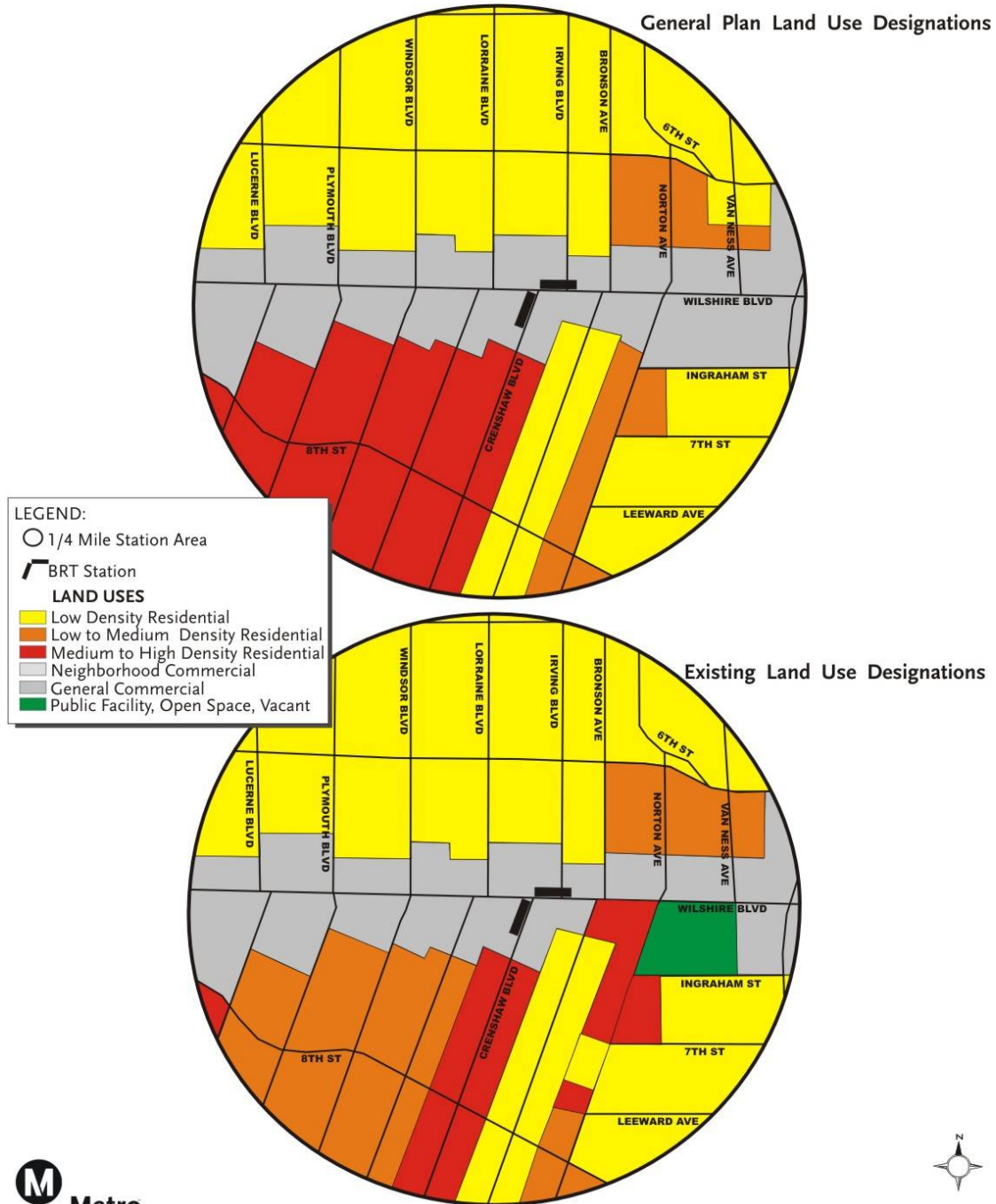
Land use characteristics within 0.25 mile of proposed bus rapid transit (BRT) and LRT station locations are shown in Table 4-2 and Figure 4-5 through Figure 4-16.

Table 4-2. Existing Land Uses and Potential Station Locations

Potential Station Location	Adjacent Land Uses	Surrounding Land Uses
La Brea Ave/Wilshire Blvd	Commercial, (office and storefront retail)	Low-density residential, commercial
Crenshaw/Wilshire Blvds	Commercial (office and storefront retail)	Low- to medium-density residential
Crenshaw/Pico Blvds	Commercial along Pico Blvd, medium- to high-density residential along Crenshaw Blvd	Low- to medium-density residential
San Vicente/Pico Blvds	Low- to medium-density commercial, (storefront retail, and warehouse commercial)	Low- to medium-density residential
Crenshaw Blvd/Adams Ave	Commercial (gas stations, auto repair shops, and storefront retail)	Low- to medium-density residential
Crenshaw/Exposition Blvds	Industrial (light manufacturing buildings) and commercial (storefront retail)	Low- to medium-density residential
Crenshaw/Martin Luther King Jr. Blvds	Regional retail center (Baldwin Hills-Crenshaw Plaza) and storefront commercial	Low- to medium-density residential
Crenshaw Blvd/Slauson Ave	Community retail strip center, storefront commercial, and View Park Middle School	Low- to medium-density residential
Crenshaw Blvd/Vernon Ave	Leimert Park, Leimert Park Village, storefront commercial	Low- to medium-density residential, and commercial
West Blvd/Harbor Subdivision (Florence)	Industrial and low to medium-density residential Inglewood Cemetery is located approximately 200 feet to the south of the station.	Low- to medium-density residential, Inglewood Cemetery, Edward Vincent Park
La Brea Ave/Harbor Subdivision	Medium-density commercial and municipal (downtown Inglewood)	Commercial, industrial, and residential
Manchester Blvd/Harbor Subdivision	Industrial along Florence Ave, commercial along Manchester Blvd	Low- and medium-density residential
Aviation/Century Blvds	Medium- to high-density commercial and industrial, (parking, aerospace, and hotels)	Medium- to high-density commercial and industrial
Aviation Blvd/Metro Green Line Aviation/LAX	Industrial, aerospace industry	LAX, industrial, and low-density residential

Source: TAHA, 2008

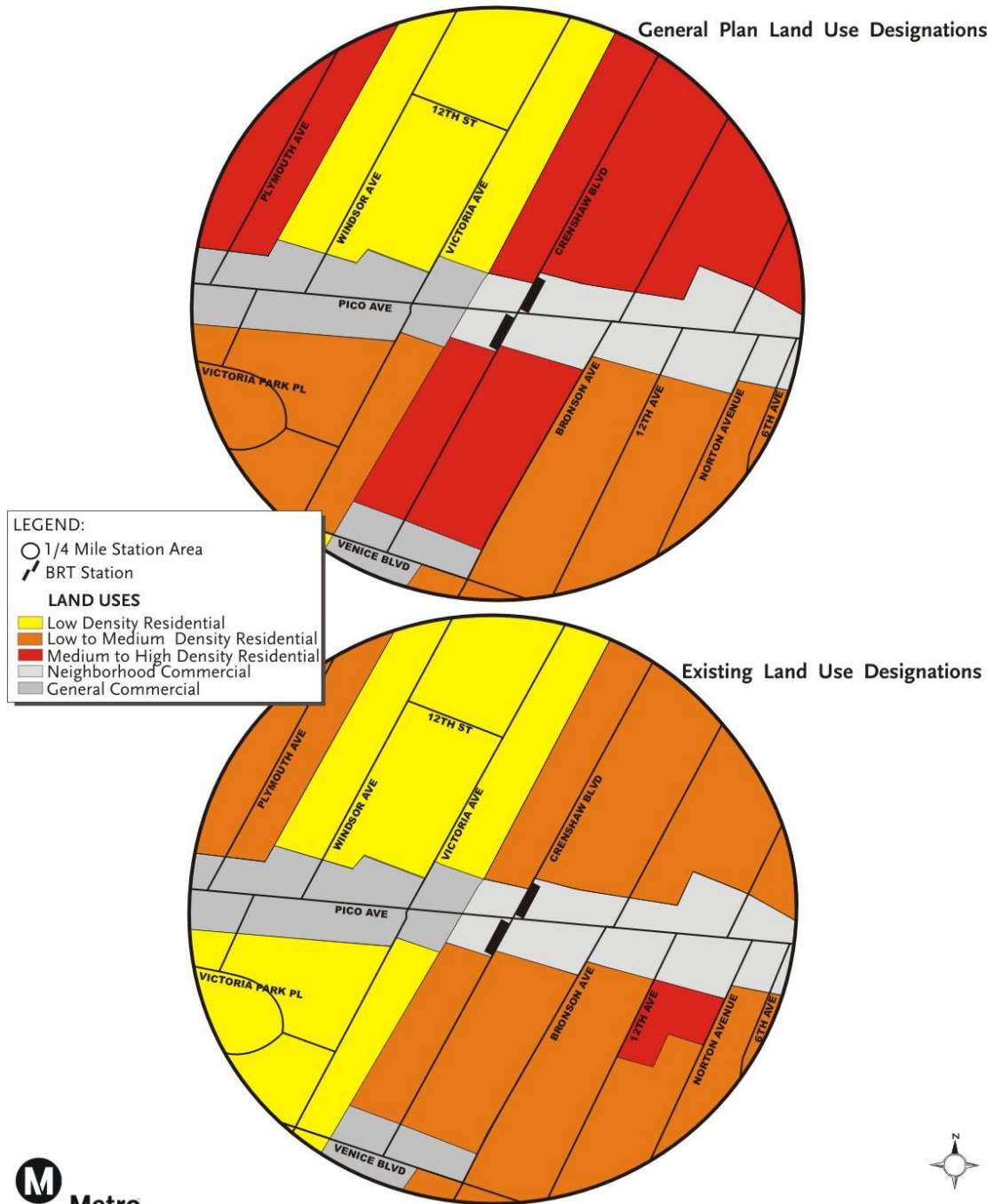
Figure 4-5. Crenshaw/Wilshire Station



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.

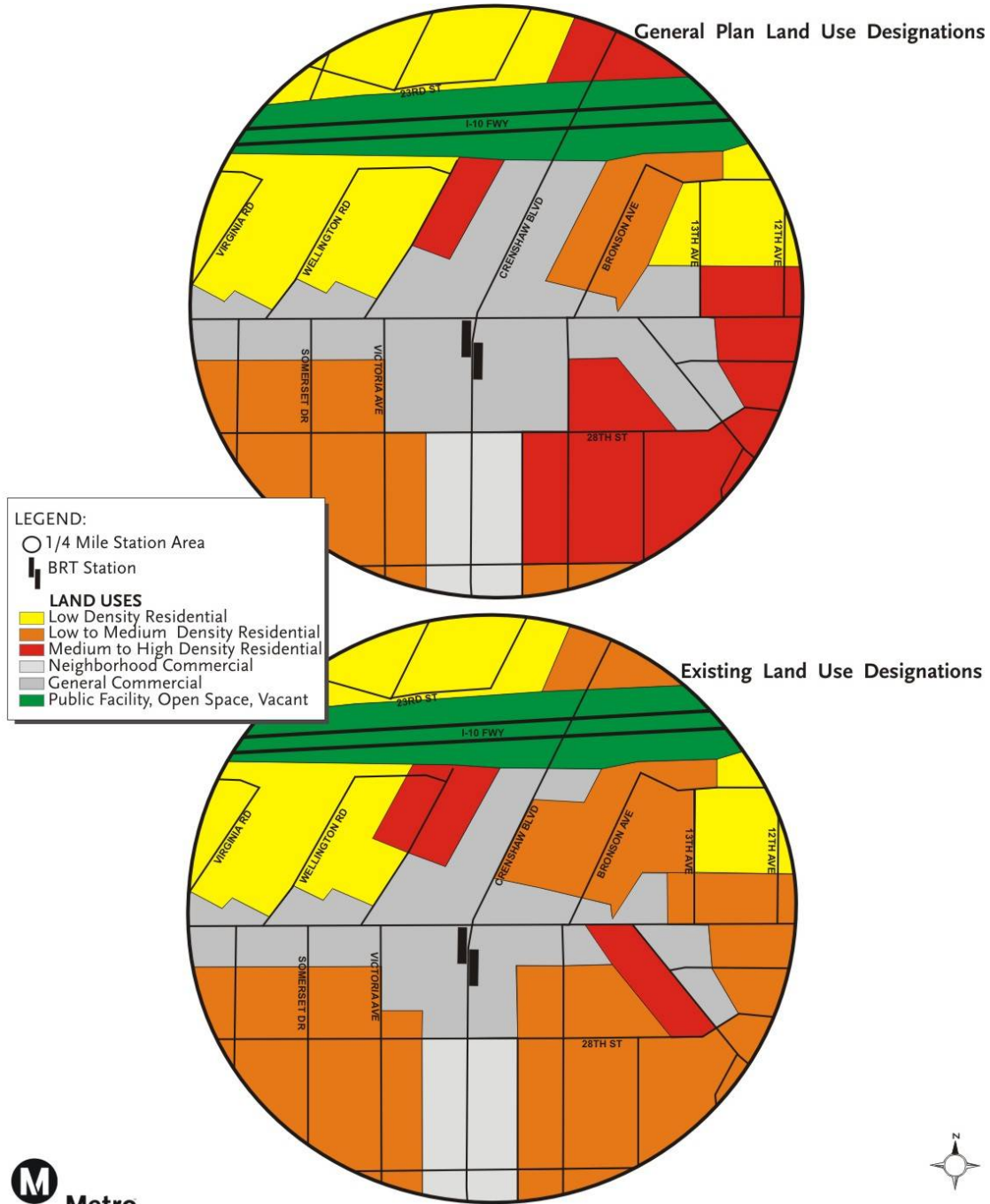


Figure 4-6. Crenshaw/Pico Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.

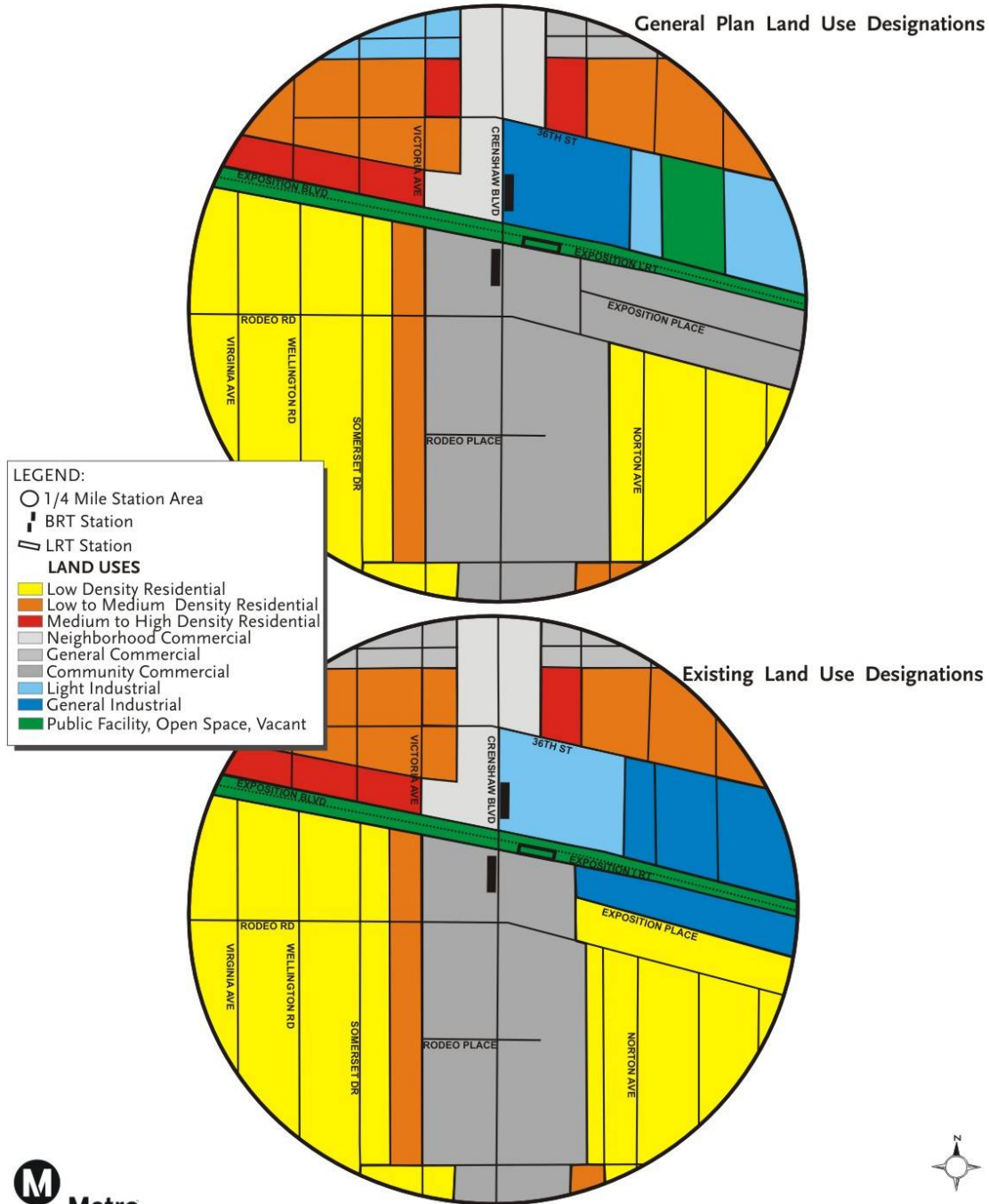
Figure 4-7. Crenshaw/Adams Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.



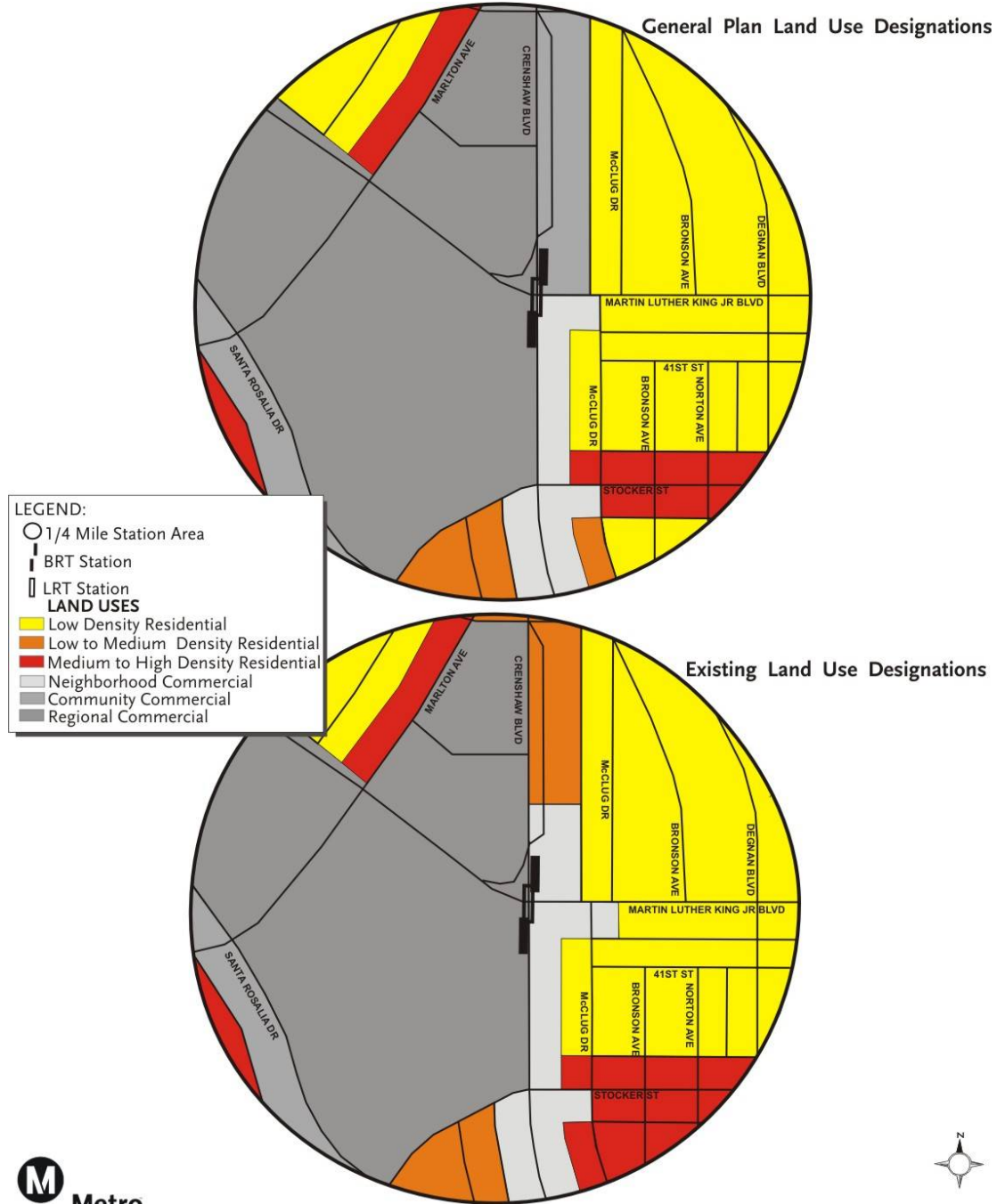
Figure 4-8. Crenshaw/Exposition Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.



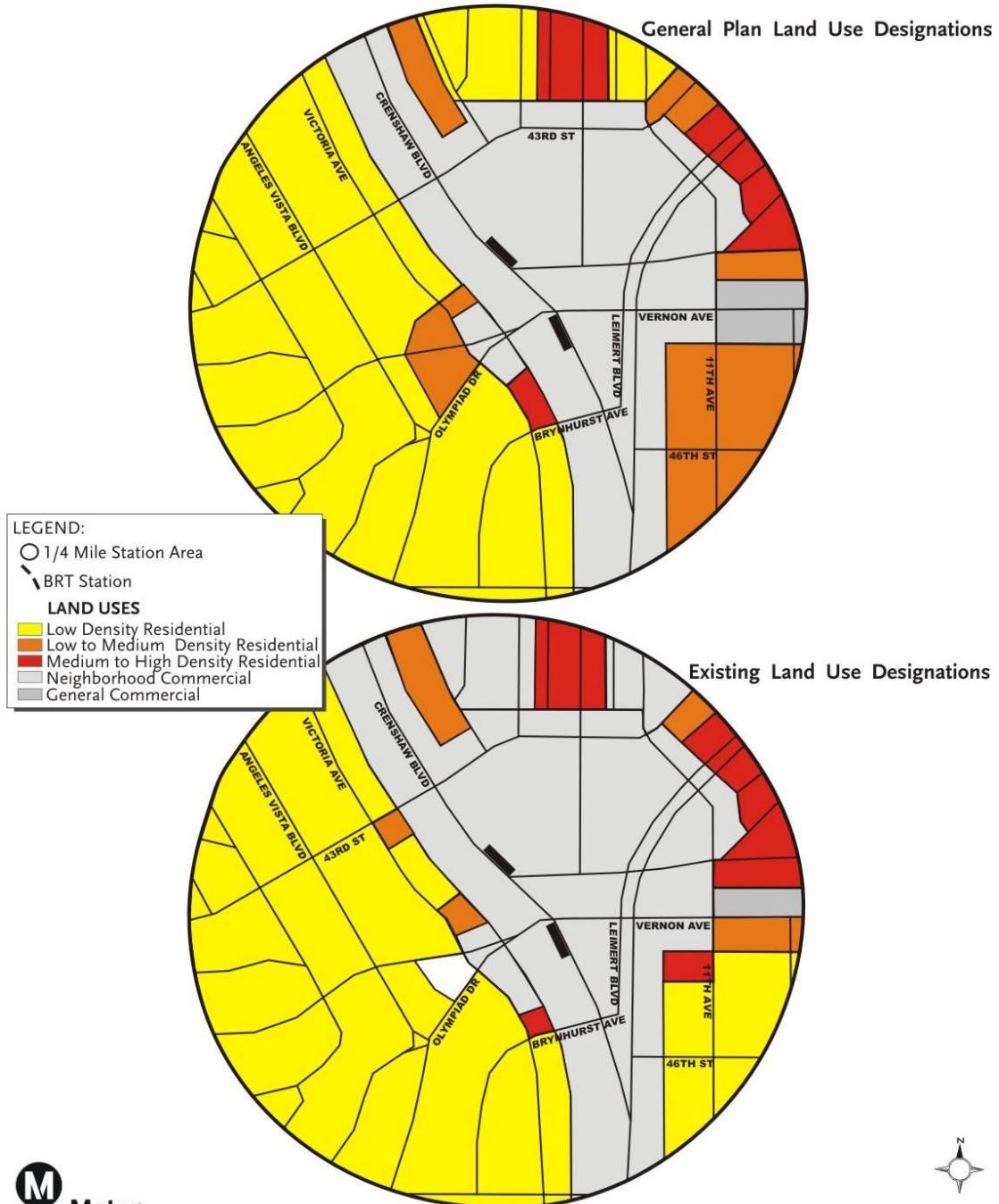
Figure 4-9. Crenshaw/Martin Luther King Jr. Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.

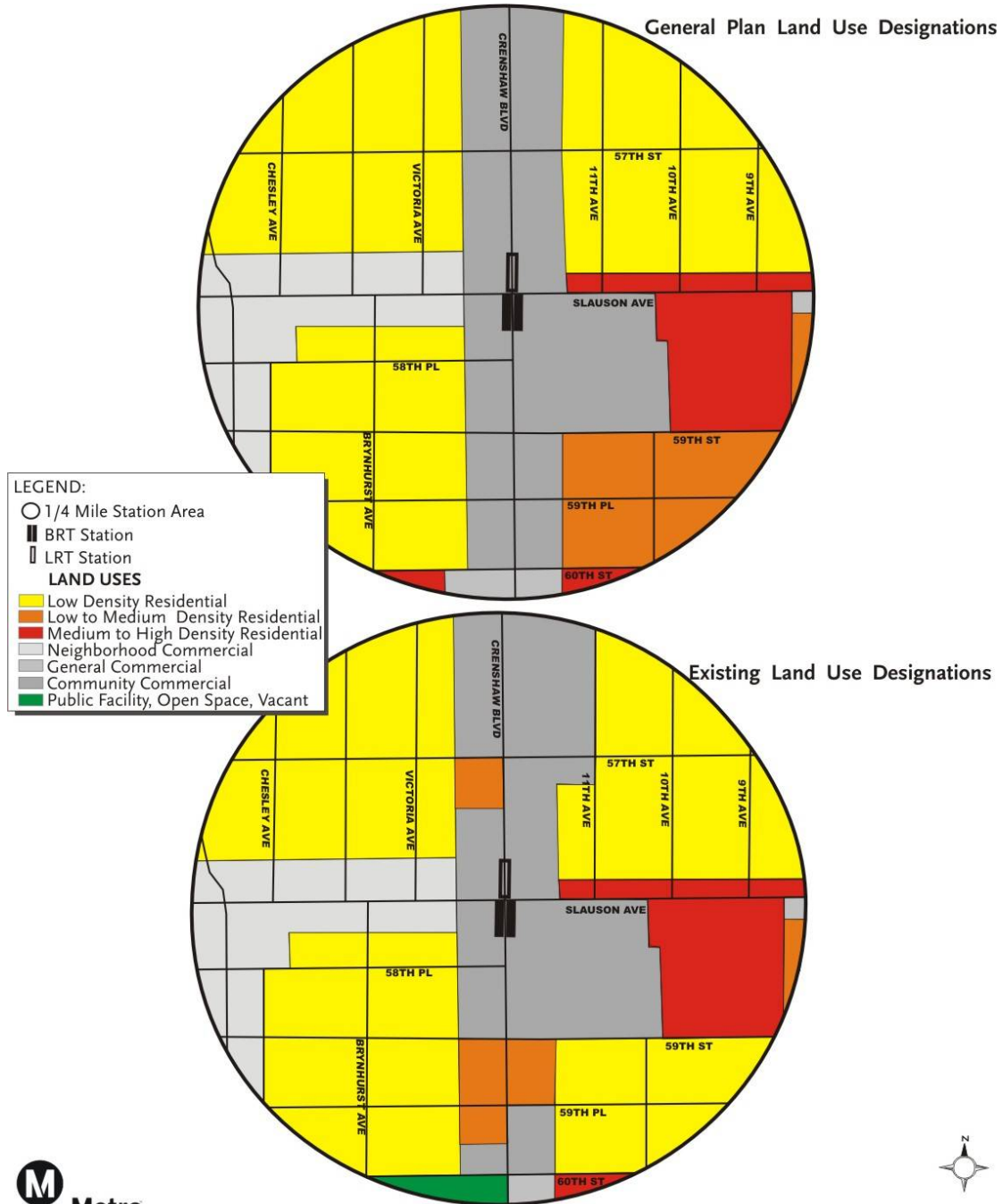


Figure 4-10. Crenshaw/Vernon Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.

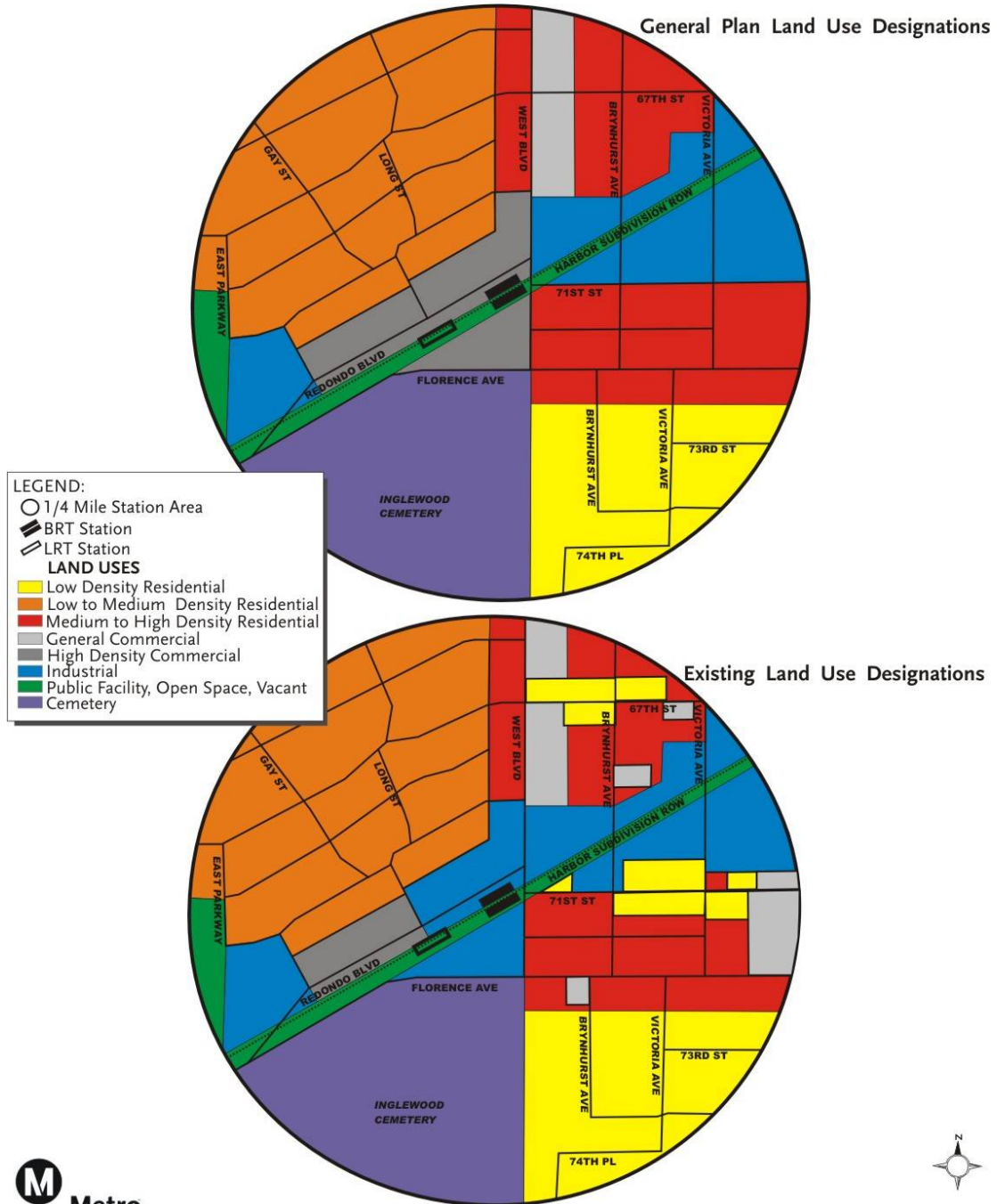
Figure 4-11. Crenshaw/Slauson Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.



Figure 4-12. Florence/West Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.

Figure 4-13. Florence/La Brea Station Area Land Uses

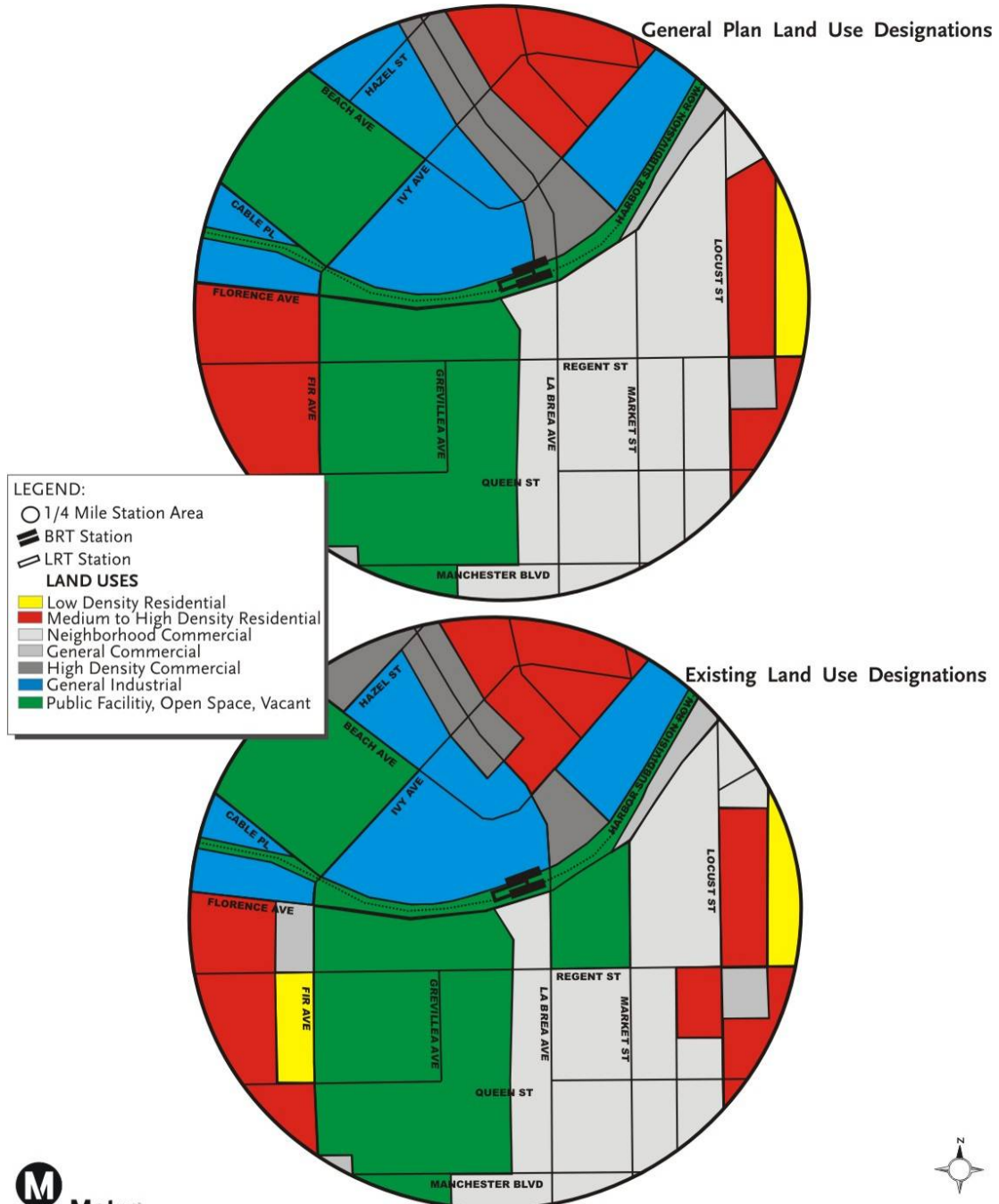
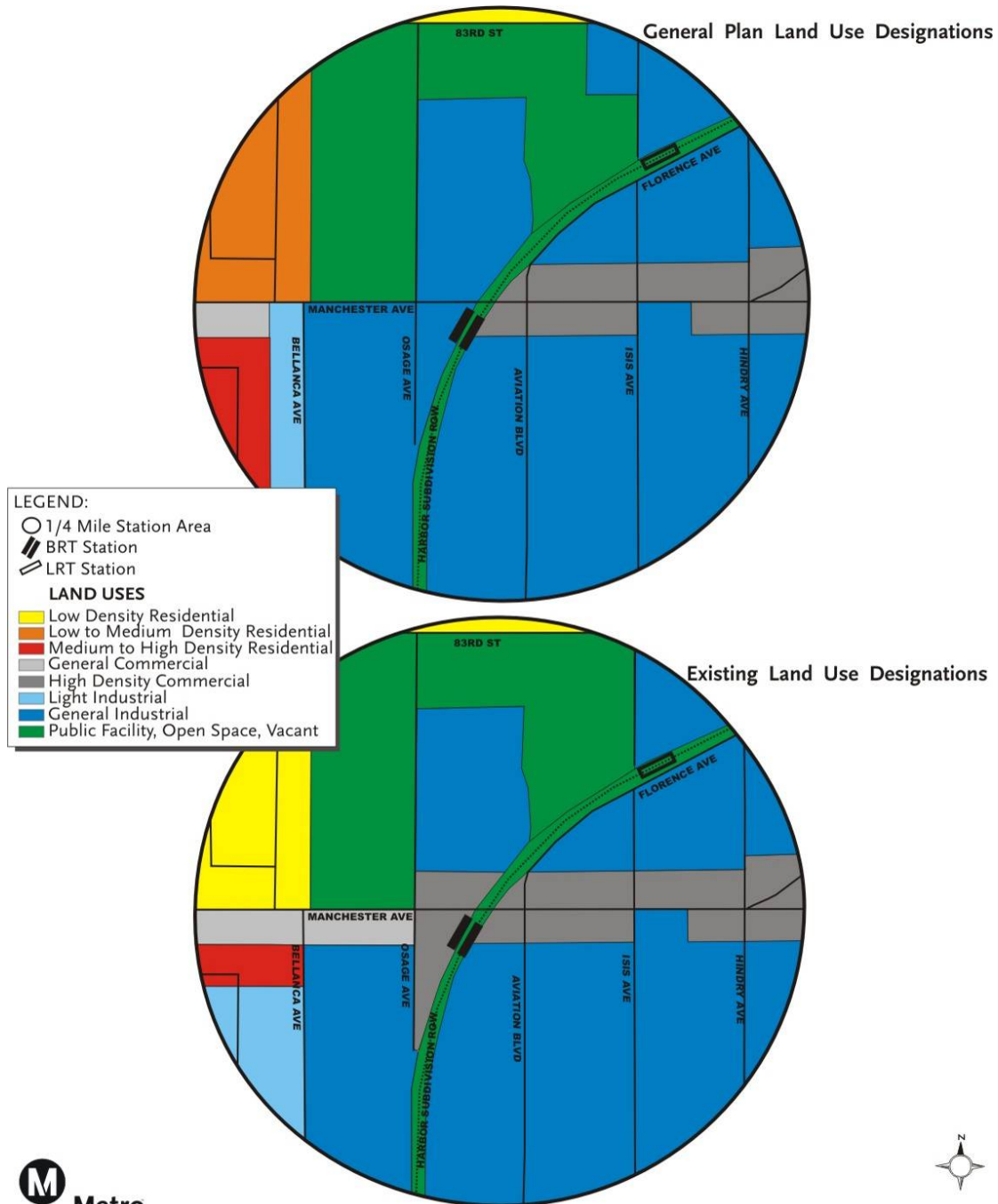




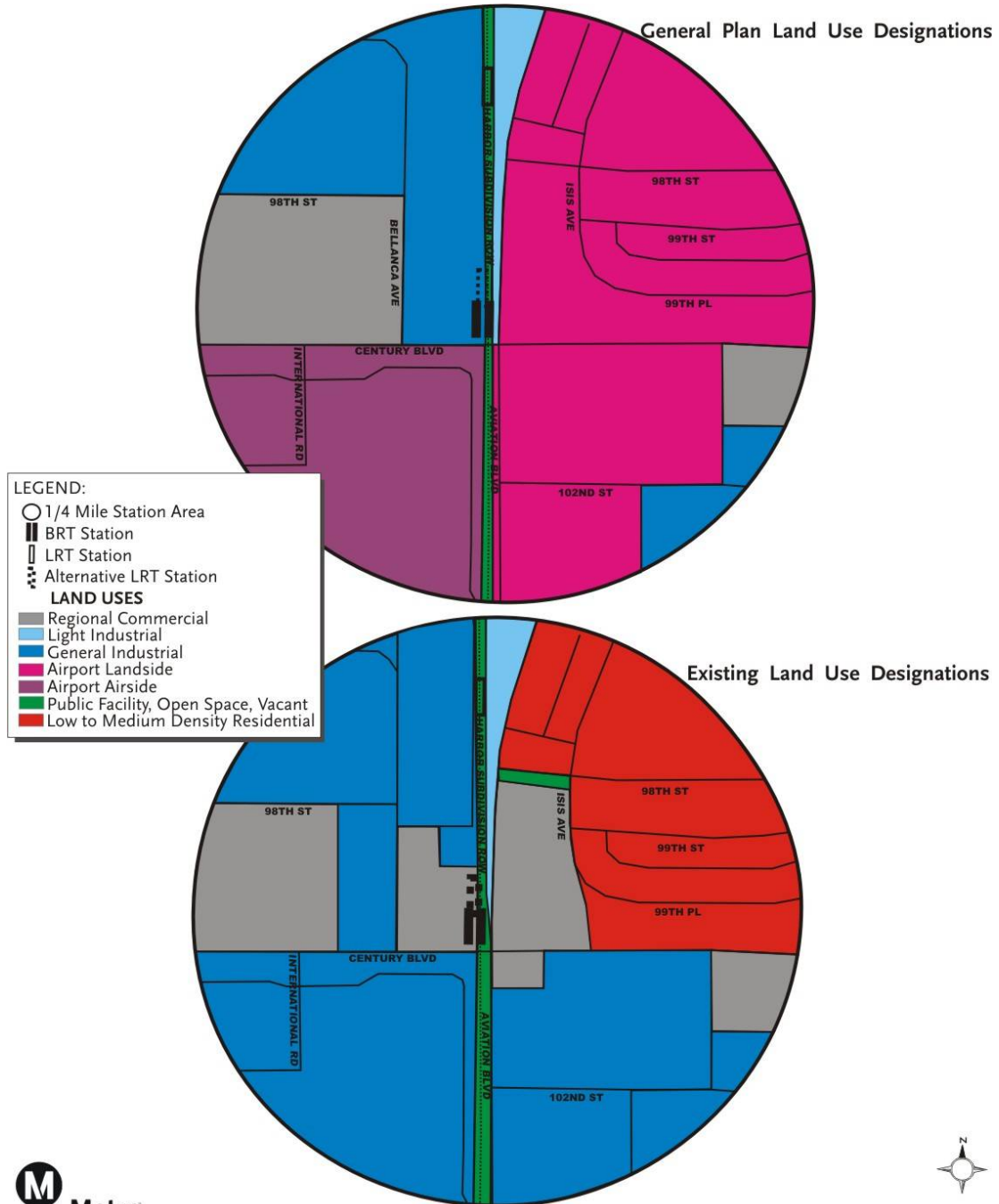
Figure 4-14. Aviation/Manchester Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.



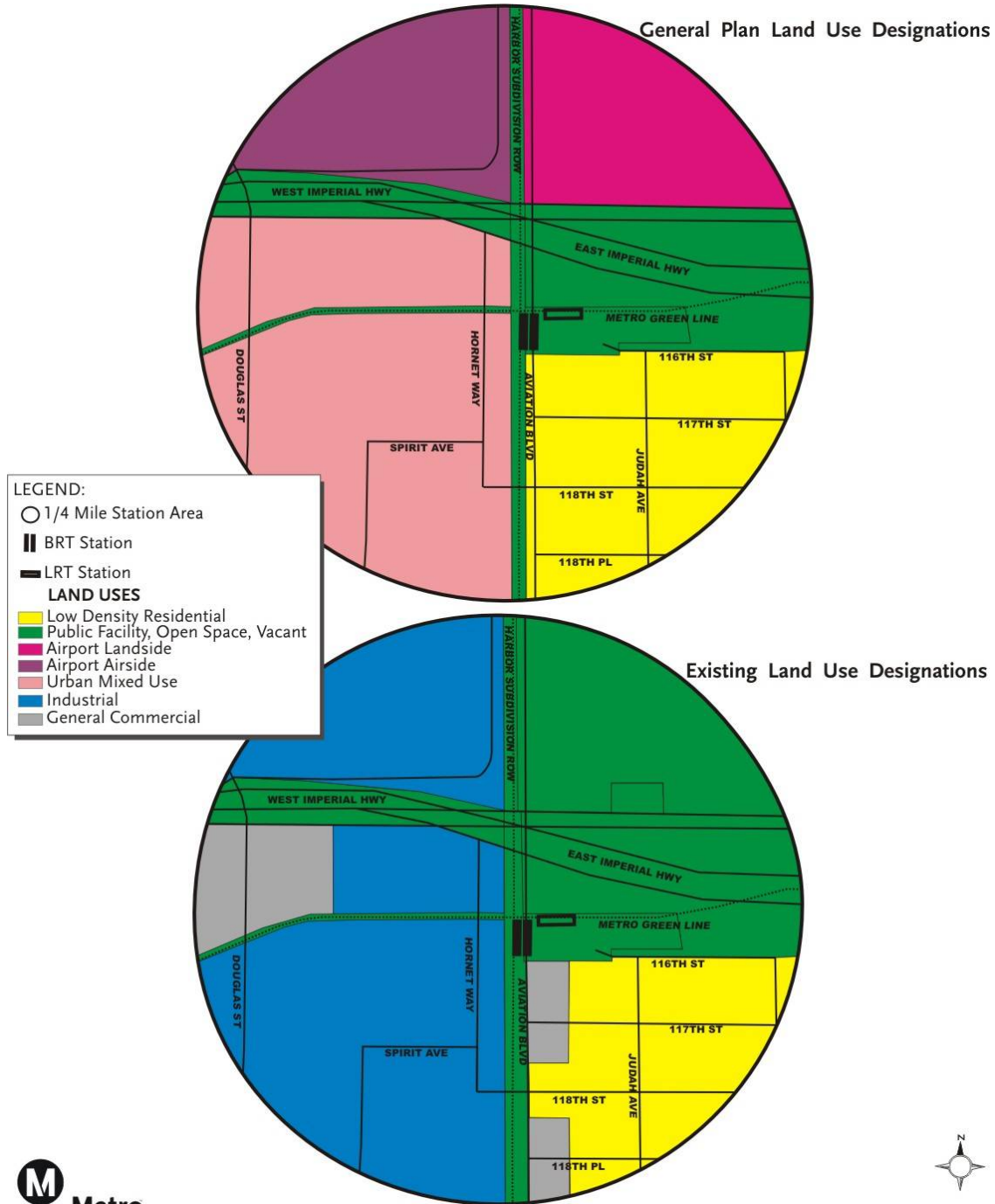
Figure 4-15. Aviation/Century Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.



Figure 4-16. Aviation/Imperial Station Area Land Uses



Source: City of Los Angeles General Plan, Los Angeles County Assessor, 2008.

4.1.2.3 Sensitive Land Uses

Sensitive land uses located within 0.25 mile of proposed station locations are shown in Table 4-3 and Figure 4-45 through Figure 4-48 in Section 4.12 Parklands and Community Facilities.

Table 4-3. Sensitive Land Uses within 0.25 Mile Radius of the Proposed Alignment

Map No. ¹	Name	Location	Proximity to Alignment (miles) ²
Parklands, Other Recreation, and Libraries			
Parklands			
1	Harold A. Henry Park	890 S Lucerne Blvd, Los Angeles	0.20 BRT
2	Washington Irving Pocket Park	4103 E Washington Blvd, Los Angeles	0.08 BRT
3	Leimert Park	4395 Leimert Blvd, Los Angeles	0.05 BRT
4	Grevillea Park	231 S Grevillea Ave, Inglewood	0.10 BRT 0.18 LRT
5	Rogers Park Recreation/Community Center	400 W Beach Ave, Inglewood	0.15
6	Edward Vincent Jr. (Centinela) Park	700 Warren Ln, Inglewood	0.02
Other Recreation			
1	Museum of African American Art	4005 Crenshaw Blvd, Los Angeles	0.03
Libraries			
1	City of Los Angeles – Washington Irving Branch	4117 W Washington Blvd, Los Angeles	0.06 BRT
2	City of Inglewood – Main Library	101 W Manchester Blvd, Inglewood	0.11 BRT
Educational Facilities			
Day Care and Pre-Schools			
1	St. James Pre-School	4270 W 6th St, Los Angeles	0.10 BRT
2	West Angeles Youth Center	3623 Crenshaw Blvd, Los Angeles	0.03 BRT
3	Bethlehem Presbyterian Daycare	1128 Crenshaw Blvd, Los Angeles	0.02 BRT
4	Antioch Child Care Center	1060 Crenshaw Blvd, Los Angeles	0.04 BRT
5	King Learning Academy	2250 Crenshaw Blvd, Los Angeles	0.02 BRT
6	Golden Day Pre-School	6420 Crenshaw Blvd, Los Angeles	0.03 BRT
7	Hyde Park Early Education Center	6428 11th Ave, Los Angeles	0.10
8	Crenshaw TOT Academy	5148 Crenshaw Blvd, Los Angeles	0.02
9	Golden Day School Inc.	4476 Crenshaw Blvd, Los Angeles	0.05 BRT 0.09 LRT
10	Crenshaw Montessori Academy	4914 Crenshaw Blvd, Los Angeles	0.02
11	Ivie League Christian Pre-School	4827 Crenshaw Blvd, Los Angeles	0.05
12	Learning Zone Childcare	901 East Redondo Blvd, Inglewood	0.10
13	Nikka Tiffany School and Day Care	7112 S Victoria Ave, Los Angeles	0.07 LRT



Table 4-3. Sensitive Land Uses within 0.25 Mile Radius of the Proposed Alignment (continued)

Map No.1	Name	Location	Proximity to Alignment (miles)2
Elementary Schools			
1	Virginia Elementary School	30th/Virginia, Los Angeles	0.23
2	Wilton Place Elementary School	745 S Wilton Pl, Los Angeles	0.25
3	Wilshire Park Elementary School	4063 Ingraham St, Los Angeles	0.20 BRT 0.07 LRT
4	Today's Fresh Start Charter School	4514 Crenshaw Blvd, Los Angeles	0.06
5	Hyde Park Blvd Elementary School	3140 Hyde Park Blvd, Los Angeles	0.19
6	Ninety-Eighth St Elementary School	5431 W 98th St, Los Angeles	0.11
Middle Schools			
1	Johnnie L. Cochran (Mt. Vernon) Middle School	4066 W 17th St, Los Angeles	0.16
2	View Park Preparatory Accelerated Charter Middle School	5749 Crenshaw Blvd, Los Angeles	0.03
3	George W Crozier Middle School	210 W Regent St, Inglewood	0.12
Senior High Schools			
1	Crenshaw High School	5010 11th Ave, Los Angeles	0.16 BRT
2	View Park Preparatory Accelerated Charter High School	5701 Crenshaw Blvd, Los Angeles	0.03
3	Animo Venice Charter High School	5431 W 98th St, Los Angeles	0.16
4	Animo Leadership Charter High School	1155 W Arbor Vitae St, Inglewood	0.06
Private Schools			
1	Saint Paul's School	1920 S Bronson Blvd, Los Angeles	0.17 BRT
2	St. Gregory Nazianzen School	911 S Norton Ave, Los Angeles	0.16 BRT
3	Prep Academy	4201 Wilshire Blvd, Los Angeles	0.03 BRT
4	West Angeles Christian Academy	3010 S Crenshaw Blvd, Los Angeles	0.02 BRT
5	Cleophas Oliver School	4449 W Adams Blvd, Los Angeles	0.09 BRT
6	Qurdobah School	3420 Jefferson Blvd, Los Angeles	0.12 BRT
7	Al Madinah School	3510 Exposition Pl, Los Angeles	0.15
8	St. Patrick	3583 30th St, Los Angeles	0.11
9	Saint John Evangelist Catholic School	530 E Florence Ave, Inglewood	0.04
10	Ascension Lutheran Elementary School	5820 West Blvd, Los Angeles	0.24
11	Saint John Chrysostom Church School	530 E Florence Ave, Inglewood	0.02
12	Holy Faith Episcopal Church /Slauson Learning Center	260 N Locust St, Inglewood	0.08
13	St. Mary's Academy	701 Grace Ave, Inglewood	0.10
14	Westchester Neighborhood School	5520 Arbor Vitae, Westchester	0.15

Table 4-3. Sensitive Land Uses within 0.25 Mile Radius of the Proposed Alignment (continued)

Map No.1	Name	Location	Proximity to Alignment (miles)2
College or Trade Schools			
1	Los Angeles Urban League Youth Training Center	5414 Crenshaw Blvd, Los Angeles	0.04
2	Pacific Beauty College	5345 Crenshaw Blvd, Los Angeles	0.03
3	Redstone College	8911 Aviation Blvd, Inglewood	0.03
4	Fire Training Center (for El Camino College)	206 W Beach St, Inglewood	0.13
5	LAPD Ahmanson Training Center	5651 Manchester Ave, Los Angeles	0.15
6	Northrop Rice Aviation Institute of Technology	8911 Aviation Blvd, Inglewood	0.08
Religious Facilities			
1	Hope Memorial Lutheran Church	3401 Somerset Dr, Los Angeles	0.14 BRT
2	Messiah Baptist Church	4500 W Adams Blvd, Los Angeles	0.20 BRT
3	Berean Seventh Day Adventist Church	4211 W Adams Blvd, Los Angeles	0.24 BRT
4	Saint Paul's Catholic Church	1920 S Bronson, Los Angeles	0.10 BRT
5	West Angeles Church of God in Christ	3045 Crenshaw Blvd, Los Angeles	0.03 BRT
6	First Presbyterian Church	1809 West Blvd, Los Angeles	0.06 BRT
7	Saint Gregory's Catholic Church	900 S Bronson Ave., Los Angeles	0.14 BRT
8	Wilshire United Methodist Church	4350 Wilshire Blvd, Los Angeles	0.20 BRT
9	Dios International Missionary Church	4335 W Adams, Los Angeles	0.12 BRT
10	Happy Life with Jesus	4120 W Pico Blvd, Los Angeles	0.08 BRT
11	Hungarian Reformed Church	751 Crenshaw Blvd, Los Angeles	0.02 BRT
12	Iglesias Restauracion "Elim"	4409 W Adams Blvd, Los Angeles	0.03 BRT
13	Korean Eastern Presbyterian Church	4270 W 6th St, Los Angeles	0.11 BRT
14	LOGOS Methodist Church	1718 Crenshaw Blvd, Los Angeles	0.03 BRT
15	Mission of Christ	1228 Crenshaw Blvd, Los Angeles	0.02 BRT
16	Morris Memorial Full Gospel Church	4450 W Adams Blvd, Los Angeles	0.07 BRT
17	New World Vision Church	1171 Crenshaw Blvd, Los Angeles	0.01 BRT
18	USA Buddhism	2324 S Crenshaw Blvd, Los Angeles	0.03 BRT
19	West Angeles Cathedral	3600 Crenshaw Blvd, Los Angeles	0.02
20	Masjid Abu Bakr As-Siddiq	3611 Crenshaw Blvd, Los Angeles	0.02
21	Vijaya Dharma Buddhist Vihara	1847 Crenshaw Blvd, Los Angeles	0.03 BRT
22	Nazarite Presbyterian Church	1722 Crenshaw Blvd, Los Angeles	0.02 BRT
23	New Zion Church – God in Christ	1523 Crenshaw Blvd, Los Angeles	0.03 BRT
24	CA Bible Baptist Church	1187 Crenshaw Blvd, Los Angeles	0.02 BRT
25	Sungbalsa Buddhist Temple	1135 Crenshaw Blvd, Los Angeles	0.02 BRT
26	Beta Israeli Temple	1101 Crenshaw Blvd, Los Angeles	0.02 BRT
27	Universal Metaphysical Church	1101 Crenshaw Blvd, Los Angeles	0.02 BRT



Table 4-3. Sensitive Land Uses within 0.25 Mile Radius of the Proposed Alignment (continued)

Map No.1	Name	Location	Proximity to Alignment (miles)2
28	Antioch Christian Community	1060 Crenshaw Blvd, Los Angeles	0.03 BRT
29	Love Lifted Me Missionary Baptist Church	6510 Crenshaw Blvd, Los Angeles	0.01
30	St. Mark Baptist Church	5969 Crenshaw Blvd, Los Angeles	0.03
31	Hyde Park Church of God		0.03
32	Saint John the Evangelist Roman Catholic Church	6028 S Victoria Ave, Los Angeles	0.08
33	Christ the Good Shepherd Episcopal Church	3303 Vernon Ave, Los Angeles	0.14
34	All Souls Christian Center	5125 Crenshaw Blvd, Los Angeles	0.03
35	Apostolic Faith Church of Los Angeles	6641 Crenshaw Blvd, Los Angeles	0.03
36	Bethel Chapel Community Church	5879 Crenshaw Blvd Los Angeles	0.02
37	Bethesda Temple Apostolic	4909 Crenshaw Blvd, Los Angeles	0.03
38	Egyptian Temple No. 5 P. H. A.	5324 Crenshaw Blvd, Los Angeles	0.03
39	Faith Love Christian Center	5400 11th Ave., Los Angeles	0.09
40	First African Presbyterian Church of North America	6825 Crenshaw Blvd, Los Angeles	0.03
41	Galilee Baptist Church	3220 W 48th St, Los Angeles	0.12
42	Great Bethlehem Temple Church #2 Crenshaw Faith Temple	4812 Crenshaw Blvd, Los Angeles	0.01
43	Greater Deliverance C.O.G.I.C.	6741 West Blvd, Inglewood	0.17
44	Love and Order Christian Fellowship	5428 Leimert Blvd, Los Angeles	0.07
45	Mision Christiana El Amor De	6419 Crenshaw Blvd, Los Angeles	0.02
46	Arms of Grace Christian Center	5700 Crenshaw Blvd, Los Angeles	0.02
47	Iglesia De Pentecostal	5460 Crenshaw Blvd, Los Angeles	0.02
48	Masjid Bilal Ibn Rabah	5450 Crenshaw Blvd, Los Angeles	0.02
49	Church of the Anointing	4343 Crenshaw Blvd, Los Angeles	0.02
50	Family of Faith – Faithful Central Bible Church	333 W Florence Ave, Inglewood	0.02
51	Family of Faith – The Tabernacle	321 N Eucalyptus Ave, Inglewood	0.03
52	First United Church of Christ	3511 W Florence Ave, Inglewood	0.09
53	Kingdom Hall of Jehovah's Witnesses	411 Centinela Ave, Inglewood	0.17
54	Trinity Church	1100 W Florence Ave, Inglewood	0.03
55	Committed Christian Life Church	216 W Florence, Inglewood	0.06
56	First Evangelical Lutheran Church	600 W Queen St, Inglewood	0.16
57	Soka Gakkai International	8881 Aviation Blvd, Inglewood	0.05
58	Church of the Holy Faith	260 N Locust St, Inglewood	0.05
59	Saint John Chrysostom Roman Catholic Church	530 E Florence Ave, Inglewood	0.04
60	Church of Jesus Christ of Latter Day Saints	400 W Centinela Ave, Inglewood	0.15

Table 4-3. Sensitive Land Uses within 0.25 Mile Radius of the Proposed Alignment (continued)

Map No.1	Name	Location	Proximity to Alignment (miles)2
Cemeteries			
1	Inglewood Park Cemetery	720 E Florence Ave, Inglewood	0.35
Hospitals			
1	Daniel Freeman Memorial Hospital	333 N Prairie Ave, Inglewood	0.24
2	Airport Urgent Care	1117 W Manchester Blvd, Inglewood	0.04
Convalescent			
1	Windsor Garden Convalescent Hospital	915 Crenshaw Blvd, Los Angeles	0.01
2	Hyde Park Convalescent Hospital	3737 Don Felipe Dr, Los Angeles	0.23
3	Centinela Park Convalescent Hospital	515 Centinela Ave, Inglewood	0.08
4	Saint Erne Sanitarium (Health Care Center)	527 W Regent, Inglewood	0.02

Source: Camp Dresser & McKee (CDM), 2008

¹ Map numbers correspond to CDM Figure 4-45 through Figure 4-48 in Section 4.12 Parklands and Community Facilities

² Distance to both BRT and LRT alignments unless otherwise noted.

4.1.3 Environmental Impacts/Environmental Consequences

4.1.3.1 Methodology

This section describes the anticipated effects of the No Build Alternative, the Transportation Systems Management (TSM) Alternative, the BRT Alternative, and the Base LRT Alternative on existing land use and their compatibility with existing plans and policies, and guidelines that may affect future land use in the study area. The potential adverse effects described in this section are based on the status of regional and local planning efforts at this time and on currently available information.

4.1.3.2 Regional Land Use and Development

The SCAG region is expected to grow in population by 24.6 percent (or 5.4 million people) between 2005 and 2035 (SCAG, Regional Transportation Plan, 2008). Likewise, employment in the region is expected to grow by 24.3 percent during the same time period. The proposed project would be consistent with the growth management policies of the 2001 RCPG to improving the standard of living, improve the regional quality of life, and maintain social, political, and cultural equity. The proposed project would also be consistent with the air quality and open space policies of the 2008 RTP.

No Build Alternative

The No Build Alternative includes planned transportation services, facilities, and infrastructure that would be implemented by 2035, which would utilize the existing rights-of-way and transportation corridors in the communities of the Crenshaw Transit Corridor and would involve similar work to the typical roadway and utility work currently occurring within the SCAG region. No substantial physical change to the environment



would occur under the No Build Alternative. As such, no adverse effects associated with regional land use are anticipated.

TSM Alternative

The TSM Alternative would involve improvements to the existing transit system without significant capital investment. These improvements may include, but are not limited to intersection improvements, minor road widenings, and traffic engineering actions. The TSM Alternative is similar to the No Build Alternative and is not likely to generate new regional growth, nor is it likely to significantly change land use and development patterns at a regional scale. As such, no adverse effects associated with regional land use are anticipated.

BRT Alternative

The BRT Alternative is not likely to generate new regional growth, nor is it likely to substantially change land use and development patterns at a regional level. Transit investments generally require the leveraging effect of supportive public policies along with the pressure of an expanding regional economy to bring about substantial changes in land use and urban form at the regional level (National Research Council, Cervero and Seskin, 1995). However, the BRT Alternative, when considered as part of Metro's 2008 *Long Range Transportation Plan* (LRTP), would play an important role in expanding regional transportation choices and in improving regional quality of life and overall mobility.¹ The extent to which the BRT Alternative attracts new growth or results in a redistribution of projected regional growth would depend on favorable market conditions and supportive public policies. No substantial physical change to the environment would occur under the BRT Alternative. Therefore, no adverse effects associated with regional land use are anticipated.

Base LRT Alternative

The Base LRT Alternative is not likely to generate new regional growth, nor is it likely to significantly change land use and development patterns at a regional scale. The creation of an urban rail transit system rarely creates new growth, but may redistribute growth that would have taken place elsewhere (National Research Council, Cervero and Seskin, 1995). In addition, transit investments generally require the leveraging effect of supportive public policies along with the pressure of an expanding regional economy to bring about significant changes in land use and urban form at the regional level (National Research Council, Cervero and Seskin, 1995). However, the Base LRT Alternative, when considered as part of Metro's LRTP, would play an important role in expanding regional transportation choices and in improving regional quality of life, image, and overall mobility. The extent to which the Base LRT Alternative attracts new growth or results in a redistribution of projected regional growth would depend on favorable market conditions and supportive public policies. Therefore, no adverse effects associated with regional land use are anticipated.

¹ The Metro Long Range Transportation Plan guides transportation development for 20-25 years in the future. Transportation projects identified in the Plan have higher priority status for funding. Metro is currently updating their Long Range Transportation Plan and released a draft in March of 2008.

Design Options

The LRT Alternative may include the following six design options:

- LRT Alternative Design Option 1: An aerial station at Century Boulevard instead of an at-grade station at LAX.
- LRT Alternative Design Option 2: An aerial crossing instead of an at-grade crossing at Manchester Avenue.
- LRT Alternative Design Option 3: A cut and cover crossing instead of an at-grade crossing at Centinela Avenue.
- LRT Alternative Design Option 4: A cut and cover alignment instead of an aerial alignment between Victoria Avenue and 60th Street.
- LRT Alternative Design Option 5: A below-grade station at Vernon Avenue near Leimert Park.
- LRT Alternative Design Option 6: A below-grade alignment between 39th Street and Exposition with a below-grade station instead of an at-grade alignment north of 39th Street with connection to Exposition and an at-grade station.

These design options would not result in substantial changes in regional land use and development. Therefore, no adverse effects associated with regional land use are anticipated. In addition, the below-grade station at Vernon Avenue near Leimert Park (LRT Alternative Design Option 5) would be consistent with the *City of Los Angeles Transportation Policy*.

Maintenance and Operations Facility Sites

The creation of a maintenance and operations facility is not likely to generate new regional growth, nor is it likely to significantly change land use and development patterns at a regional scale because it would be located near similar land uses and isolated to a particular location. No substantial physical change to the environment would occur under the creation of a maintenance and operations facility. Therefore, no adverse effects associated with regional land use are anticipated.

4.1.3.3 Local Land Use and Development

Existing land uses within the study area are varied and include a combination of residential, commercial, transportation and utilities, industrial, and public/institutional uses. As shown in Figure 4-4 and Table 4-2, the primary land uses in the study area are residential (59 percent), the majority of which are single-family residential (44 percent). Commercial uses comprise 15 percent of the study area and are concentrated along major roadways, such as Crenshaw Boulevard and La Brea Avenue.

No Build Alternative

The No Build Alternative would result in a continuation of current development patterns and trends. Land use patterns that exist today in several sections of the corridor, especially those not in redevelopment areas, would be slow to change. The No Build Alternative would limit the opportunity to intensify land uses at potential station areas, offer an alternative mode of travel, and develop mixed uses and infill development



throughout the corridor. With the No Build Alternative, development and redevelopment would result in increased traffic congestion, particularly along Crenshaw Boulevard, with the planned expansion of the Baldwin Hills Crenshaw Plaza and the Fashion Square development project. The increased traffic congestion would have both a short- and long-term negative effect on the businesses within the Crenshaw Transit Corridor. As such, potential adverse effects associated with land use and development within the Crenshaw Transit Corridor are anticipated.

Division of an Established Community

Under the No Build Alternative, planned development and redevelopment would adhere to local zoning ordinances and would be unlikely to alter or divide the existing community. Therefore, no adverse effects related to the division of an established community are anticipated for the No Build Alternative.

Applicable Land Use Policies

City of Los Angeles Transportation Policy

This policy seeks to establish transit centers and station areas as focal points for future growth in the City of Los Angeles. Levels of station area development are to preserve lower-density neighborhoods from encroachment. The No Build Alternative would develop station areas and create the potential for increased density of development along Exposition Boulevard under the planned Exposition Light Rail Project. However, the No Build Alternative would not develop station areas or create the potential for increased density of redevelopment along Crenshaw Boulevard. Therefore, the No Build Alternative would be inconsistent with this policy.

■ ***General Plans***

■ ***City of Los Angeles General Plan***

Policies related to transportation and land use are addressed in the *Framework*, *Transportation Element*, and *Land Use Element* of the *City of Los Angeles General Plan*. The No Build Alternative would not be consistent with the *Framework's* policy of expanding transportation service to enhance accessibility to neighborhoods and community and regional centers. The No Build Alternative would not improve the transit linkages along Crenshaw Boulevard, or establish a southern connection to the Metro Green Line. In addition, Policy 2.13c of the *Transportation Element* establishes a need for busways using publicly-owned railway right-of-way. The No Build Alternative would not use the Harbor Subdivision right-of-way; therefore, the No Build Alternative would not be consistent with this policy. The No Build Alternative is also not consistent with the *Land Use Element's* policy of developing a public transit system that improves mobility with convenient alternatives to automobile travel.

■ ***The County of Los Angeles General Plan***

The *County of Los Angeles General Plan* promotes policies that initiate transit-oriented development along bus and rail transit corridors, and inter-jurisdictional coordination of land use and transportation policy matters. The No Build Alternative would not improve service along the Crenshaw Transit Corridor and would not stimulate transit-oriented development. Therefore, the No Build Alternative would not be consistent with the *County of Los Angeles General Plan*.

- *City of Inglewood General Plan*
A guiding principle of the *City of Inglewood General Plan* is to enhance the transportation system of the community. The No Build Alternative does not enhance the transportation system of the community. As such, the No Build Alternative would not be consistent with the *City of Inglewood General Plan*.
- *City of El Segundo General Plan*
The *City of El Segundo General Plan* contains policies that are transit supportive, as demonstrated by the creation of the Metro Green Line. Specific policies include encouraging development projects that integrate major transportation facilities with land use planning and the surrounding environment and promote mixed-use development near transit nodes and modes of transportation other than the automobile. The No Build Alternative would not provide additional opportunities for regional connectivity at the Metro Green Line Aviation/LAX Station and surrounding areas. Therefore, the No Build Alternative would not be consistent with the *City of El Segundo General Plan*.
- *City of Hawthorne General Plan*
The *City of Hawthorne General Plan's Circulation Element Policy* identifies alternative transportation modes as a fundamental priority. The No Build Alternative does not provide an alternative transportation modal option and would not be consistent with the *City of Hawthorne General Plan*.
- *City of Los Angeles Municipal Code*
The RAS Zones established in Article 2, Section 12 of the *City of Los Angeles Municipal Code (LAMC)*, provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The Density Bonus Ordinance allows increased density for residential development projects that are located near transit stops leading to the increased development potential of transit corridors. The No Build Alternative would not provide the foundation for increased intensity of redevelopment of older commercial corridors and residential development along the Crenshaw Boulevard commercial corridor. Therefore, the No Build Alternative would not be consistent with the LAMC.
- *Community Plans*
The *City of Los Angeles West Adams-Baldwin Hills-Leimert Park, Westchester Playa Del Rey and Wilshire Community Plans* all support the intensification of land uses in conjunction with improved mass transit. The plans promote inter-connectivity between residential uses and transit systems, and set as a goal the development of new housing close to transit lines so as to reduce vehicle trips while promoting growth. The proximity of the project alignment and stations to residences between along Crenshaw Boulevard and Harbor Subdivision right-of-way helps to accomplish this goal. Primary goals in each plan include measures to reduce vehicle trips, traffic congestion, and air pollution while enhancing the job opportunities and quality of life in the area. The No Build Alternative would not be consistent with these plans and does not promote the community's primary goals.

**■ *Specific Plans***

The *Crenshaw Corridor Specific Plan* seeks to ensure that the land uses and development improve the functional and aesthetic quality of the corridor, while enhancing and complimenting the surrounding community. The No Build Alternative would not enhance the surrounding community through increased mobility. The *Park Mile Specific Plan* supports the preservation of a low-density residential area with a park-like setting. The No Build Alternative would maintain the low-density residential character of the community and, therefore, would be consistent with the *Park Mile Specific Plan* and would not be consistent with the *Crenshaw Corridor Specific Plan*.

■ *Redevelopment Project Areas*

The CRA/LA Mid-City Corridors, Crenshaw, and Crenshaw/Slauson Redevelopment Projects each encourage a circulation system that will improve the quality of life through pedestrian, automobile, parking, and mass transit improvements. The plans promote inter-connectivity between residential and commercial uses and transit systems and sets as a goal the redevelopment of existing commercial uses to include mixed-use development. Primary goals in each plan include measures to implement land use recommendations, design guidelines, and streetscape concepts that promote economic development, quality jobs, and revitalization of the area. Improvements in streetscape concepts involve creation of a green street that relocates utilities, replaces and adds trees, landscape setbacks, infiltration planters, and redevelopment of the frontage roads. Under the No Build Alternative, the CRA/LA redevelopment projects that improve streetscape concepts would still occur; however, the No Build Alternative would not include transit improvements along Crenshaw Boulevard and would not be consistent with redevelopment policies related to transit.

■ *LAX Master Plan*

Policies related to transportation and land use are addressed in the *LAX Plan*, the framework that is the implementation mechanism for the *LAX Master Plan*. The *LAX Plan* contains policies which seek to develop a connection point from the airport to the Metro Green Line, and other mass transportation facilities, and provide facilities that encourage transit ridership. The No Build Alternative does not provide an option to enhance these policies and, therefore, would not be consistent with the *LAX Plan*.

Adjacent or Surrounding Land Uses

The No Build Alternative represents the status quo and some other transit improvements, but there would be no station vicinity land use impacts along Crenshaw Boulevard. Development patterns would continue to reflect current trends. Without improved transit connections to downtown Los Angeles and the Metro Green Line, this area would experience difficulty attracting transit-supportive and pedestrian-oriented development and would likely become increasingly auto-dependent.

TSM Alternative

The TSM Alternative will have no adverse effect on the existing land uses in the study area. The TSM alternative would result in improved transportation options and mobility within the study area compared to the No Build Alternative.

Division of an Established Community

Under the TSM Alternative, planned development and redevelopment would adhere to local zoning ordinances and would be not likely to alter or divide the existing community. Thus, no adverse effects related to the division of an established community are anticipated for the TSM Alternative.

Applicable Land Use Policies

Under the TSM Alternative, applicable land use policies described for the No Build Alternative would also apply and would be more consistent than the No Build Alternative. However, the TSM Alternative would still not be consistent with these policies.

■ ***City of Los Angeles Transportation Policy***

The TSM Alternative would not develop station areas or create the potential for increased density of redevelopment along Crenshaw Boulevard. Therefore, the TSM Alternative would not be consistent with this policy.

■ ***General Plans***

■ ***City of Los Angeles General Plan***

The TSM Alternative would be consistent with the *Framework's* policy of expanding transportation service to enhance accessibility to neighborhoods and community and regional centers. The TSM Alternative would improve the transit linkages along Crenshaw Boulevard without the creation of major infrastructure. In addition, Policy 2.13c of the *Transportation Element* establishes a need for busways using publicly-owned railway right-of-way. The TSM Alternative would not use the Harbor Subdivision right-of-way; therefore, the TSM Alternative would not be consistent with this policy. The TSM Alternative is consistent with the *Land Use Element's* policy of developing a public transit system that improves mobility with convenient alternatives to automobile travel, as it seeks to improve the existing transit system. Therefore, the TSM Alternative would be consistent with the *City of Los Angeles General Plan*.

■ ***The County of Los Angeles General Plan***

The TSM Alternative would improve service along the Crenshaw Transit Corridor, but would likely not stimulate transit-oriented development. Therefore, the TSM Alternative would not be fully consistent with the *County of Los Angeles General Plan*.

■ ***City of Inglewood General Plan***

The TSM Alternative would enhance the transportation system of the community, by making small improvements not requiring large capital investment. As such, the TSM Alternative would be consistent with the *City of Inglewood General Plan*.

■ ***City of El Segundo General Plan***

The TSM Alternative may provide additional opportunities for regional connectivity at the Metro Green Line Aviation Station and surrounding areas through route restructuring or shortened headways. Therefore, the TSM Alternative would be consistent with the *City of El Segundo General Plan*.



- *City of Hawthorne General Plan*
The TSM Alternative would provide some transportation improvements, but does not provide an alternative transportation modal option. However, since the TSM Alternative would provide some transportation improvements, it would be generally consistent with the *City of Hawthorne General Plan*.
- *City of Los Angeles Municipal Code*
The TSM Alternative would not provide the foundation for increased intensity of commercial redevelopment associated with RAS zones or residential development associated with the Density Bonus Ordinance along the Crenshaw Boulevard corridor. Therefore, the TSM Alternative would not be consistent with the *LAMC*.
- *Community Plans*
The *City of Los Angeles West Adams-Baldwin Hills-Leimert Park, Westchester Playa Del Rey and Wilshire Community Plans* all support the intensification of land uses in conjunction with improved mass transit. The plans promote inter-connectivity between residential uses and transit systems, and set as a goal the development of new housing close to transit lines so as to reduce vehicle trips while promoting growth. Primary goals in each plan include measures to reduce vehicle trips, traffic congestion, and air pollution while enhancing the job opportunities and quality of life in the area. The TSM Alternative would not be consistent with all of these plans and does not promote the community's primary goals.
- *Specific Plans*
The TSM Alternative would enhance the surrounding community through increased mobility. The TSM Alternative would maintain the low-density residential character of the community; therefore, it would be consistent with the *Park Mile Specific Plan* and *Crenshaw-Prairie Corridor Specific Plan*.
- *Redevelopment Project Areas*
The TSM Alternative would include limited transit improvements and be consistent with redevelopment policies the redevelopment projects' primary goals.
- *LAX Master Plan*
The *LAX Plan* contains policies that seek to develop a connection point from the airport to the Metro Green Line and other mass transportation facilities and provide facilities that encourage transit ridership. The TSM Alternative does not provide an option to serve these policies; therefore, the TSM Alternative would not be consistent with the *LAX Master Plan*.

Adjacent or Surrounding Land Uses

The TSM Alternative represents the best that can be done for mobility without constructing a new transit guideway. Without the fixed guideway, development patterns would continue to reflect current trends. Without improved infrastructure to bridge connections to downtown Los Angeles and the Metro Green Line, this area would experience difficulty attracting transit-supportive and pedestrian-oriented development and would likely become increasingly auto-dependent.

BRT Alternative

Division of an Established Community

While operating in mixed-flow traffic and semi-exclusive lanes, the BRT Alternative would not require any additional infrastructure which could potentially restrict pedestrian access or vehicular crossings. Planned development and redevelopment of land uses would be unlikely to alter or divide the existing community because the conditions under the BRT Alternative would not differ from the existing traffic conditions. While operating along the Harbor Subdivision right-of-way, the BRT Alternative would be traveling along an existing transportation corridor where freight trains already operate. The majority of the area along the Harbor Subdivision right-of-way contains industrial land uses which do not support a large number of pedestrian crossings. Much of the Harbor Subdivision right-of-way acts as a boundary for political jurisdictions, separating the cities of Los Angeles, Inglewood, and Hawthorne. Therefore, the BRT Alternative would not alter or divide the existing community, would comply with local zoning ordinances and not alter or restrict land uses. Thus, no adverse effects related to the division of an established community are anticipated for the BRT Alternative.

Applicable Land Use Policies

- ***City of Los Angeles Transportation Policy***

This policy seeks to establish transit centers and station areas as focal points for future growth in the City of Los Angeles. Different levels of station area development have been established to be compatible with surrounding land uses. Low-density development would be applied in single-family residential areas to preserve lower-density neighborhoods from encroachment. The BRT Alternative would develop low-density station areas that would not encroach on surrounding neighborhoods, while at the same time, creating the potential for increased density of redevelopment along Crenshaw Boulevard, which supports higher-density land uses. Therefore, the BRT Alternative would be consistent with this policy.

- ***General Plans***

- ***City of Los Angeles General Plan***

Policies related to transportation and land use are addressed in the *Framework*, *Transportation Element*, and *Land Use Element* of the *City of Los Angeles General Plan*. The BRT Alternative would be consistent with the *Framework's* policy of expanding transportation service to enhance accessibility to neighborhoods and community and regional centers. The BRT Alternative would increase accessibility by improving the transit linkages along Crenshaw Boulevard, as well as a southern connection to the Metro Green Line. In addition, Policy 2.13c of the *Transportation Element* establishes a need for busways using publicly-owned railway right-of-way. The BRT Alternative would use the Harbor Subdivision right-of-way and be consistent with this policy. The BRT Alternative is also consistent with the *Land Use Element's* policy of developing a public transit system that improves mobility with convenient alternatives to automobile travel. Therefore, the BRT Alternative would be consistent with the *City of Los Angeles General Plan*.

- ***The County of Los Angeles General Plan***

The *County of Los Angeles General Plan* promotes policies that initiate transit-oriented development along bus and rail transit corridors, and inter-jurisdictional coordination of land use and transportation policy matters. The BRT Alternative



Alignment is under multiple jurisdictions and provides service along the Crenshaw Transit Corridor that would stimulate transit-oriented development. Therefore, the BRT Alternative would be consistent with the *County of Los Angeles General Plan*.

■ *City of Inglewood General Plan*

A guiding principle of the *City of Inglewood General Plan* is to enhance the transportation system of the community. The BRT Alternative provides a connection from downtown Inglewood and surrounding areas to the Metro Green Line, and Crenshaw, with potential transfers to the South Bay communities, LAX, and downtown Los Angeles. As such, the BRT Alternative would be consistent with the *City of Inglewood General Plan*.

■ *City of El Segundo General Plan*

The *City of El Segundo General Plan* contains policies that are transit supportive, as demonstrated by the creation of the Metro Green Line. Specific policies include encouraging development projects that integrate major transportation facilities with land use planning and the surrounding environment and promote mixed-use development near transit nodes and modes of transportation other than the automobile. The BRT Alternative would provide additional opportunities for regional connectivity at the Metro Green Line Aviation Station and surrounding areas. Therefore, the BRT Alternative would be consistent with the *City of El Segundo General Plan*.

■ *City of Hawthorne General Plan*

The *City of Hawthorne General Plan's Circulation Element Policy* identifies alternative transportation modes as a fundamental priority. The BRT Alternative provides an alternative transportation modal option; therefore, it would be consistent with the *City of Hawthorne General Plan*.

■ *City of Los Angeles Municipal Code* [

The RAS Zones established in Article 2, Section 12 of the LAMC, provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The Density Bonus Ordinance allows density bonuses for residential development projects that are located near transit stops leading to the increased development potential of transit corridors. The BRT Alternative would provide the foundation for increased intensity of commercial redevelopment and residential development along the Crenshaw Boulevard corridor and, thus would be consistent with the LAMC.

■ *Community Plans*

The *City of Los Angeles West Adams-Baldwin Hills-Leimert Park, Westchester Playa Del Rey and Wilshire Community Plans* all support the intensification of land uses in conjunction with improved mass transit. The plans promote inter-connectivity between residential uses and transit systems, and set as a goal the development of new housing close to transit lines so as to reduce vehicle trips while promoting growth. The proximity of the project alignment and stations to residences along Crenshaw Boulevard and Harbor Subdivision right-of-way helps to accomplish this goal. Primary goals in each plan include measures to reduce vehicle trips, traffic congestion, and air pollution while enhancing the job opportunities and quality of life

in the area. The BRT Alternative would be consistent with all of these plans and promotes the community's primary goals.

■ *Specific Plans*

The *Crenshaw Corridor Specific Plan* seeks to ensure that the land uses and development improve the functional and aesthetic quality of the corridor, while enhancing and complimenting the surrounding community. The BRT Alternative would enhance the surrounding community through increased mobility while preserving the visual character of the community. The *Park Mile Specific Plan* supports the preservation of a low-density residential area with a park-like setting. The BRT Alternative would maintain the low-density residential character of the community and, therefore, would be consistent with both specific plans.

■ *Redevelopment Project Areas*

The CRA/LA Mid-City Corridors, Crenshaw, and Crenshaw/Slauson Redevelopment Projects all encourage a circulation system that will improve the quality of life through pedestrian, automobile, parking, and mass transit improvements. The plans promote inter-connectivity between residential and commercial uses and transit systems, and sets as a goal, the redevelopment of existing commercial uses to include mixed-use development. Primary goals in each plan include measures to implement land use recommendations, design guidelines, and streetscape concepts that promote economic development, quality jobs, and revitalization of the area. Improvements in streetscape concepts involve creation of a green street which relocates utilities, replaces and adds trees, landscape setbacks, infiltration planters, and redevelopment of the frontage roads. The BRT Alternative would not alter any of these improvements and promotes the redevelopment projects' primary goals. Therefore, the BRT Alternative would be consistent with the redevelopment project areas along the proposed alignment.

■ *LAX Master Plan*

The *LAX Plan* contains policies that seek to develop a connection point from the airport to the Metro Green Line and other mass transportation facilities and provide facilities that encourage transit ridership, including a ground transportation center, an intermodal transportation center, and an automated people mover. The BRT Alternative would provide an option to serve these policies and, therefore, would be consistent with the *LAX Master Plan*.

Adjacent or Surrounding Land Uses

The BRT Alternative would include 12 stations. The BRT Alternative would be built on an existing transportation right-of-way alongside existing land uses, as well as along Crenshaw Boulevard, which also previously had a mass transit system. The BRT Alternative is part of a designated transit corridor adopted by the *City of Los Angeles General Plan Framework Transportation Element*. The transit corridor is also recognized as part of the *West Adams-Baldwin Hills-Leimert Park Community Plan* and *Crenshaw Corridor Specific Plan*. The transit corridor is also part of the previously described CRA/LA redevelopment programs, which include existing uses along the proposed alignment within this plan area. The existing Harbor Subdivision right-of-way was built years ago, prior to the construction of current adjacent land uses. Typically, effects from



transit investment are realized within walking distance of stations, generally about 0.25-mile. The primary effect is likely to be felt immediately adjacent to stations, diminishing with increasing distance from the station. Potential station area conflicts including, but not limited to noise, security, lighting, traffic are addressed individually in the relevant sections that analyze traffic, visual quality, and noise.

- *Crenshaw/Wilshire Station* – This station would be located at the intersection of Crenshaw Boulevard and Wilshire Boulevard. A driveway would be moved and reconstructed to the south on the west side of Crenshaw Boulevard to allow for the placement of the station. Single-family residences are prevalent along Crenshaw Boulevard near this station area and commercial uses line Wilshire Boulevard. This station would serve as an important connection to downtown Los Angeles as low-density residential land uses begin to transition to medium- to high-density residential and commercial land uses towards the east. The proposed station may potentially lead to further development of street-level pedestrian-oriented uses along Wilshire Boulevard, adding to the vibrancy of the area. No adverse effects associated with land uses near the Wilshire station are anticipated.
- *Crenshaw/Pico Station* - This station would be located near the Pico Boulevard and Crenshaw Boulevard intersection to avoid traffic delays. The station area is comprised of predominantly single- and multi-family residential land uses along Crenshaw Boulevard and commercial uses along Pico Boulevard. The proposed station would provide a residential connection to the surrounding regional transit system. No adverse effects are associated with land uses around the Pico station area are anticipated.
- *Crenshaw/Adams Station* - This station would be located on the south side of the intersection of Adams Boulevard and Crenshaw Boulevard. Commercial land uses including gas stations, auto repair shops, and storefront retail are prevalent along the Crenshaw Boulevard and Adams Avenue frontage. Single- and multi-family residential land uses are located beyond the commercial frontage. This station area is the gateway to the Crenshaw Commercial Corridor and has a historic village scale. This station area would likely undergo substantial land use changes because of the emerging trend of redevelopment, specifically as part of the Mid-City Corridor's Redevelopment Project. The area immediately to the north of Adams Boulevard is being redeveloped as a mixed-use senior housing land use. The station is likely to promote pedestrian-oriented land uses and development patterns. No adverse effects associated with land uses around the Adams Station area are anticipated.
- *Crenshaw/Exposition Station* - This station would be located at the Exposition Boulevard and Crenshaw Boulevard intersection, adjacent to the West Angeles Church of God in Christ. Industrial land uses, including light manufacturing buildings, occupy the frontage along Exposition Boulevard. Commercial land uses, primarily storefront retail, are located along Crenshaw Boulevard frontage. Single-family low-density residential land uses are prevalent beyond the frontage of Exposition and Crenshaw Boulevards. The proposed station would become an important junction for residents, employees, and visitors from across the region using various modes of transportation, including LRT, BRT, bus, and automobile. The proposed station may act as a catalyst, leading to further development of street-level pedestrian-oriented uses in existing buildings, adding to the

vibrancy of the area. No adverse effects associated with land uses around the Exposition station area are anticipated.

- *Crenshaw/Martin Luther King Jr. Station* - This station would be located at the Martin Luther King Jr. Boulevard and Crenshaw Boulevard intersection. This proposed station area is surrounded by a regional retail center, the Baldwin Hills-Crenshaw Plaza, to the west and additional commercial land uses along Crenshaw Boulevard. There is a large block of medium-density multi-family residential land uses to the west along the south side of Martin Luther King Jr. Boulevard. Low-density single-family residential land uses are located in all other directions. This station would provide a linkage to Leimert Park and the Baldwin-Hills Crenshaw Plaza in a neighborhood-oriented, commercial, and residential environment. The proximity of the Baldwin-Hills Crenshaw Plaza, which is under plans for redevelopment, may potentially lead to further development oriented towards supporting that land use and its patrons, such as restaurants, hotels, or additional commercial development. As land uses intensify and surface parking lots are redeveloped, parking garages with street-level uses may be constructed to fill gaps in parking supply. No adverse effects associated with land uses around the Martin Luther King Jr. station area are anticipated.
- *Crenshaw/Vernon Station* - This station would be located at the Vernon Avenue and Crenshaw Boulevard intersection. The proposed station area is near the historic Leimert Park open space area, an intimate commercial center and there is also a small block of multi-family residential land uses along Leimert Boulevard, east of Crenshaw Boulevard. The proposed station may potentially lead to further development of street-level pedestrian-oriented uses in existing buildings, adding to the vibrancy of the area. Further development would adhere to the existing village character of Leimert Park. No adverse effects associated with land uses around the Vernon station area are anticipated.
- *Crenshaw/Slauson Station* - This station would be located on the south side of Slauson Avenue at Crenshaw Boulevard. This proposed station area consists of View Park Middle School on the northwest corner and a community retail strip center in the southwest corner. Additional commercial land uses are located along Slauson Avenue and Crenshaw Boulevard. Medium-density multi-family residential land uses are located to the south and single-family residential land uses are located to the north, east, and west. The proposed station could lead to further development of street-level pedestrian-oriented uses in existing buildings, adding to the vibrancy of the area. No adverse effects associated with land uses around the Slauson Station area are anticipated.
- *Florence/West Station* - This station would be located in the Harbor Subdivision right-of-way north of the West Boulevard and Florence Avenue intersection. Industrial and commercial land uses are located on both sides of the proposed station adjacent to single- and multi-family residential land uses extending beyond the Harbor Subdivision right-of-way. The Inglewood Park Cemetery is located approximately 200 feet to the south of the proposed station. The proposed station may potentially lead to development of street-level pedestrian-oriented uses in existing commercial buildings, adding to the vibrancy of the area. No adverse effects associated with land uses around the Florence station area are anticipated.



- *Florence/La Brea Station* - This station would be located in the Harbor Subdivision right-of-way on the northwest corner of the La Brea Avenue and Florence Avenue intersection. Industrial land uses are located adjacent and to the west of the proposed station. Commercial and municipal land uses are located to the south of the proposed station area, while medium-density multi-family residential land uses are located to the north. Downtown Inglewood is located to the south of the proposed station. This proposed station is on an elevated station platform in a location that would allow for future pedestrian access to downtown Inglewood and City Hall which could include a bridge across Florence Avenue. This station area would likely undergo land use change because of its proximity to downtown Inglewood and the emerging trend of development and redevelopment in the area. The proposed station could lead to further development of street-level pedestrian-oriented uses in existing buildings, adding to the vibrancy of the area. This development would be consistent with the City of Inglewood's land use goals and policies. No adverse effects associated with land uses around the La Brea station area are anticipated.
- *Aviation/Manchester Station* - This station would be located on the Harbor Subdivision right-of-way to the southwest corner of the Manchester Avenue and Aviation Boulevard intersection. The proposed station is adjacent to industrial land uses along Florence Avenue. There are commercial land uses along Manchester Avenue, single-family residential land uses located to the north, and multi-family residential land uses located to the west of the proposed station. This station area would provide a connection for employment in the surrounding industrial uses and nearby single-family residences to the north and west. No adverse effects associated with land uses around the Manchester station area are anticipated.
- *Century Station* - This station would be located on the Harbor Subdivision right-of-way at the northwest corner of Century Boulevard and Aviation Boulevard. There are medium- to heavy-density industrial land uses along the Harbor Subdivision right-of-way and Aviation Boulevard. There are predominantly medium- to high-density commercial land uses along Century Boulevard, which include a large number of hotels and parking structures. LAX is located approximately 1,000 feet to the southwest of the proposed station. The proposed station would include an elevated station platform and would be located on an existing parking land use. The proximity of LAX and proposed plans for a people mover maximizes the potential for a connection to the airport and may potentially lead to development supporting those land uses and patrons, such as restaurants, hotels, and other commercial development. As land use intensifies, surface parking lots would be redeveloped with subterranean parking and street-level pedestrian-oriented land uses. No adverse effects associated with land uses around the Century station area are anticipated.
- *Metro Green Line Aviation/LAX Station* - This station would be located adjacent to the existing Metro Green Line Aviation/LAX Station, south of the I-105 Freeway, on Aviation Boulevard. Industrial land uses are located within this proposed station area, including several aerospace facilities. LAX is located to the northwest and low-density single-family residential land uses are located to the southeast within the proposed station area. The proposed station could lead to development of street-level pedestrian-oriented uses adjacent to the station area, adding to the vibrancy of the

area. No adverse effects associated with land uses around the Metro Green Line Aviation/LAX station area are anticipated.

Base LRT Alternative

Division of an Established Community

Under the Base LRT Alternative, planned development and redevelopment would be centered around station areas and this increased intensity of development would unite the community. While operating along the Harbor Subdivision right-of-way, the Base LRT Alternative would be traveling along an existing transportation corridor where freight trains operate. The majority of the area along the Harbor Subdivision right-of-way contains industrial land uses which do not support a large number of pedestrian crossings. Much of the Harbor Subdivision right-of-way acts as a boundary for political jurisdictions, separating the cities of Los Angeles, Inglewood, and Hawthorne. The Base LRT Alternative would travel along the median of Crenshaw Boulevard in an aerial or grade level configuration. Today, pedestrians are required to wait at signalized crosswalks along Crenshaw Boulevard to cross Crenshaw Boulevard. These signalized intersections would remain under the Base LRT Alternative and pedestrians and motor vehicles would still be able to cross Crenshaw Boulevard. Therefore, the Base LRT Alternative would not alter or divide the existing community, would comply with local zoning ordinances and not alter or restrict land uses. Thus, no adverse effects related to the division of an established community are anticipated for the Base LRT Alternative.

Applicable Land Use Policies

City of Los Angeles Transportation Policy

This policy seeks to establish transit centers and station areas as focal points for future growth in the City of Los Angeles. Levels of station area development are to preserve lower-density neighborhoods from encroachment. The Base LRT Alternative would develop station areas to transition into the surrounding land uses. Stations would not encroach on surrounding neighborhoods, while at the same time creating the potential for increased density of redevelopment along Crenshaw Boulevard. Therefore, the Base LRT Alternative would be consistent with this policy.

- ***General Plans***

- ***City of Los Angeles General Plan***

Policies related to transportation and land use are addressed in the *Framework, Transportation Element, and Land Use Element* of the *City of Los Angeles General Plan*. The Base LRT Alternative would be consistent with the *Framework's* policy of expanding transportation service to enhance accessibility to neighborhoods and community and regional centers. The Base LRT Alternative would provide increased accessibility by improving the transit linkages along Crenshaw Boulevard, as well as a southern connection to the Metro Green Line. Policy 2.12b of the *Transportation Element* establishes a need for high capacity transit service. In addition, Policy P16h actively supports alternative rail technology to extend transit service along priority corridors. The Base LRT Alternative would include rail technology that would provide high capacity transit with regional connectivity and would be consistent with this policy. The Base LRT Alternative would also be consistent with the *Land Use Element's* policy of developing a public transit system that improves mobility with convenient alternatives to automobile travel.



- *The County of Los Angeles General Plan*
The *County of Los Angeles General Plan* promotes policies that initiate transit-oriented development along bus and rail transit corridors, and inter-jurisdictional coordination of land use and transportation policy matters. The Base LRT Alternative would be under multiple jurisdictions and provides service along the Crenshaw Transit Corridor that would stimulate transit-oriented development. Therefore, the Base LRT Alternative would be consistent with the *County of Los Angeles General Plan*.
- *City of Inglewood General Plan*
A guiding principle of the *City of Inglewood General Plan* is to enhance the transportation system of the community. The Base LRT Alternative would provide a connection from downtown Inglewood and surrounding areas to the Metro Green Line, and Crenshaw Boulevard, with potential transfers to the South Bay communities, LAX, and downtown Los Angeles. As such, the Base LRT Alternative would be consistent with the *City of Inglewood General Plan*.
- *City of El Segundo General Plan*
The *City of El Segundo General Plan* contains policies that are transit supportive, as demonstrated by the creation of the Metro Green Line. Specific policies include encouraging development projects that integrate major transportation facilities with land use planning and the surrounding environment and promote mixed-use development near transit nodes and modes of transportation other than the automobile. The Base LRT Alternative would provide additional opportunities for regional connectivity at the Metro Green Line Aviation/LAX Station and surrounding areas. Therefore, the Base LRT Alternative would be consistent with the *City of El Segundo General Plan*.
- *City of Hawthorne General Plan*
The *City of Hawthorne General Plan's Circulation Element Policy* identifies alternative transportation modes as a fundamental priority. The Base LRT Alternative would provide an alternative transportation modal option and would be consistent with the *City of Hawthorne General Plan*.
- *City of Los Angeles Municipal Code*
The RAS Zones established in Article 2, Section 12 of the LAMC, provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The Density Bonus Ordinance allows density bonuses for residential development projects that are located near transit stops leading to the increased development potential of transit corridors. The Base LRT Alternative would provide the foundation for increased intensity of commercial redevelopment and residential development along the Crenshaw Boulevard corridor and, thus would be consistent with the LAMC.
- *Community Plans*
The *City of Los Angeles West Adams-Baldwin Hills-Leimert Park* and *Westchester Playa Del Rey Community Plans* all support the intensification of land uses in conjunction with improved mass transit. The plans promote inter-connectivity between residential uses and transit systems, and set as a goal the development of

new housing close to transit lines so as to reduce vehicle trips while promoting growth. The proximity of the project alignment and stations to residences along Crenshaw Boulevard and Harbor Subdivision right-of-way helps to accomplish this goal. Primary goals in each plan include measures to reduce vehicle trips, traffic congestion, and air pollution while enhancing the job opportunities and quality of life in the area. The Base LRT Alternative would reduce vehicle trips, traffic congestion, and air pollution, while creating additional adjacent job opportunities through intensification of existing commercial uses. Therefore, the Base LRT Alternative would be consistent with the applicable community plans.

■ *Specific Plans*

The *Crenshaw Corridor Specific Plan* seeks to ensure that the land uses and development improve the functional and aesthetic quality of the corridor, while enhancing and complimenting the surrounding community. The Base LRT Alternative would enhance the surrounding community through increased mobility of the community. Therefore, the Base LRT Alternative would be consistent with the Crenshaw Corridor Specific Plan.

■ *Redevelopment Project Areas*

The CRA/LA Mid-City Corridors, Crenshaw, and Crenshaw/Slauson Redevelopment Projects all encourage a circulation system that will improve the quality of life through pedestrian, automobile, parking, and mass transit improvements. The plans promote inter-connectivity between residential and commercial uses and transit systems, and sets as a goal, the redevelopment of existing commercial uses to include mixed-use development. Primary goals in each plan include measures to implement land use recommendations, design guidelines, and streetscape concepts that promote economic development, quality jobs, and revitalization of the area. Improvements in streetscape concepts involve creation of a green street which relocates utilities, replaces and adds trees, landscape setbacks, infiltration planters, and redevelopment of the frontage roads. The Base LRT Alternative would alter streetscape improvements made by the CRA/LA along Crenshaw Boulevard, but they would be mitigated, as described in the Visual Quality Section of this document. Therefore, the Base LRT Alternative would be consistent with redevelopment policies and promote the redevelopment projects' primary goals.

■ *LAX Master Plan*

The *LAX Plan* contains policies that seek to develop a connection point from the airport to the Metro Green Line and other mass transportation facilities and provide facilities that encourage transit ridership, including a ground transportation center, an intermodal transportation center, and an automated people mover. The Base LRT Alternative provides an option to serve these policies and, therefore, would be consistent with the *LAX Master Plan*.

Adjacent or Surrounding Land Uses

The Base LRT Alternative would include nine stations, including an optional station. The Base LRT Alternative would be constructed within an existing transportation right-of-way alongside existing land uses, as well as along Crenshaw Boulevard, which also previously had a mass transit system. The Base LRT Alternative is part of a designated transit corridor adopted by the City of Los Angeles *General Plan Framework Transportation*



Element. The transit corridor is recognized as part of the *West Adams-Baldwin Hills-Leimert Park Community Plan* and *Crenshaw Corridor Specific Plan*. The transit corridor is also part of the CRA/LA Redevelopment Programs, which includes existing uses along the proposed project's alignment within this Plan. The existing Harbor Subdivision right-of-way was built years ago, prior to the construction of current adjacent land uses. This section considers the potential land use impacts in proximity to stations. Typically, effects from transit investment are realized within walking distance of stations, generally about 0.25-mile. The primary effect is likely to be felt immediately adjacent to stations, diminishing with increasing distance from the station. Potential station area conflicts including, but not limited to noise, security, lighting, traffic are addressed individually in the relevant sections that analyze traffic, visual quality, and noise.

- *Crenshaw/Exposition Station* - The proposed station would become an important junction for residents, employees, and visitors from across the region using various modes of transportation, including LRT, BRT, bus, and automobile. The proposed station could lead to further development of street-level pedestrian-oriented uses in existing buildings, adding to the vibrancy of the area. No adverse effects associated with land uses around the Exposition Station area are anticipated.
- *Crenshaw/Martin Luther King Jr. Station* - This station would be located below grade under the Martin Luther King Jr. Boulevard and Crenshaw Boulevard intersection. This station would provide a linkage to Leimert Park and Baldwin Hills Crenshaw Plaza in a neighborhood-oriented commercial and residential environment. The proximity of the Baldwin Hills Crenshaw Plaza, which is under plans for redevelopment could lead to further development oriented towards supporting that land use and its patrons, such as restaurants, hotels, or additional commercial development. As land use intensifies and surface parking lots are redeveloped, parking garages with street-level uses may be constructed to fill gaps in parking supply. No adverse effects associated with land uses around the Martin Luther King Jr. Station area are anticipated.
- *Crenshaw/Vernon Station* - This station would be located at the Vernon Avenue and Crenshaw Boulevard intersection. The proposed station would be near the historic Leimert Park open space area, an intimate commercial center and there is also a small block of multi-family residential land uses along Leimert Boulevard, east of Crenshaw Boulevard. The proposed station may potentially lead to further development of street-level pedestrian-oriented uses in existing buildings, adding to the vibrancy of the area. Further development would adhere to the village character of Leimert Park. No adverse effects associated with land uses around the Vernon Station area are anticipated.
- *Crenshaw/Slauson Station* - This station would be located on the south side of Slauson Avenue at Crenshaw Boulevard. The proposed station could lead to further development of street-level pedestrian-oriented uses in existing buildings, adding to the vibrancy of the area. No adverse effects associated with land uses around the Slauson Station area are anticipated.
- *Florence/West Station* - This station would be located in the Harbor Subdivision right-of-way north of the West Boulevard and Florence Avenue intersection. Industrial and commercial land uses are located on both sides of the proposed station adjacent to single- and multi-family residential land uses extending beyond the

Harbor Subdivision right-of-way. The proposed station could lead to development of street-level pedestrian-oriented uses in existing buildings, adding to the vibrancy of the area and a creating a more supportive land use transition to surrounding residential land uses. No adverse effects associated with land uses around the Florence Station area are anticipated.

- *Florence/La Brea Station* - This elevated station would be located in the Harbor Subdivision right-of-way on the northwest corner of the La Brea Avenue and Florence Avenue intersection. This proposed aerial station is on an elevated station platform in a location that would allow for future pedestrian access to downtown Inglewood and City Hall which could include a bridge across Florence Avenue. This station area would likely undergo substantial land use change because of its proximity to downtown Inglewood and the emerging trend of development and redevelopment in the area. The proposed station may potentially lead to further development of street-level pedestrian-oriented uses in existing buildings, adding to the vibrancy of the area. This development would be consistent with the City of Inglewood's land use goals and policies. No adverse effects associated with land uses around the La Brea Station area are anticipated.
- *Aviation/Manchester Station* - This station would be located on the Harbor Subdivision right-of-way to the northeast of the Manchester Avenue and Aviation Boulevard intersection. This station area would provide a connection for employment in the surrounding industrial uses and nearby single-family residences to the north and west. No adverse effects associated with land uses around the Manchester Station area are anticipated.
- *Aviation/Century Station* - This station would be located on the Harbor Subdivision right-of-way approximately 1,500 feet to the north of Century Boulevard. The proposed station is at-grade and would be located in an industrial area adjacent to a parking lot to the south, two industrial buildings to the north, and a six-level parking garage to the northwest. The location of this station would maximize the potential for a connection to LAX. The proximity of LAX may potentially lead to development supporting those land uses and patrons, such as restaurants, hotels, and other commercial development. As land use intensifies, surface parking lots would be redeveloped with subterranean parking and street-level pedestrian-oriented land uses. No adverse effects associated with land uses around the Century Station area are anticipated.
- *Metro Green Line Aviation/LAX Station* - This station would be located adjacent to the existing Metro Green Line Aviation/LAX Station, south of the I-105 Freeway on Aviation Boulevard. The proposed station could lead to development of street-level pedestrian-oriented uses, adding to the vibrancy of the area. No adverse effects associated with land uses around the Metro Green Line Aviation/LAX Station area are anticipated.

Design Options

Division of an Established Community

The six LRT Alternative design options would not block access between communities and would not result in adverse effects related to the division of an established community.

***Applicable Land Use Policies******City of Los Angeles Transportation Policy***

All the LRT Alternative design options would be consistent with the *City of Los Angeles Transportation Policy*.

■ ***General Plans***■ ***City of Los Angeles General Plan***

All the LRT Alternative design options would be consistent with the *City of Los Angeles General Plan*. The design options that include aerial structures (Design Option 1 and Design Option 2), cut and cover crossings (Design Option 3 and Design Option 4), or a below-grade station (Design Option 5 and Design Option 6) would be more consistent with the *City of Los Angeles General Plan* than the Base LRT Alternative because the improved traffic flow on the surrounding streets would result in better mobility for the area.

■ ***The County of Los Angeles General Plan***

All the LRT Alternative design options would be consistent with *the County of Los Angeles General Plan*.

■ ***City of Inglewood General Plan***

All the LRT Alternative design options would be consistent with the *City of Inglewood General Plan*.

■ ***City of El Segundo General Plan***

All the LRT Alternative design options would be consistent with the *City of El Segundo General Plan*.

■ ***City of Hawthorne General Plan***

All the LRT Alternative design options would be consistent with the *City of Hawthorne General Plan*.

■ ***City of Los Angeles Municipal Code***

All the LRT Alternative design options would be consistent with the RAS zones and Density Bonus Ordinance under the *LAMC*.

■ ***Community Plans***

The *West Adams-Baldwin Hills-Leimert Park and Wilshire Community Plans* all support the intensification of land uses in conjunction with improved mass transit. The plans promote inter-connectivity between residential uses and transit systems, and set as a goal the development of new housing close to transit lines so as to reduce vehicle trips while promoting growth. Primary goals in each plan include measures to reduce vehicle trips, traffic congestion, and air pollution while enhancing the job opportunities and quality of life in the area. The maintenance and operations facility sites would be consistent with each of these plans and promote the community's primary goals.

All the LRT Alternative design options would be consistent with the *West Adams-Baldwin Hills-Leimert Park and Westchester Playa Del Rey Community Plans* and promote the Community's primary goals.

■ *Specific Plans*

The LRT Alternative Design Option 1 and Design Option 2 would be similar to the Base LRT Alternative in consistency.

The LRT Alternative Design Option 3 is not located within either specific plan area and this design option would be similar to the Base LRT Alternative in consistency.

The LRT Alternative Design Option 4 would increase the mobility through the area and, therefore, preserve the low-density residential character of the community more than the Base LRT Alternative and would be consistent with the Crenshaw Corridor Specific Plan. The alignment would not be located within the Park Mile plan area.

The LRT Alternative Design Option 5 and Design Option 6 would support the Crenshaw Corridor Specific Plan policy of preserving a low-density residential community. The stations would be located below-grade along an existing public street and not affect the character of the surrounding residential community. The below-grade stations would not be located in the Park Mile specific plan area and would have a similar consistency with the Base LRT Alternative. Therefore, these design options would be consistent with both specific plans.

■ *Redevelopment Project Areas*

The maintenance and operations facility sites would include transit improvements and are consistent with redevelopment policies and primary goals.

The LRT Alternative Design Option 1 would be more consistent with the redevelopment policies than the Base LRT Alternative because it would better enhance inter-connectivity and pedestrian access. The aerial station would be located closer to Century Boulevard where the majority of pedestrian activity in the area occurs. This center of pedestrian activity would make a more desirable location for connecting passengers to LAX through a potential people mover.

The LRT Alternative Design Option 2, Design Option 3, Design Option 4, Design Option 5, and Design Option 6 would be more consistent with the redevelopment policies than the Base LRT Alternative because they would better enhance automobile circulation, eliminating delay from light rail vehicle crossings.

■ *LAX Master Plan*

The LRT Alternative Design Option 1 would be more consistent with the LAX Master Plan than the Base LRT Alternative because it would allow the connection point to LAX to be placed in a location that could facilitate connections with passengers from transit services other than light rail traveling along the Harbor Subdivision right-of-way. This would include, but not be limited to, bus passengers, automobile passenger drop-offs, as well as pedestrians. The aerial station would be located closer to Century Boulevard where the majority of pedestrian activity in the area occurs. This center of pedestrian activity would make a more desirable location for connecting passengers to LAX.



Similar to the Base LRT Alternative, the LRT Alternative Design Option 2, Design Option 3, Design Option 4, Design Option 5, and Design Option 6 would be consistent with the *LAX Master Plan* by developing a connection point to LAX.

Adjacent or Surrounding Land Uses

The primary effects of light rail station areas are likely to be encountered within walking distance, generally about 0.25-mile, diminishing with increasing distance. Potential station area land use conflicts including, but not limited to noise, security, lighting, traffic are addressed individually in the relevant sections that analyze traffic, visual quality, and noise.

The LRT Alternative Design Option 1 would have the same effects on surrounding station area land uses as the LRT Base Alternative, except at the Century Boulevard station location. Therefore, only the potential effects from that station area will be considered for this design option.

- *Aviation/Century Station* - This elevated station would be located on the Harbor Subdivision right-of-way at the northwest corner of Century Boulevard and Aviation Boulevard. The proposed station is on an elevated station platform and would be located on an existing parking land use. The proximity of LAX may potentially lead to development supporting those land uses and patrons, such as restaurants, hotels, and other commercial development. As land use intensifies, surface parking lots would be redeveloped with subterranean parking and street-level pedestrian-oriented land uses. No adverse effects associated with land uses around the Century Station area are anticipated.

The LRT Alternative Design Option 2 would have the same effects on surrounding station area land uses as the LRT Base Alternative, except at the Manchester station location. Therefore, only the potential effects from that station area will be considered for this design option.

- *Aviation/Manchester Station* - This aerial station would be located on the Harbor Subdivision right-of-way between Isis Avenue and Hindry Avenue. The proposed station is located in an industrial area with a power substation located to the northwest and industrial buildings in all other directions. The aerial crossing would be located to the west over Manchester Avenue located approximately 0.25-mile to the southwest of the station. The aerial crossing is also surrounded by industrial land uses. No adverse effects associated with land uses around the Manchester Station and aerial crossing are anticipated.

The LRT Alternative Design Option 3 and Design Option 4 would have the same effects on surrounding station area land uses as the LRT Base Alternative. The cut and cover crossings would not be located within 0.5-mile of any station area and no adverse effects associated with land uses around station areas are anticipated.

The LRT Alternative Design Option 5 would have the same effects on surrounding station area land uses as the Base LRT Alternative, except for an additional Leimert Park station location. Therefore, only the potential effects from that station area will be considered for this design option.

- *Crenshaw/Vernon Station* - This below-grade station would be located at Vernon Avenue on Crenshaw Boulevard. The proposed station is a below-grade station and would be located under the existing Crenshaw Boulevard right-of-way. The intensification of land uses surrounding the station that is typical of station area transit development would be restricted by the current zoning and land use regulations that ensure the character of the surrounding Leimert Park neighborhood. Therefore, the intensification of land uses resulting from a transit station area surrounding the Leimert Park station would not result in adverse effects associated with land use compatibility.

The LRT Alternative Design Option 6 would have the same effects on surrounding station area land uses as the Base LRT Alternative, except for the Exposition station. The Martin Luther King Jr. Station is also within this design option, but there are no changes to the below-grade station and intensification of land uses which would be compatible with the existing Baldwin Hills Crenshaw Plaza and surrounding commercial land uses, similar to the Base LRT Alternative.

- *Crenshaw/Exposition Station* - This station would be located below-grade on Crenshaw Boulevard, south of Exposition Boulevard. The proposed station is located in a designated transit-oriented area, adjacent to the planned Exposition Light Rail Line. The Exposition Station is surrounded by existing industrial land uses, which are undergoing plans for intensification, as a result of the planned Exposition Light Rail Line. The addition of another transit station within this area will add to the development potential of surrounding land uses and no adverse effects associated with land uses around the Exposition below-grade station and below-grade alignment are anticipated.

Maintenance and Operations Facility Sites

Division of an Established Community

With the development of maintenance and operations facility sites, planned development and redevelopment would adhere to local zoning ordinances and would be unlikely to alter or divide the existing community. In addition, both of the potential maintenance sites are located adjacent to railroad right-of-way. Thus, no adverse effects related to the division of an established community are anticipated for the maintenance and operations facility sites.

Applicable Land Use Policies

City of Los Angeles Transportation Policy

The maintenance and operations facility sites would not directly develop station areas or create the potential for increased density of redevelopment along Crenshaw Boulevard. The maintenance and operations facility site would be consistent with this policy because it would support the potential BRT and LRT Alternatives.

- ***General Plans***

- ***City of Los Angeles General Plan***

The maintenance and operations facility sites would improve the transit linkages along Crenshaw Boulevard, or establish a southern connection to the Metro Green Line. In addition, Policy 2.13c of the *Transportation Element* establishes a need for busways using publicly-owned railway right-of-way. The maintenance and operations facility sites would use the Harbor Subdivision right-of-way and would be consistent



with this policy. The maintenance and operations facility sites are also consistent with the *Land Use Element's* policy of developing a public transit system that improves mobility with convenient alternatives to automobile travel because it would support the potential BRT and Base LRT Alternatives.

■ *The County of Los Angeles General Plan*

The maintenance and operations facility sites would improve service along the Crenshaw Transit Corridor and would stimulate transit-oriented development, by ensuring the BRT and LRT vehicles remained in safe operating condition. Therefore, the development of maintenance and operations facility sites would be consistent with the *County of Los Angeles General Plan*.

■ *City of Inglewood General Plan*

The maintenance and operations facility sites would enhance the transportation system of the community. As such, the maintenance and operations facility sites would be consistent with the *City of Inglewood General Plan*.

■ *City of El Segundo General Plan*

The maintenance and operations facility sites would provide additional opportunities for regional connectivity at the Metro Green Line Aviation/LAX Station and surrounding areas. Therefore, the maintenance and operations facility site would be consistent with the *City of El Segundo General Plan*.

■ *City of Hawthorne General Plan*

The maintenance and operations facility sites support an alternative transportation modal option and, therefore, would be consistent with the *City of Hawthorne General Plan*.

■ *City of Los Angeles Municipal Code*

The maintenance and operations facility sites would provide the foundation for increased intensity of redevelopment along the Crenshaw Boulevard commercial corridor and, thus would be consistent with the LAMC.

■ *Community Plans*

The *West Adams-Baldwin Hills-Leimert Park and Wilshire Community Plans* all support the intensification of land uses in conjunction with improved mass transit. The plans promote inter-connectivity between residential uses and transit systems, and set as a goal the development of new housing close to transit lines so as to reduce vehicle trips while promoting growth. Primary goals in each plan include measures to reduce vehicle trips, traffic congestion, and air pollution while enhancing the job opportunities and quality of life in the area. The maintenance and operations facility sites would be consistent with each of these plans and promote the community's primary goals.

■ *Specific Plans*

The maintenance and operations facility sites would enhance the surrounding community through increased mobility and, therefore, would be consistent with the *Crenshaw Corridor Specific Plan*.

■ *Redevelopment Project Areas*

The maintenance and operations facility sites would include transit improvements and are consistent with redevelopment policies the redevelopment projects' primary goals.

■ *LAX Master Plan*

The Maintenance and Operations Facility Site Alternative provides an option to serve *LAX Master Plan* policies and, therefore, would be consistent with the *LAX Master Plan*.

Adjacent or Surrounding Land Uses

There are two proposed maintenance and operations facility sites under the BRT and Base LRT Alternatives. The primary effects are likely to be felt immediately adjacent to the proposed maintenance and operations facility sites, diminishing with increasing distance. Potential maintenance facility land use conflicts including, but not limited to noise, security, lighting, traffic are addressed individually in the relevant sections that analyze traffic, aesthetics, and noise.

4.1.4 Mitigation Measures

No mitigation measures are required.

4.1.5 CEQA Determination

According to California Environmental Quality Act (CEQA), land use impacts would be considered significant if the proposed project has the potential to result in:

- I. Physical division of an established community;
- II. Inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project; or
- III. Incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use.

The proposed project alternatives and design options would not cause a physical division of an established community, because it allows for pedestrian and vehicle crossings at designated intersections and would be built on the existing Harbor Subdivision right-of-way or travel in the median or curb lane of Crenshaw Boulevard. Motorist and pedestrians would be able to cross over the right-of-way at intersections or where the guideway is elevated. In addition, the creation of a maintenance and operations facility site would be adjacent to the existing Harbor Subdivision right-of-way or other compatible land use and would not restrict pedestrian and vehicular access. Therefore, a less-than-significant impact would occur related to the physical division of an established community.

General plans, community plans and specific land use policies for the project alternatives are described in detail in "4.1.3 Environmental Impacts/Environmental Consequences." In addition, Table 4-4 provides a comparison of policies from SCAG's 2001 RCPG and 2008 RTP for the project alternatives.



Table 4-4. Comparison of the Proposed Project to SCAG Regional Policies

Policy Type and Goals	Conclusion	Discussion
Regional Comprehensive Plan and Guide		
Growth Management Chapter		
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.	Consistent with this policy.	The proposed project is an improvement to regional transportation systems and supports SCAG’s regional growth policies.
Growth Management Policies to Improve the Regional Standard of Living		
3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent with this policy.	The proposed project is a transit corridor that would stabilize existing land uses and promote increased development near mass transit, thus, reducing adverse environmental effects normally associated with growth.
3.10 Support local jurisdictions’ actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Consistent with this policy.	The proposed project proponents have worked closely with the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, as well as the County of Los Angeles to expedite the processing of the proposed project.
Growth Management Policies Related to Improve the Regional Quality of Life		
3.12 Encourage existing or proposed local jurisdiction’s programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	Consistent with this policy.	The proposed project is a mass transit corridor, which would provide the opportunity for a reduction in auto trips and vehicle miles traveled, and create opportunities for residents to have alternative means of transportation.
3.13 Encourage local jurisdiction’s plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	Consistent with this policy.	The proposed project would increase accessibility to urbanized areas and would absorb some of the negative environmental impacts associated with infill growth by reducing auto trips and vehicle miles traveled.
3.14 Support local plans to increase density of future development located at strategic points along regional commuter rail, transit systems, and activity centers.	Consistent with this policy.	The proposed project would support increased density near the transit corridor, where appropriate, and increase accessibility to commercial and activity centers.

Table 4-4. Comparison of the Proposed Project to SCAG Regional Policies (continued)

Policy Type and Goals	Conclusion	Discussion
3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit oriented developments around transit stations and along transit corridors.	Consistent with this policy.	The proposed project would support transit oriented development, inclusive of residential and commercial uses along the entire transit corridor.
3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Consistent with this policy.	The proposed project would support development in and around the proposed transportation corridor.
3.18 Encourage planned development in locations least likely to cause environmental impact.	Consistent with this policy.	The proposed project would encourage increased development, where appropriate, along a mixed-use corridor that connects many commercial centers. The urban nature of most of the corridor reduces the potential for environmental impacts.
3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	Consistent with this policy.	The proposed project would contain provisions to preserve vital resources.
3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Consistent with this policy.	The proposed project would include measures to preserve and protect cultural and archaeological resources.
3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	Consistent with this policy.	The proposed project would contain provisions to safeguard against these hazards.
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Consistent with this policy.	The proposed project contains mitigation measures to reduce noise. The proposed project would not result in any biological and ecological impacts after mitigation. It would be built in accordance with all current earthquake standards and emergency plans would be submitted for approval to applicable agencies prior to operations.



Table 4-4. Comparison of the Proposed Project to SCAG Regional Policies (continued)

Policy Type and Goals	Conclusion	Discussion
Growth Management Policies Related to Social, Political, and Cultural Equity		
3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Consistent with this policy.	The proposed project would improve access to mass transit for many low-income and primarily minority populations. Thus improving equal access to employment opportunities, cultural centers, and commercial centers.
Regional Transportation Plan		
4.01 Transportation Investments shall be based on SCAG's adopted Regional Performance Indicators.	Consistent with this policy.	The proposed project would be responsive to SCAG's Regional Performance Indicators.
4.02 Transportation Investments shall mitigate environmental impacts to an acceptable level.	Consistent with this policy.	The proposed project provides Transportation mitigation measures to reduce adverse environmental effects to acceptable levels.
4.04 Transportation Control Measures shall be a priority.	Consistent with this policy.	The proposed project is a designated Transportation Control Measure.
4.16 Ensuring safety, maintenance and efficacy of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.	Consistent with this policy.	The proposed project is planned within the existing regional transportation system and is vital to ensure, safety, adequate maintenance and operational efficiency in the existing multi-modal transportation system.
Air Quality Chapter Core Actions		
5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	Consistent with this policy.	The proposed project would incorporate all applicable source reduction and control measures including Air Quality Management District (AQMD) Rule 403 - Fugitive Dust Control, and would strive to identify other programs and actions throughout the life of the proposed Project so that options to command and control regulations can be assessed.
5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	Consistent with this policy.	The interrelationship between air quality, land use, transportation, and economic relationships was considered throughout the analysis of the proposed project to minimize conflicts.

Table 4-4. Comparison of the Proposed Project to SCAG Regional Policies (continued)

Policy Type and Goals	Conclusion	Discussion
Open Space Chapter Ancillary Goals		
9.02 Increase the accessibility to open space lands for outdoor recreation.	Consistent with this policy.	The proposed project would increase access to open space and recreation centers, such as Leimert Park historic open space and Edward Vincent Park.
9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.	Consistent with this policy.	The proposed project would comply with all regulations that apply to development in these areas.

Source: SCAG Regional Comprehensive Plan, April 2001, Regional Transportation Plan, 2008, and TAHA, May 2008

As shown in Table 4-5, no impact related to regional and local land use policies would occur for the BRT and Base LRT Alternatives, maintenance and operations facility sites, and LRT Alternative design options.

Table 4-5. Summary of Impacts to Land Use (Applies to BRT, Base LRT, LRT Design Options and Maintenance and Operations Facility Site Alternatives)

Project Area	Division of an Established Community	Inconsistency with Applicable Land Use Policies	Incompatibility with Adjacent or Surrounding Land Uses	Proposed Mitigation
Wilshire Blvd to Exposition Blvd	No	No	No	None
Exposition Blvd to Harbor Subdivision	Less Than Significant	No	No	None
Harbor Subdivision to Green Line at Aviation Blvd	No	No	Less Than Significant	None

Source: TAHA, 2008

Transit operations and station compatibility impacts would be less than significant in commercial areas and residential neighborhoods for the BRT, LRT and Maintenance and Operations Facility Site Alternatives. The locations of the Aviation/Century and Florence/La Brea stations maximize the potential for connections to LAX and downtown Inglewood. Therefore, no land use incompatibility would result from the Harbor Subdivision right-of-way to the Metro Green Line at Aviation Boulevard. Under the LRT Alternative Design Option 5 (below-grade station at Vernon Avenue near Leimert Park), the current zoning and land use regulations would eliminate any potential land use incompatibility that would result from the intensification of land uses surrounding the historic Leimert Park neighborhood. Therefore, a no potentially significant impacts related to land use incompatibility would occur.



4.2 Displacement and Relocation of Existing Uses

This section addresses the land ownership and leasing agreements that will change due to the proposed project. Although the Crenshaw Transit Corridor Project maximizes the use of publicly-owned rights-of-way, this analysis discusses the proposed project's impacts to persons and businesses with leases of Metro-owned property along the corridor and to privately owned properties.

4.2.1 Regulatory Framework

4.2.1.1 Federal

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment for persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.

Where acquisition and relocation are unavoidable, owners of private property have federal constitutional guarantees that their property would not be taken or damaged for public use unless they first receive just compensation. Just compensation is measured by the "fair market value" of the property taken, where "fair market value" is considered to be the:

"highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy, but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." (Code of Civil Procedure Section 1263.320a)

4.2.1.2 State

The provisions of the California Relocation Act (California Act) apply if a public entity undertakes a project for which federal funds are not present. In this case, the public entity must provide relocation assistance and benefits. The California Act, which is consistent with the intent and guidelines of the Uniform Act, seeks to:

- (1) Ensure the consistent and fair treatment of owners and occupants of real property,
- (2) Encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts, and
- (3) Promote confidence in the public land acquisitions.

As stated above under federal regulations, owners of private property have similar state constitutional guarantees regarding property takes, damages, and just compensation.

4.2.2 Affected Environment/Existing Conditions

4.2.2.1 Background

In the early 1990s, Metro acquired railroad right-of-way throughout the Los Angeles area from the Atchison, Topeka, and Santa Fe Railway Company and Southern Pacific. As part of this process, Metro inherited lease agreements entered into by the railroad. Since acquiring the right-of-way, Metro has entered into additional land leases of varying terms and has granted temporary and permanent easements.

For purposes of the discussion of potential land acquisition impacts, the affected environment is limited to the areas within and directly adjacent to the proposed Crenshaw Transit Corridor alignments. Property acquisition may be phased over time, depending on project funding and schedule.

4.2.2.2 Typical Sources and Causes of Displacement

Table 4-6 shows typical sources and causes of land acquisition and displacement that could potentially occur under the proposed project alternatives and design options. When an acquisition occurs, it typically results in either a full or partial take of a parcel. A partial take would occur if the proposed alternative did not require the acquisition of the entire parcel, but just enough of the parcel to accommodate the proposed alternative. This would occur if, for example, a portion of a commercial parking lot fronting the alignment is required, but not the adjacent commercial building located away from the alignment. Partial property takes may result from the widening of a street or intersections because of inadequate right-of-way widths, limited cross-sections, and vertical circulation needs adjacent to below grade stations. The widening of intersections is often required for the addition of left-turn lanes that have been relocated because of the installation of station platforms within the street median adjacent to the transit tracks under the proposed Base LRT Alternative. Street widening may be necessary when columns are added for aerial structures or when the existing horizontal alignment contains insufficient right-of-way. Vertical circulation is needed near below grade stations as additional land is necessary to bring passengers to the surface.

Table 4-6. Sources and Causes of Displacement

Source	Type of Acquisition	Cause/Process
Horizontal alignment	Full/Partial	Not enough right-of-way for alignment
Vertical circulation above below grade station	Partial	Additional area needed adjacent to below grade station to bring passengers to surface
Street widening	Partial	Aerial structures requiring columns
Illegal encroachment	Full	Unauthorized use of private property
Access to a businesses (driveway or road)	Full	Damages resulting from reduced or restricted access
Storage yards	Full	Additional area required to perform maintenance
Widening of intersections	Partial	Additional area to maintain traffic volumes, turn lanes, or platforms
Tunneling easement	Easement	Below grade section travels off public right-of-way

Source: TAHA, 2008



A full take would occur under two circumstances: (1) when the majority of the property is required for the horizontal alignment because of insufficient right-of-way or the need to construct storage or maintenance facilities, and (2) when the damage caused to the property (e.g., driveway access to a property is eliminated or reduced as a result of the construction of transit) is so great that compensation must be awarded, resulting in a full take.

4.2.3 Environmental Impacts/Environmental Consequences

4.2.3.1 Methodology

This section presents and evaluates the No Build, TSM, BRT, and LRT Alternatives, as well as the LRT Alternative design options and the maintenance and operations facility sites. To assess the potential acquisition of private property, conceptual engineering drawings identifying the detailed location of the proposed alignments, stations, and traction power substation (TPSS) sites were reviewed to identify properties not located on public rights-of-way that would be needed for the project. To estimate the effect of non-renewal of Metro leases within the Harbor Subdivision right-of-way, the lease database maintained by the Metro Real Estate Department was reviewed. The analysis presented in Table 4-7 is preliminary at this time due to the ongoing refinement of the number and locations of parcels needed to accommodate the proposed alignment.

Table 4-7. Harbor Subdivision Right-of-Way Lease Summary¹

Type of Right-of Way Use	Total	Pre-Acquisition of Right-of Way (Before 1993)	Post-Acquisition of Right-of Way (After 1993)	Lease Terms	
				Month-to-Month ²	Annual or Longer-term
Signs & Billboards	29	5	24	6	23
Ground Leases	84	62	22	83	1
Licenses & Easements	179	151	28	101	79
TOTAL	292	218	74	190	103
PERCENT	100	75	25	65	35

Source: Metro Real Estate Department and TAHA, 2008

¹ In some cases, the exact location of a particular lease was unclear. Therefore, this table represents a conservative estimate of the number of leases within the Harbor Subdivision.

² Where no lease term information was available, a month-to month lease term was assumed.

The termination or non-renewal of an existing lease within the Harbor Subdivision for the purposes of implementing the project is not considered property acquisition. However, business displacements may result at those locations where all or a majority of business operations occur on the leased property. Business displacements may also occur at those locations where the leased property is used for ancillary or support operations, such as access, parking and/or storage, and the loss of such property would have a substantial impact on the associated business operation. In addition, the termination or non-renewal of all commercial outdoor advertising leases may result in displacements and require removal or relocation of the advertising structure.

For properties located outside the Harbor Subdivision, partial property acquisitions would occur if the project requires a limited portion of the property. The business, residence, or other land use may not be affected by the acquisition. Such acquisitions typically affect only unimproved or landscaped areas or areas used for limited parking. Full property acquisitions would occur for those properties on which the project would physically encroach on existing structures or remove a substantial portion of the available customer or employee parking such that business operations would be substantially affected. In addition, full acquisitions would result when the majority of a vacant parcel would be acquired, leaving the remaining property an uneconomical remnant. Full acquisitions or partial acquisitions involving a substantial portion of the property may result in the displacement of either businesses or residences.

4.2.3.2 Acquisition of Property

No Build Alternative

The No Build Alternative would include all existing highway and transit services and facilities, as well as committed highway and transit projects. As such, the corridor would not be affected by the proposed project. Therefore, the No Build Alternative would not result in any land acquisition impacts.

TSM Alternative

The enhanced bus services proposed under the TSM Alternative would operate along public street rights-of-way, including bus stations and shelters along the public sidewalks. No potential properties to be acquired exist within the public street and sidewalk rights-of-way. Therefore, the TSM Alternative is not anticipated to result in any land acquisition impacts.

BRT Alternative

To construct the BRT Alternative, 35 parcels would need to be acquired in part and one parcel in full. One single-family residential property would be acquired in full to accommodate the at-grade busway. This residence appears to be encroaching into the Harbor Subdivision right-of-way. Properties would be required for right-of-way widening to accommodate the aerial and at-grade segments of the busway, right-of-way widening to accommodate stations, and required street reconfigurations. The acquisitions range in size from 50 square feet (sf) to over 22,000 square feet in area.

The BRT Alternative would require approximately 9,770 square feet of parkland from Edward Vincent Jr. Park. This partial acquisition would affect two rows of mature palm trees, which are adjacent to the existing Harbor Subdivision railroad tracks. As it relates to the acquisition and use of a public park and recreation facility, Section 4(f) states that the use can occur if there is no prudent alternative that would avoid the impacts, or the impacts are *de minimis*. *De minimis* impacts are those that “will not adversely affect the features, attributes or activities qualifying the property for protection under Section 4(f).” Therefore, although the BRT Alternative would result in a direct impact on a Section 4(f) property, the impact is considered *de minimis* as the use of the area being taken would not adversely affect the



features, attributes or activities of the park.² In addition, with the implementation of Mitigation Measure DR1 the palm trees affected would either be relocated or replaced to the satisfaction of the City of Inglewood Parks and Recreation Department.

Table 4-8 lists the parcel number, location, and the current and intended use of the properties required to construct the BRT Alternative. The preliminary physical locations of each affected parcel can be found in the conceptual engineering drawings in Appendix A.

Table 4-8. BRT Alternative – Parcels Affected

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition	Future BRT Use
4129-028-900	10011 Airport Blvd Los Angeles	26,861,746 sf	Public Facilities LAX	3,866 sf	Busway At Grade
4125-026-007*	5601 W Century Blvd Los Angeles	83,573 sf	Light Manufacturing Church Of Jesus Christ Of Latter Day Saints Carolina West/Century Lounge Air Conditioning & Refrigeration	16,678 sf	Busway Aerial
4125-020-005	5560 W Arbor Vitae St Los Angeles	36,239 sf	Light Manufacturing Business Name Not Available	164 sf	Busway At Grade
4125-010-800	No Address Available	42,332 sf	Utility Railroad ROW	401 sf	Busway At Grade
4126-001-011	5560 Manchester Ave Los Angeles	48,755 sf	Light Manufacturing Budget Truck Rental	2,052 sf	Busway At Grade
4126-001-010	5550 W Manchester Ave Los Angeles	14,144 sf	Light Manufacturing Macfarlane Auto Parts LAX Auto Supplies & Service Walker Performance Automotive	9,344 sf	Busway At Grade
4127-024-029	5555 Manchester Ave Los Angeles	65,132 sf	Light Manufacturing Three Star Management	463 sf	Busway At Grade
4127-024-902	8331 Isis Ave Los Angeles	235,846 sf	Public Facilities Edison Substation	120 sf	Busway At Grade
4127-025-021	8320 Isis Ave Los Angeles	91,339 sf	Light Manufacturing Plan It Interactive	520 sf	Busway At Grade

Note: * An adjacent parcel, APN 4125-026-010, may also be acquired should the development of the station area include the future relocation of the LAX City Bus Center.

² If the Locally-Preferred Alternative involves the acquisition or use of parkland property, then concurrence with the *de minimis* finding will be sought from the local agency with jurisdiction over the park (including the parkland supervisor), which in the instance of the Edward Vincent Jr. Park is the City of Inglewood Department of Parks and Recreation. A written *de minimis* determination by the Federal Transportation Administration (FTA) would then be based made upon that concurrence. In addition, in the determination, FTA will consider any impact avoidance, minimization, and mitigation or enhancement measures that are included in the project to address the impacts and adverse effects on the Section 4(f) resource.

Table 4-8. BRT Alternative – Parcels Affected (continued)

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition	Future BRT Use
4127-025-013	8335 Hindry Ave Los Angeles	40,732 sf	Light Manufacturing Lighten Up Party Unlimited Rental & Supply	1,460 sf	Busway At Grade
4127-025-012	8330 Hindry Ave Los Angeles	33,507 sf	Light Manufacturing Schayer Charles M And Company	1,765 sf	Busway At Grade
4127-025-020	5300 W 83rd St Los Angeles	48,532 sf	Light Manufacturing Business Name Not Available	924 sf	Busway At Grade
4127-025-002	5200 W 83rd St Los Angeles	13,438 sf	Light Manufacturing Business name Not Available	1,065 sf	Busway Aerial
4127-025-001	No Address Available	1,119 sf	Industrial Vacant Land Parking lot	550 sf	Busway Aerial
4018-005-019	301 S Oak Street Inglewood	116,207 sf	Commercial/Industrial	2,442 sf	Busway At Grade
4018-005-026	300 N Oak Street Inglewood	67,530 sf	Business Name Not Available	1,883 sf	Busway At Grade
4020-005-006	319 N Eucalyptus Ave Inglewood	131,919 sf	Church Business Name Not Available	10,032 sf	Busway At Grade / Busway Aerial
4020-021-003	320 S Eucalyptus Ave Inglewood	23,827 sf	Warehousing, Distribution, Storage Business Name Not Available	2,273 sf	Busway Aerial
4020-021-011	No Address Available	18,160 sf	Parking Lot Business Name Not Available	5,243 sf	Busway Aerial
4016-030-001	250 W Ivy Ave Inglewood	90,896 sf	Warehousing, Distribution, Storage Business Name Not Available	5,625 sf	Busway Aerial
4016-030-014	225 N La Brea Ave Inglewood	67,790 sf	Restaurant Acostas Tacos	10,323 sf	Busway Aerial
4015-018-007	230 N La Brea Ave Inglewood	143,002 sf	Commercial Store Walgreen Drug Stores	6,398 sf	Busway Aerial / Busway At Grade
4015-018-004	200 E Beach Ave Inglewood	66,130 sf	Light Manufacturing Goodman Food Products Inc	1,562 sf	Busway At Grade
4015-018-005	No Address Available	31,647 sf	Commercial Vacant Land Business Name Not Available	1,205 sf	Busway At Grade
4015-017-012	No Address Available	7,747 sf	Residential Vacant Land Business Name Not Available	270 sf	Busway At Grade
4015-017-013	No Address Available	5,747 sf	Residential Vacant Land Business Name Not Available	480 sf	Busway At Grade



Table 4-8. BRT Alternative – Parcels Affected (continued)

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition	Future BRT Use
4015-016-025	301 Centinela Ave Inglewood	41,398	Hospital, Convalescent Hospital, Nursing Home Briercrest Inglewood Healthcare Center Multiple Residents	432 sf	Reconfigure Street
4015-015-900	700 Warren Ln Inglewood	813,216 sf	Government Vacant Land City Of Inglewood Edward Vincent Jr Park	9,770 sf	Busway At Grade
4013-008-901	No Address Available	34,570 sf	Government Vacant Land Parking	22,506 sf	Busway At Grade (West Station)
4006-021-033	6848 West Blvd Los Angeles	7,690 sf	Light Manufacturing Business Name Not Available	547 sf	Busway At Grade
4006-021-038	6810 West Blvd Los Angeles	12,019 sf	Limited Industrial Business Name Not Available	597 sf	Busway At Grade
4006-021-036	No Address Available	9,222 sf	Parking Lot Business Name Not Available	269 sf	Busway At Grade
4006-023-021	6802 Brynhurst Ave Los Angeles	7,676 sf	Commercial/Industrial Business Name Not Available	580 sf	Busway At Grade
4006-021-032	3525 W 71st St Los Angeles	1,715 sf	Single-Family Residential	1,715 sf	Busway At Grade
4006-024-029	3410 W 67th St Los Angeles	46,383 sf	Limited Industrial R&N Refinishings Manual Flores (resident)	1,077 sf	Busway At Grade
4006-024-024	6705 Crenshaw Blvd Los Angeles	4,168 sf	Limited Industrial Ramirez Custom Finishes	50 sf	BRT Lane

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2008

All of the property acquisition listed in Table 4-8 would be accomplished through partial acquisitions, when feasible, rather than full acquisitions and an effort made to limit displacement. For all of the property acquisition, relocation assistance and compensation would be provided by Metro as required by the Uniform Act and the California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in this section above (refer to subsection 4.2.1 Regulatory Framework).

Where acquisition and relocation are unavoidable, Metro would follow the provisions of the Uniform Act, as amended, and implemented pursuant to the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the US Department of Transportation (USDOT), dated February 3, 2005. Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act and Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less

than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments.

Base LRT Alternative

To construct the Base LRT Alternative, 50 parcels would need to be acquired in part (15 of which are on Crenshaw Boulevard) and 6 parcels in full (one of which is on Crenshaw Boulevard). Properties would be required for TPSS site locations, retained fill, below grade tunneling, station locations, straddle bent columns, as well as right-of-way widening to accommodate the aerial and at-grade segments of the alignment. Similar to the BRT Alternative, one single-family residential property would be acquired in full to accommodate the at-grade LRT guideway. This residence appears to be encroaching into the Harbor Subdivision right-of-way. The acquisitions range from 130 square feet to over 74,000 square feet.

Table 4-9 lists the parcel number, location, and the current and intended use of the properties required to construct the Base LRT Alternative. The preliminary physical locations of each affected parcel can be found in the conceptual engineering drawings in Appendix A.

Table 4-9. Base LRT Alternative – Parcels Affected

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition	Future LRT Use
4129-028-900	10011 Airport Blvd Los Angeles	26,861,746 sf	Public Facilities LAX	5,000 sf	Substation
4129-028-900	10011 Airport Blvd Los Angeles	26,861,746 sf	Public Facilities LAX	6,300 sf	Base LRT Aerial Structure
4129-028-900	10011 Airport Blvd Los Angeles	26,861,746 sf	Public Facilities LAX	9,100 sf	Base LRT Retained Fill
4129-028-900	10011 Airport Blvd Los Angeles	26,861,746 sf	Public Facilities LAX	74,400 sf	Base LRT Below Grade Tunnel
4129-028-900	10011 Airport Blvd Los Angeles	26,861,746 sf	Public Facilities LAX	4,500 sf	Base LRT Retained Fill
4129-028-900	10011 Airport Blvd Los Angeles	26,861,746 sf	Public Facilities LAX	5,000 sf	Substation
4125-026-007*	5601 W Century Blvd Los Angeles	83,573 sf	Light Manufacturing Church Of Jesus Christ Of Latter Day Saints Carolina West/Century Lounge Air Conditioning & Refrigeration	To be Determined	Base LRT Aerial Structure

Note: * An adjacent parcel, APN 4125-026-010, may also be acquired should the development of the station area include the future relocation of the LAX City Bus Center.



Table 4-9. Base LRT Alternative – Parcels Affected (continued)

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition	Future LRT Use
4125-021-027	9700 Bellanca Ave Los Angeles	62,736 sf	Light Manufacturing Walley Park	208 sf	Base LRT At-Grade [Sliver]
4125-021-023	No Address Available	11,971 sf	Light Manufacturing Business Name Not Available	130 sf	Base LRT At-Grade [Sliver]
4125-021-007	9432 Bellanca Ave Los Angeles	70,095 sf	Light Manufacturing Business Name Not Available	3,682 sf	Base LRT At-Grade [Sliver]
4125-020-008	9430 Bellanca Ave Los Angeles	26,591 sf	Light Manufacturing Business Name Not Available	963 sf	Base LRT At-Grade [Sliver]
4125-020-007	9400 Bellanca Ave Los Angeles	36,366 sf	Light Manufacturing Business Name Not Available	1,080 sf	Base LRT At-Grade [Sliver]
4125-020-006	9320 Bellanca Ave Los Angeles	127,814 sf	Light Manufacturing Business Name Not Available	4,860 sf	Base LRT At-Grade [Sliver]
4125-020-005	5600 Arbor Vitae St Los Angeles	36,239 sf	Light Manufacturing Business Name Not Available	1,144 sf	Base LRT At-Grade [Sliver]
4125-010-800	No Address Available	42,332 sf	Light Manufacturing Business Name Not Available	2,500 sf	Base LRT At-Grade [Sliver]
4127-024-029	5555 W Manchester Ave Los Angeles	65,132 sf	Light Manufacturing Three Star Management	350 sf	Base LRT At-Grade [Sliver]
4127-024-025	8506 Osage Ave Los Angeles	93,076 sf	Light Manufacturing Business Name Not Available	1,029 sf	Base LRT At-Grade [Sliver]
4127-024-902	8331 Isis Ave Los Angeles	235,846 sf	Public Facilities City of Los Angeles	22,774 sf	Base LRT At-Grade / Substation
4127-025-021	8320 Isis Ave Los Angeles	91,339 sf	Light Manufacturing Business Name Not Available	4,163 sf	Base LRT At-Grade [Sliver]
4127-025-013	8335 Hindry Ave Los Angeles	40,732 sf	Light Manufacturing Business Name Not Available	3,918 sf	Base LRT At-Grade / Substation
4127-025-012	8330 Hindry Ave Los Angeles	33,507 sf	Light Manufacturing Business Name Not Available	1,765 sf	Base LRT At-Grade [Sliver] / Substation
4127-025-020	5300 W 83rd St Los Angeles	48,532 sf	Light Manufacturing Business Name Not Available	1,398 sf	Base LRT At-Grade [Sliver]
4127-025-002	5200 W 83rd St Los Angeles	13,438 sf	Light Manufacturing Business Name Not Available	1,065 sf	Base LRT Retained Fill [Sliver]
4127-025-001	No Address Available	1,119 sf	Industrial Vacant Land Parking	550 sf	Base LRT Aerial Structure [Sliver]
4018-005-019	301 S Oak St Inglewood	115,766 sf	Warehousing, Distribution, Storage Business Name Not Available	2,270 sf	Base LRT Retained Fill [Sliver]

Table 4-9. Base LRT Alternative – Parcels Affected (continued)

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition	Future LRT Use
4018-005-026	300 N Oak St Inglewood	67,275 sf	Warehousing, Distribution, Storage Midnight Express	1,235 sf	Base LRT At-Grade [Sliver]
4018-005-035	441 W Florence Ave Inglewood	49,600 sf	Parking Lot Business Name Not Available	5,000 sf	Substation
4020-005-015	No Address Available	237,906 sf	Light Manufacturing Business Name Not Available	3,100 sf	Base LRT At-Grade
4020-005-006	319 N Eucalyptus Ave Inglewood	131,919 sf	Church Name Not Available	7,044 sf	Base LRT Retained Fill
4016-030-014	225 N La Brea Ave Inglewood	67,790 sf	Commercial / Restaurant Acostas Tacos Jjal Mutiara Food & Mkt Ernesto Furniture	13,736 sf	La Brea Station Site
4015-017-023	355 La Colina Dr Inglewood	49,942 sf	Residential Multi-family residential	5,000 sf	Substation
4013-008-901	No Address Available	34,570 sf	Government Vacant Land Parking	6,571 sf	West Blvd Station Site
4013-008-008	No Address Available	24,186 sf	Government Vacant Land Parking	6,152 sf	West Blvd Station Site
4006-021-031	3521 W 71st St	2,219 sf	Gennaro Rosetti LLC Other Business Names Not Available	2,219 sf	Substation
4006-021-040	3519 W 71st St	2,241 sf		2,241 sf	
4006-021-039	6833 Brynhurst Ave	3,644 sf		3,624 sf	
4006-021-029	6833 Brynhurst Ave	16,531 sf		16,531 sf	
4006-024-029	3410 W 67th St Los Angeles	46,383 sf	Limited Industrial R&N Refinishings Manual Flores (resident)	1,500 sf	Base LRT Retained Fill/Aerial Structure/Straddle Bent Column
4006-021-032	3525 W 71st St Los Angeles	1,715 sf	Single-Family Residential	1,715 sf	Base LRT At-Grade
4006-024-024	6705 Crenshaw Blvd Los Angeles	4,168 sf	Limited Industrial Ramirez Custom Finishes	4,110 sf	Base LRT Aerial Structure
5006-004-022	3401 W Slauson Ave Los Angeles	10,688 sf	Restaurant Check Cashing Center	5,000 sf	Substation
5013-023-007	4444 Crenshaw Blvd Los Angeles	10,679 sf	Restaurant Chris Burgers	7,794 sf	Substation
5033-001-037	3722 - 3732 S Crenshaw Blvd Los Angeles	109,762 sf	Community Commercial Starbucks Coffee 4 G Wireless Fuse Mobile	4,950 sf	Street Widening For Base LRT



Table 4-9. Base LRT Alternative – Parcels Affected (continued)

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition	Future LRT Use
4006-025-032	6700 Crenshaw Blvd Los Angeles	5,928 sf	Limited Industrial Business Name Not Available	400 sf	Straddle Bent Column
5033-001-027	3694 Crenshaw Blvd Los Angeles	8,915 sf	Community Commercial Business Name Not Available	2,100 sf	Street Widening For Base LRT
5033-001-028	3690 S Crenshaw Blvd Los Angeles	7,500 sf	Business Name Not Available	1,750 sf	Street Widening For Base LRT
5033-001-029	3684 S Crenshaw Blvd Los Angeles	7,500 sf	Community Commercial Business Name Not Available	1,750 sf	Street Widening For Base LRT
5033-001-030	3680 S Crenshaw Blvd Los Angeles	7,501 sf	Community Commercial Business Name Not Available	1,750 sf	Street Widening For Base LRT
5045-019-039	3887 Crenshaw Blvd Los Angeles	32,063 sf	Parking Lot Business Name Not Available	5,000 sf	Substation
5033-001-031	3670 S Crenshaw Blvd Los Angeles	7,500 sf	Community Commercial Ralph's Grocery	1,750 sf	Street Widening For Base LRT
5033-001-032	3668 S Crenshaw Blvd Los Angeles	7,500 sf	Community Commercial Business Name Not Available	1,750 sf	Street Widening For Base LRT
5033-001-033	3662 S Crenshaw Blvd Los Angeles	7,478 sf	Community Commercial Business Name Not Available	1,750 sf	Street Widening For Base LRT
5033-001-034	3660 S Crenshaw Blvd Los Angeles	7,500 sf	Community Commercial Hong Kong Express	1,750 sf	Street Widening For Base LRT
5033-001-035	3650 Crenshaw Blvd Los Angeles	10,156 sf	Community Commercial Business Name Not Available	2,690 sf	Street Widening For Base LRT
5044-002-006	3644 Crenshaw Blvd Los Angeles	28,235 sf	Community Commercial Clean King Laundry	5,474 sf	Crenshaw Station Expansion
5044-002-007	3630 Crenshaw Blvd Los Angeles	15,898 sf	Community Commercial Business Name Not Available	15,898 sf	Crenshaw Station Expansion / Substation

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2008

¹Although the "required acquisition" square footage is less than the total parcel square footage, this is considered to be a full property acquisition. Once the required portion of the parcel is utilized for the Base LRT Alternative, the remaining portion of the parcel would not be useable. Therefore, it would be a full parcel acquisition. Refer to engineering drawings in Appendix A.

As with the BRT Alternative, all of the Base LRT Alternative property acquisitions listed in Table 4-9 would be accomplished through partial acquisitions, when feasible, rather than full acquisitions and an effort made to thus limit displacement. For all of the property acquisition, relocation assistance and compensation would be provided by Metro as required by the Uniform Act and the California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in this section above (refer to subsection 4.2.1 Regulatory Framework).

As with the BRT Alternative, where acquisition and relocation are unavoidable with the Base LRT Alternative, Metro would follow the provisions of the Uniform Act, as amended, and implemented pursuant to the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the USDOT, dated February 3, 2005. Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act and Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments.

Design Options

LRT Alternative Design Option 1 and Design Option 2 would not require the full or partial acquisition of any parcels in addition to those required under the Base LRT Alternative.

LRT Alternative Design Option 3 would require the partial acquisition of one parcel in addition to those required under the Base LRT Alternative. As shown in Table 4-10, this design option would require approximately 6,374 square feet of parkland from Edward Vincent Jr. Park. This partial acquisition would affect two rows of mature palm trees, which are adjacent to the existing Harbor Subdivision railroad tracks. Similar to the BRT Alternative, the use of the area being taken would not adversely affect the features, attributes or activities of the park. In addition, the palm trees affected would either be relocated or replaced to the satisfaction of the City of Inglewood Parks and Recreation Department. In addition, Metro would comply with the Uniform Act and Amendments, as well as the California Act.

The LRT Alternative Design Option 4 would include the full acquisition of two parcels and the partial acquisition of three parcels, in addition to those required under the Base LRT Alternative. As shown in Table 4-10, this design option would require a total of approximately 26, 834 square feet of additional land. The affected parcels currently include commercial/industrial uses and vacant properties. Similar to the Base LRT Alternative, Metro would comply with the Uniform Act and Amendments, as well as the California Act.

LRT Alternative Design Option 5 would include the partial acquisition of one parcel in addition to those required under the Base LRT Alternative. As shown in Table 4-10, this design option would require a total of approximately 281 square feet of additional land. The affected parcel currently includes an 11,882-square-foot neighborhood commercial business, Child Care Bookkeeping. Although, only approximately 281 square feet of the



Table 4-10. LRT Alternative Design Options – Parcels Affected

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition
LRT Alternative Design Option 3				
4015-015-900	700 Warren Lane Inglewood	813,216 sf	Edward Vincent Jr. Park	6,374 sf
LRT Alternative Design Option 4				
4006-024-029	3410 W 67th St Los Angeles	19,649 sf	Commercial/Industrial	19,649 sf
4006-024-028	6800 S Victoria Ave Los Angeles	48,729 sf	Commercial/Industrial	1,005 sf
4006-022-019	6739 S Victoria Ave Los Angeles	12,055. sf	Commercial/Industrial	1,290 sf
4006-024-024	6705 Crenshaw Blvd Los Angeles	4,493 sf	Vacant Commercial/Industrial	4,493 sf
4006-025-032	6700 Crenshaw Blvd Los Angeles	5,928 sf	Commercial/Industrial	400 sf
LRT Alternative Design Option 5				
5024-006-012	4345 Crenshaw Blvd Los Angeles	15,207 sf	Neighborhood Commercial (Child Care Bookkeeping)	281 sf

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2009

parcel is required for the station, due to the location of the building, the building would be affected. Similar to the Base LRT Alternative, Metro would comply with the Uniform Act and Amendments, as well as the California Act. LRT Alternative Design Option 6 is not anticipated to require the full or partial acquisition of any parcels in addition to those required under the Base LRT Alternative. However, in the event that a tunnel boring machine is used to construct the below-grade alignment, the acquisition of parcels may be required for staging areas.

Maintenance and Operations Facility Sites

Site B would require 8 partial and 9 full property acquisitions. Site D would require 10 partial and 3 full property acquisitions. These acquisitions would be required to accommodate the physical maintenance and operations facility buildings for the BRT and Base LRT Alternatives, as well as accompanying facilities. The acquisitions range in size from 350 square feet to over 170,000 square feet in area. Table 4-11 and Table 4-12 list the parcel number, location, and the current and intended use of the properties required to construct a maintenance and operations facility on Sites B and D. The preliminary physical locations of each affected parcel can be found in the conceptual engineering drawings in Appendix A.

As with the project alternatives and design options, for properties listed in Table 4-6 and Table 4-12, property acquisition, relocation assistance and compensation would be provided by Metro as required by the Uniform Act and California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in this section above (refer to subsection 4.2.1 Regulatory Framework).



Table 4-11. Maintenance and Operations Facility Site B – Parcels Affected

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition
4127-024-900	5520 W 83rd St Los Angeles	69,710 sf	Public Facilities Los Angeles County Flood Control District	62,790 sf (BRT) 69,367 sf (LRT)
4127-024-901	5530 W 83rd St Los Angeles	179,835 sf	Los Angeles County Road Maintenance Division Los Angeles County Road Permits Los Angeles County Construction Division Los Angeles County Southwest Area Los Angeles County District 3 Westchester	179,835 sf
4127-024-001	5500 W 83rd St Los Angeles	69,187 sf	Light Manufacturing Jason Natural Products	68,943 sf (BRT) 65,020 sf (LRT)
4127-025-005	8300 Hindry Ave Los Angeles	36,440 sf	Light Manufacturing Ryder Truck Rental One Way Incorporated	36,440 sf
4127-025-008	5450 W 83rd St Los Angeles	36,440 sf	Light Manufacturing After All Products Accurate Business Systems First Assist Unison Produce Universal Sanitary Products	36,440 sf
4127-025-010	8319 Hindry Ave Los Angeles	11,550 sf	Light Manufacturing V I P Ironworks Inc	11,550 sf
4127-025-011	8325 Hindry Ave Los Angeles	13,766 sf	Light Manufacturing Business Name Not Available	11,550 sf
4127-025-016	8315 Hindry Ave Los Angeles	8,208 sf	Light Manufacturing VIP Sandblasting Bieber Lighting	8,208 sf
4127-025-018	5420 W 83rd St Los Angeles	19,960 sf	Light Manufacturing Business Name Not Available	19,960 sf
4127-025-019	8301 Hindry Ave Los Angeles	8,273 sf	Light Manufacturing Westchester Playhouse	8,273 sf
4127-025-021	8320 Isis Ave Los Angeles	91,339 sf	Light Manufacturing Plan It Interactive	91,106 sf (BRT) 87,463 sf (LRT)
4127-025-013	8335 Hindry Ave Los Angeles	40,732 sf	Light Manufacturing Lighten Up / Party Unlimited Rental & Supply	39,444 sf (BRT) 36,896 sf (LRT)
4127-025-012	8330 Hindry Ave Los Angeles	33,507 sf	Light Manufacturing Schayer Charles M And Company	32,100 sf



Table 4-11. Maintenance and Operations Facility Site B – Parcels Affected (continued)

Assessor's Parcel Number	Address	Approx. Total Size of Parcel	Current Use	Required Acquisition
4127-025-020	5300 W 83rd St Los Angeles	48,686 sf	Light Manufacturing Business Name Not Available	48,686 sf (BRT) 48,212 sf (LRT)
4127-025-002	5200 W 83rd St Los Angeles	13,438 sf	Light Manufacturing Business Name Not Available	12,885 sf
4127-025-001	No Address Available	1,119 sf	Industrial Parking	350 sf

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2008

Table 4-12. Maintenance and Operations Facility Site D – Parcels Affected

Assessor's Parcel Number	Address	Total Size of Parcel	Current Use	Required Acquisition
4138-012-005	No Address Available	224,773 sf	Industrial Vacant Business Name Not Available	62,790 sf
4138-015-008	No Address Available	48,565 sf	Industrial Vacant Business Name Not Available	48,565 sf
4138-015-007	No Address Available	332,919 sf	Industrial Vacant Business Name Not Available	68,943 sf
4138-012-004	655 S Douglas St El Segundo	279,250 sf	Industrial Vacant Business Name Not Available	36,440 sf (LRT ONLY)
4138-015-803	No Address Available	14,051 sf	Utility Business Name Not Available	14,051 sf
4138-012-809	No Address Available	20,559 sf	Utility Business Name Not Available	11,550 sf
4138-012-810	No Address Available	28,984 sf	Utility Business Name Not Available	11,550 sf
4138-014-804	No Address Available	8,330 sf	Utility Business Name Not Available	8,208 sf (LRT Only)
4138-012-806	No Address Available	63,259 sf	Utility Business Name Not Available	19,960 sf
4138-014-013	No Address Available	54,533 sf	Industrial Vacant Business Name Not Available	8,273 sf (LRT Only)
4138-014-802	No Address Available	152,596 sf	Utility Business Name Not Available	91,626 sf
4138-012-807	No Address Available	58,146 sf	Utility Business Name Not Available	40,904 sf
4138-014-805	No Address Available	15,763 sf	Utility Business Name Not Available	15,763 sf

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2008

Where acquisition and relocation are unavoidable, Metro would follow the provisions of the acquisition and relocation policies to assure compliance with the Uniform Act and Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments. Site D does not include any buildings. Therefore, relocation assistance would not be required.

4.2.3.3 Right-of-Way Leases No Build Alternative

The No Build Alternative would not terminate any right-of-way leases.

TSM Alternative

Right-of-way leases are primarily located along the Harbor Subdivision right-of-way and not along public street rights-of-way. Therefore, the TSM Alternative would not terminate any right-of-way leases.

BRT Alternative

There are a total of 190 month-to-month leases and 103 annual or longer leases currently using Harbor Subdivision right-of-way land. These leases will be terminated to accommodate the route alignment, stations, and parking. The majority of the right-of-way leases allow for Metro to terminate the lease with 90 days notice or less.

Entities with longer term leases displaced by the BRT Alternative may be entitled to relocation assistance under the Uniform Act or California Act due to the termination of their lease agreements with Metro. However, the qualification for assistance is dependent upon the specific lease agreement. In many instances, the lease agreement with Metro contains a provision wherein the tenant acknowledged that they are not entitled to relocation benefits if the lease is terminated for a public transit project.

Base LRT Alternative

As with the BRT Alternative, there are 190 month-to-month leases and 103 annual or longer leases currently using Harbor Subdivision right-of-way land. These leases will be terminated to accommodate the route alignment trackway, stations, TPSS sites, and parking. The majority of the right-of-way leases allow for Metro to terminate the lease with 90 days notice, or less.

Entities with longer term leases displaced by the Base LRT Alternative may be entitled to relocation assistance under the Uniform Act or California Act due to the termination of their lease agreements with Metro. However, the qualification for assistance is dependent upon the specific lease agreement. In many instances, the lease agreement with Metro contains a provision wherein the tenant acknowledged that they are not entitled to relocation benefits if the lease is terminated for a public transit project.

**Design Options**

For LRT Alternative Design Options 1, 2, and 3, leases may be terminated to accommodate the aerial station, aerial structure, and columns. The majority of the right-of-way leases allow for Metro to terminate the lease with 90 days notice, or less. Entities with longer term leases displaced by the design options may be entitled to relocation assistance under the Uniform Act or California Act due to the termination of their lease agreements with Metro. However, the qualification for assistance is dependent upon the specific lease agreement. In many instances, the lease agreement with Metro contains a provision wherein the tenant acknowledged that they are not entitled to relocation benefits if the lease is terminated for a public transit project.

LRT Alternative Design Option 4 would have the same effects on existing right-of-way leases as the Base LRT Alternative. Leases may be terminated to accommodate the below-grade alignment. However, only a small portion (approximately 500 feet) of this trench would be located within the Harbor Subdivision right-of-way.

LRT Alternative Design Option 5 and Design Option 6 would not be located within the Harbor Subdivision right-of-way, where the Metro leases are located. Therefore, this design option would not terminate any leases.

Maintenance and Operations Facility Sites

Several right-of-way leases are located near maintenance and operations facility Site B, which is adjacent to the Harbor Subdivision. However, the operation or construction of Site B is not anticipated to affect any existing leases within the Harbor Subdivision. Similarly, Site D would not affect any existing leases within the Harbor Subdivision because the site is located adjacent the existing Metro Green Line right-of-way.

4.2.3.4 Right-of-Way Licenses**No Build Alternative**

The No Build Alternative would not result in any displacement or relocation impacts.

TSM Alternative

The enhanced bus services proposed under the TSM Alternative would operate along public street rights-of-way, including bus stations and shelters along the public sidewalks. Right-of-way licenses are primarily located along the Harbor Subdivision right-of-way and not along public street rights-of-way. Therefore, the TSM Alternative would not terminate any right-of-way licenses.

BRT Alternative

Metro has granted licenses within the Harbor Subdivision right-of-way for underground and above ground utility and communications infrastructure, parking, and storage. It is expected that these licenses would be terminated under the terms of each license.

Base LRT Alternative

Metro has granted licenses within the Harbor Subdivision right-of-way for underground and above ground utility and communications infrastructure, parking, and storage. It is expected that these licenses would be terminated under the terms of each license.

Design Options

LRT Alternative Design Option 1, Design Option 2, and Design Option 3 would have the same effects on existing right-of-way licenses as the Base LRT Alternative. It is expected that these licenses would be terminated under the terms of each license.

LRT Alternative Design Option 4 would have the same effects on existing right-of-way licenses as the Base LRT Alternative. Only a small portion (approximately 500 feet) of this below-grade alignment would be located within the Harbor Subdivision right-of-way, with a majority of the design option in the Crenshaw Boulevard right-of-way. It is expected that any licenses that exist along the Harbor Subdivision right-of-way portion of this design option would be terminated under the terms of each license.

LRT Alternative Design Option 5 and Design Option 6 would not be located within the Harbor Subdivision right-of-way, where the Metro licenses are located. Therefore, this design option would not terminate any licenses.

Maintenance and Operations Facility Sites

Several right-of-way leases are located near maintenance and operations facility Site B, which is adjacent to the Harbor Subdivision. However, the operation or construction of Site B is not anticipated to affect any existing licenses within the Harbor Subdivision. Similarly, Site D would not affect any existing licenses within the Harbor Subdivision because the site is located adjacent the existing Metro Green Line right-of way.

4.2.4 Mitigation Measures

DR1 Metro shall relocate or replace any of the mature palm trees adjacent to the Harbor Subdivision at Edward Vincent Park that require removal as a result of the proposed project. Relocation or replacement shall be subject to the approval of the City of Inglewood Parks and Recreation Department.

DR2 Metro shall provide relocation assistance and compensation per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act to those who are displaced or whose property is acquired as a result of the Crenshaw Transit Corridor Project.

4.2.5 CEQA Determination

According to the California Environmental Quality Act (CEQA), displacement and relocation impacts would be considered significant if the proposed project would:

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

**No Build Alternative**

Under the No Build Alternative, housing or residential properties within the corridor would not be displaced by this alternative. Therefore, the No Build Alternative would not displace any housing.

TSM Alternative

The TSM Alternative would not displace any housing.

BRT Alternative

Under the BRT Alternative, one residential property would be affected. A single-family home is located at 3525 West 71st Street, on the south side of the Harbor Subdivision, just east of West Boulevard. A full acquisition of this property would be required due to the current encroachment of the residential building onto the right-of-way and to accommodate the at grade busway. As previously mentioned, property acquisition, relocation assistance, and compensation would be provided by Metro as required by the Uniform Act and California Act. Therefore, less-than-significant impacts are anticipated for the displacement of housing.

Base LRT Alternative

Under the Base LRT Alternative, two residential properties would be affected. As with the BRT Alternative, the full acquisition of the single-family residence located at 3525 West 71st Street would be required. The full acquisition of this residence, which currently encroaches onto the Harbor Subdivision, would be required to accommodate the at grade LRT alignment. A multi-family residential property located at 355 La Colina Drive, north of the Harbor Subdivision, would be affected by the placement of a TPSS in the landscaped area within the southern portion of the property. The multi-family residential building would not physically be impacted. As previously mentioned, property acquisition, relocation assistance, and compensation would be provided by Metro as required by the Uniform Act and California Act. Therefore, less-than-significant impacts are anticipated for the displacement of housing.

Design Options

The design options would not require the full or partial acquisition of any residential parcels or housing in addition to those required under the Base LRT Alternative. Therefore, the design options would result in no impacts related to the displacement of housing.

Maintenance and Operations Facility Sites

Both maintenance and operations facility Sites B and D would require the full acquisition of 16 parcels. Site B would affect public facility uses, including the Los Angeles County Flood Control District, parking uses, and industrial/light manufacturing businesses. No residential uses would be displaced by the use of Site B as a maintenance and operations facility. Site D is currently vacant and, therefore, the use of Site D as a maintenance and operations facility would not displace any residences or housing.

Significant Impacts Remaining After Mitigation

Application by Metro of federal and State acquisition and relocation programs, policies, and procedures, as stipulated in Mitigation Measures **DR1** and **DR2** would result in relocation impacts deemed to be less-than-significant under CEQA after mitigation.



4.3 Community and Neighborhood Impacts

This section examines the affected environment related to communities and neighborhoods. The social, economic, and demographic characteristics of the numerous communities and neighborhoods located within the study area are outlined. Following is a discussion of the regulatory framework governing the protection and organization of neighborhoods and communities, as well as descriptions and profiles of the existing neighborhoods and communities that may be affected by the proposed alternatives. Following is the impacts analysis of each project alternative, the design options, and potential maintenance and operations facility sites.

Major transit projects can affect the social and psychological environment of neighborhoods and communities, potentially resulting in changes to the physical layout of the area, demographics, land uses, and the sense of neighborhood in local communities. In comparison to a general land use analysis, community and neighborhood impact analyses address the social and psychological aspects, such as changes in population, community cohesion and interaction, isolation, social values, quality of life, as well as the division of established communities, community barriers, removal or displacement of community assets or special buildings, removal of parking, access to community assets, and economic development. As such, the analysis presented relates heavily to the analysis presented in the separate land use, visual, environmental justice, noise, safety, traffic, and displacement discussions within this Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). As part of the National Environmental Policy Act (NEPA) process, Metro has coordinated with local planning agencies and conducted public outreach to determine the scope of potential effects the proposed alternatives may have on established communities and neighborhoods within the study area.

4.3.1 Regulatory Framework

The federal, state, and local regulatory frameworks related to community and neighborhood issues are outlined below.

4.3.1.1 Federal

Federal-Aid Highway Act of 1970

The Federal-Aid Highway Act of 1970 specifies that decisions made regarding federally funded highway projects be in the “best overall public interest,” considering adverse economic, social, and environmental effects such as:

- Air quality, noise and water pollution
- Destruction or disruption of man-made resources
- Aesthetic values, community cohesion, and the availability of public facilities and services
- Adverse employment effects and tax and property value losses
- Injurious displacement of people, businesses, and farms
- Disruption of desirable community and regional growth



National Environmental Policy Act of 1969

NEPA was enacted as a result of Congress recognizing the impact of human activity on the natural environment. Specifically, the impacts of population growth, high-density development trends, expansion of industrial uses, resource exploitation, and new technological advances were emphasized. The objective of NEPA was to create mechanisms to restore and maintain environmental quality for the overall welfare of the public. NEPA declares that the federal government, in cooperation with state governments, local governments, and other concerned public and private organizations, would use all practicable means and measures to create and maintain conditions under which man and nature could exist in productive harmony, as well as fulfill the social, economic, and other requirements of present and future generations of Americans.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted in 2005 and amended in June of 2008. This Act provides guaranteed funding for highways, highway safety, and public transportation totaling \$286.4 billion. SAFETEA-LU builds previous surface transportation bills by supplying the funds and refining the programmatic framework for investments needed to maintain and expand vital transportation infrastructure. SAFETEA-LU addresses issues such as, improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, protecting the environment, and stakeholder and community outreach.

Title VI of the Civil Rights Act of 1964

This title declared “it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy.”

4.3.1.2 State

California Environmental Quality Act

Adopted in 1970, the purposes of the CEQA are to: (1) inform decision-makers and the public of the potential, significant environmental effects of a proposed project, (2) identify the ways in which environmental damage can be avoided or reduced, (3) prevent significant, avoidable damage to the environment by requiring changes to a project through the use of alternatives or mitigation measures, when the governmental agency finds the changes to be feasible, and (4) disclose to the public the reasons why a governmental agency approved a project in the manner the agency chose if significant environmental effects were involved.

Under CEQA, the focus of the environmental analysis is on the physical changes resulting from a project. Social or economic effects of a project are not treated as significant effects on the environment. However, environmental analysis “may trace the chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused, in turn, by the economic or social changes.”

**4.3.1.3 Local**

The study area includes portions of five local jurisdictions, including the Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, as well as unincorporated County of Los Angeles. After a review of planning and other government documents, it was found that four of these jurisdictions possessed policies that were applicable to community and neighborhood issues within the study area. Applicable policies and programs adopted by the Cities of Los Angeles, Inglewood, and El Segundo are presented below.

City of Los Angeles General Plan Framework

The *Framework*, adopted in December 1996, is intended to guide the City's long-range growth and development through 2010. The *Framework* establishes citywide planning policies regarding economic development, housing, land use, urban form, neighborhood design, transportation, infrastructure, and public services. The Economic Development Element of the *Framework* presents goals, policies, and objectives related to job creation and retention, business retention, and provision of financial incentives to attract development to the City. Policies stated within the Economic Development Element, which are applicable to the proposed project include:

- **Policy 7.2.3** - Encourage new commercial development in proximity to rail and bus transit corridors and stations;
- **Policy 7.6.1** - Encourage the inclusion of community-serving uses (e.g., post offices, senior community centers, daycare providers, personal services) at the community and regional centers, in transit stations, and along the mixed-use corridors;
- **Policy 7.9.2** - Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element, to optimize the impact of the City's capital expenditures on infrastructure improvements;
- **Policy 7.10.3** - Determine appropriate level of service for, but not limited to, educational facilities, hospitals, job training and referral centers, and transportation opportunities in the "communities of need."

City of Los Angeles Department of City Planning – Business Improvement Districts

The City of Los Angeles has designated 42 Business Improvement Districts (BIDs) located throughout the city. BIDs are used as tools by cities and states to revitalize downtowns and other urban areas. BIDs are districts or areas within central cities, as defined by applicable state and local legislation, in which the private sector delivers services for urban revitalization beyond what the government is able to provide. The properties and/or businesses within a BID pay a special tax or assessment to cover the cost of providing facilities or services for which the BID has a particular need.

City of Los Angeles - Neighborhood Councils

The City of Los Angeles Department of Neighborhood Empowerment (DONE) and the Board of Neighborhood Commissioners oversees and regulates the operations of Neighborhood Councils (NCs) within the City of Los Angeles. The approximately 120 NCs are organized into seven larger NC Areas including the Central, South, East, West Harbor, South Valley, and North Valley NC Areas. NCs include groups of community members who are certified by the Board of Neighborhood Commissioners. They elect NC

leaders, determine agendas, and set geographic boundaries. The goal of NCs is to become relatively independent from government in order to influence citywide and local decision-making. The *Citywide System of Neighborhood Councils Plan (Plan)* was approved by the Los Angeles City Council in 2001. The *Plan* establishes a flexible framework through which people in neighborhoods may be empowered to create NCs to serve their community's needs. The *Plan* also sets minimum standards to ensure that NCs represent all stakeholders in the community, conduct fair and open meetings, and are financially accountable.

Los Angeles County General Plan

The existing Los Angeles County General Plan was adopted in 1980. A comprehensive update of the General Plan, as well as a General Plan EIR is expected to be complete in late 2008. The 2007 Draft Preliminary General Plan documents are utilized in this discussion along with the existing General Plan, which was adopted in 1980. Applicable policies within the Economic Development Element include:

- **Policy ED 4** - Fund transportation infrastructure and multi-modal systems that make economic activities more efficient and energy conscious;
- **Policy ED 4.3** - Direct development away from the urban fringe and along existing transportation corridors in accordance with the SCAG's Compass Blueprint 2% Strategy, which would change land uses on two percent of the SCAG region land in order to improve measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents;
- **Policy ED 4.4** - Encourage development around existing and planned transportation hubs; and
- **Policy ED 5.2** - Direct resources to areas targeted as blighted or identified as economically depressed.

City of Inglewood General Plan Update Technical Background Report

The City of Inglewood General Plan Technical Background Report (TBR) was completed in August 2006 and includes a comprehensive database that describes the City's existing conditions for physical, social, economic, and environmental resources. The TBR is the foundation document from which subsequent planning policies and programs will be formulated. In addition, the TBR will serve as the "Environmental Setting" section for each technical environmental issue analyzed in the Environmental Impact Report which will be completed as a component of the preparation of the General Plan.

Recommendations were presented in the TBR regarding issues that should be addressed in the City's General Plan Update. The issues included that would be applicable to the proposed alternatives include:

- **Circulation** - As a result of traffic growth in the area and the physical limitations found along several major roadway facilities, some neighborhoods are experiencing problems with "cut-through" traffic, or vehicles utilizing less congested neighborhood streets to bypass areas of congestion on more heavily traveled facilities. This situation degrades the surrounding neighborhoods in terms of quality of life and creates possible dangerous conditions.

**City of El Segundo General Plan – Land Use Element**

El Segundo's Land Use Element has the broadest scope of all the General Plan elements. It is intended to portray the future direction of the City, the way the community would like to see it. The California General Plan Glossary defines the land use element as follows:

- **Policy LU1-2.3** - Coordinate public improvements and beautification efforts with service groups, citizen groups, and organizations that are interested in upgrading the community.
- **Policy LU1-5.1** - Encourage active and continuous citizen participation in all phases of the planning program and activities.

4.3.2 Existing Conditions/Affected Environment

The following characterizations of the communities and neighborhoods located within the study area are based on a thorough review of land use maps generated from SCAG geographic information system (GIS) data, local neighborhood council boundary maps, Thomas Bros. Maps, aerial photography, and field surveys.

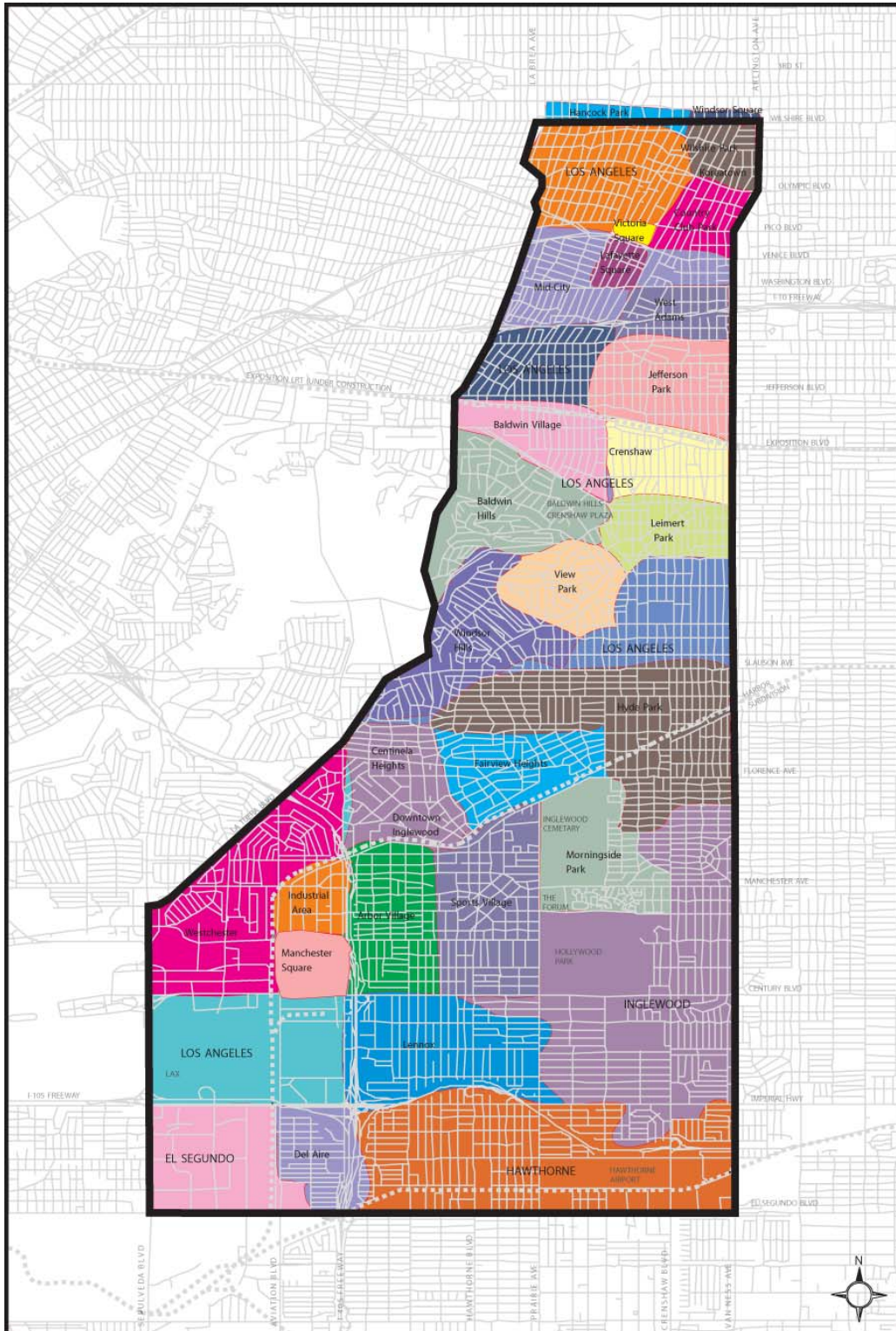
A neighborhood or community can be described as an area in which the predominant land use is residential, although there may be a considerable number of residents in primarily non-residential areas. A sense of cohesion within a residential area may or may not exist depending upon factors such as how long residents have lived in the area, whether friends and family live nearby, and the extent of shared activities within the area. It is probable that a cohesive sense of neighborhood exists within areas that are engaged in the neighborhood planning process, have organized a neighborhood association, or have a well-known and long-established identity as a place. Particularly in urban areas, a neighborhood or community may also include a mix of land uses and focus on a community center. Community centers may include institutional facilities (e.g., schools, senior centers, city hall, parks, churches, post office) or commercial uses (e.g., shopping malls, transit stations) located adjacent to established residential areas.

4.3.2.1 Study Area Communities and Neighborhoods

In order to address the potential effects a project may have on neighborhoods and communities, these areas must be described. Figure 4-17 illustrates the existing neighborhoods and communities located within the study area. A description of each known neighborhood or community within the study area, generally listed from south to north, is provided below. Community facilities and assets are identified that are adjacent to the proposed alignment. Refer to Section 4.12 Parklands and Community Facilities for a detailed discussion and analysis of study area community facilities.

City of Hawthorne. The City of Hawthorne is located in the southern portion of the study area. The portion of the city that is located within the study area is generally located south of Imperial Highway and the I-105 Freeway, east of the I-405 Freeway, and west of Wilton Place and Van Ness Avenue. This area includes primarily residential homes with commercial uses located on the major thoroughfares. The former Hawthorne Plaza mall site and the Hawthorne Municipal Airport are located in this area. The City of Hawthorne is primarily comprised of Hispanic or Latino and Black/African-American residents.

Figure 4-17. Generalized Study Area Neighborhoods and Communities



Source: Thomas Bros. Guide & TAHA, 2008



Del Aire. The Del Aire neighborhood is located in an area of unincorporated County of Los Angeles and is within the southwestern portion of the study area. This neighborhood is generally located east of Aviation Boulevard, south of I-105, and west of the I-405 Freeway. Del Aire includes primarily small scale single-family homes constructed in the 1950s. This neighborhood is primarily comprised of Hispanic or Latino and White (non-Hispanic) residents.

City of El Segundo. The City of El Segundo is located in the southwestern portion of the study area. The City is generally located south of I-105 Freeway and west of Aviation Boulevard. The portion of the City that is located in the study area includes primarily commercial uses, industrial warehouses, and other airport-related uses. The City of El Segundo is primarily comprised of White (non-Hispanic) residents.

Lennox. The Lennox neighborhood is located in an area of unincorporated County of Los Angeles and is within the central portion of the study area. This neighborhood is generally bound by the City of Inglewood (approximately Prairie Avenue) on the east, the City of Inglewood (approximately Century Boulevard) on the north, La Cienega Boulevard on the west, and the I-105 Freeway on the south. This neighborhood is primarily comprised of Hispanic or Latino, with some White (non-Hispanic) residents.

Manchester Square. Manchester Square is located in the southwestern portion of the study area and includes a dense area of apartment buildings (and vacant parcels) that are generally isolated within the northeast corner of the Aviation/Century Boulevards intersection, east of the Harbor Subdivision. These residences, as well as airport-related uses in the areas, are located under the flight path of airplanes flying to and from the LAX, located adjacent and east of the Harbor Subdivision, south of Century Boulevard. This community is diverse and includes primarily Black/African-American, with a mix of Hispanic or Latino, White (non-Hispanic), and Asian residents.

Westchester. The Westchester neighborhood is located within the City of Los Angeles boundaries with Sepulveda Boulevard on the west, Manchester Avenue on the south, and the I-405 Freeway on the east. Portions of unincorporated County of Los Angeles, such as Ladera Heights are located north of Westchester. This neighborhood includes small scale single-family homes built primarily in the 1950s. Commercial, industrial, and public facility uses exist in the southeastern section of this neighborhood, near the I-405 Freeway and the Harbor Subdivision (i.e., County of Los Angeles Department of Public Works facility, an electric substation site, and large commercial buildings). This neighborhood includes primarily White (non-Hispanic), with some Hispanic or Latino residents.

City of Inglewood. Nearly the entire City of Inglewood is located within the central and southern portion of the study area. Below is a description of several neighborhoods and communities located in the City of Inglewood, which are adjacent to the proposed alignment.

Morningside Park. The Morningside Park neighborhood of the City of Inglewood is an area including small scale single-family homes (built in the 1930s and 1940s) within the City of Inglewood. This neighborhood is generally bound by Hyde Park and the Harbor

Subdivision on the north, Crenshaw Boulevard/Inglewood city limit on the east, Century Boulevard on the south, and West Boulevard on the west. Inglewood Park Cemetery is located in the northwestern section of this neighborhood, adjacent and south of the Harbor Subdivision. Adjacent to the Harbor Subdivision, this neighborhood is comprised primarily of Black/African-American residents.

Sports Village. The Sports Village community of the City of Inglewood is generally bound by the Harbor Subdivision on the north, Prairie Avenue and the east boundary of the Hollywood Park Race Track and Casino on the east, Century Boulevard on the south, and La Brea, Eucalyptus, and Fir Avenues on the west. This community includes single- and multi-family homes and commercial uses between Prairie and La Brea Avenues. The Forum and Hollywood Park Race Track and Casino are located on the east side of Prairie Avenue. This community includes downtown Inglewood located along Market Street and La Brea Avenue, as well as the City of Inglewood City Hall, Inglewood Courthouse, and Inglewood High School. The Sports Village community contains a larger proportion of households that do not own a vehicle (greater than 20 percent) than both the Crenshaw Corridor (16 percent) and County of Los Angeles (8 percent). Adjacent to the Harbor Subdivision, this community is comprised primarily of Black/African-American residents.

Arbor Village. The Arbor Village community of the City of Inglewood is generally bound by La Brea, Eucalyptus, and Fir Avenues on the east, the Harbor Subdivision on the north, Century Boulevard on the south, and the I-405 Freeway on the west. This community includes a mix of single- and multi-family homes and some commercial buildings. St. John Chrysostom Church School and a portion of the Faithful Central Bible Church complex are located in this community, adjacent to the Harbor Subdivision. This community is comprised of a mix of Hispanic or Latino, Black/African-American, and White (non-Hispanic) residents.

Fairview Heights. The Fairview Heights neighborhood of the City of Inglewood is generally bound by the Inglewood city limit on the north, West Boulevard and Victoria Avenue on the east, the Harbor Subdivision on the south, and La Brea Avenue on the west. This neighborhood includes primarily single- and multi-family homes. Industrial buildings are located adjacent to the Harbor Subdivision. This community includes Edward Vincent Park, which is located north and adjacent to the Harbor Subdivision near Centinela and Florence Avenues. Adjacent to the Harbor Subdivision, this community is comprised of a mix of Black/African-American and Hispanic or Latino residents.

Industrial Areas. There are two Industrial Areas in the City of Inglewood. One is generally bound by Beach Avenue and Venice Way on the north, La Brea Avenue on the east, the Harbor Subdivision on the south, and the I-405 Freeway and La Cienega Boulevard on the west. This area includes large-scale industrial buildings adjacent to the Harbor Subdivision with primarily multi-family residences in the northern section of the area. This Industrial Area is primarily composed of Black/African-American residents.

The second Industrial Area is generally bound by Florence Avenue/Harbor Subdivision on the north and west, Arbor Vitae Street on the south, and the I-405 Freeway on the east. The northern, western, and southern boundaries of this area include a portion of the Inglewood western city limit. This area includes large-scale commercial and industrial



buildings adjacent to the Harbor Subdivision. This Industrial Area is primarily comprised of Hispanic or Latino residents.

Hyde Park. Hyde Park is located in the City of Los Angeles in the central portion of the study area and is generally bound by the City limit on the south and west, Western Avenue on the east, Slauson Avenue on the north, and La Brea Avenue on the west. Portions of unincorporated County of Los Angeles and the City of Inglewood are located west and south of Hyde Park, respectively. The Hyde Park community includes the Crenshaw Towne Plaza (southeast corner of Crenshaw Boulevard and Slauson Avenue), as well as a commercial and apartment building frontage along Crenshaw Boulevard. Schools and churches are identifiable land uses in Hyde Park. The Hyde Park community contains a larger proportion of households that do not own a vehicle (greater than 20 percent) than both the Crenshaw Corridor (16 percent) and County of Los Angeles (8 percent).

The Hyde Park community also consists of older commercial and industrial buildings along Crenshaw Boulevard, with deteriorating one- to two-story apartment buildings located beyond the boulevard frontage. Traveling west on the Harbor Subdivision from Crenshaw Boulevard, the Hyde Park community consists primarily of large-scale industrial, auto-related, and manufacturing facilities. This community includes primarily Hispanic or Latino, with some Black/African-American residents. In addition, Ascension Lutheran School, Golden Day Pre-School, Hyde Park Early Education Center, Hyde Park Boulevard Elementary School, Nikki Tiffany School and Day Care Development Center are located within this community.

View Park-Windsor Hills. View Park-Windsor Hills is located in the west-central portion of the study area and is generally bound by Slauson Avenue on the south, just west of the Crenshaw Boulevard frontage on the east, Stoker Street on the north, and La Brea Avenue on the west. This neighborhood is located within unincorporated County of Los Angeles, and similar to Baldwin Hills, includes predominately higher income Black/African-American homeowners.

Baldwin Hills. A portion of Baldwin Hills is located in the west-central portion of the study area and is generally bound by Stocker Street on the south, Crenshaw Boulevard on the east, Santa Rosalia Drive and Coliseum Street on the north, and La Cienega Boulevard on the west. This neighborhood includes large scale single-family homes (built in the 1950s and 1960s) with some apartment buildings along Stocker Street. In addition, this neighborhood is within unincorporated County of Los Angeles and includes predominately higher income Black/African-American homeowners.

Baldwin Village. Baldwin Village (also known as “The Jungle”) is located in the west-central portion of the study area and is roughly located west of Crenshaw Boulevard, north of Martin Luther King Jr. Boulevard/Coliseum Boulevard, south of Rodeo Road, and extends west towards La Cienega Boulevard. Baldwin Village is a highly dense neighborhood of two- to three-story apartment buildings built in the 1940s and 1950s. The Baldwin Village community contains a larger proportion of households that do not own a vehicle (greater than 20 percent) than both the Crenshaw Corridor (16 percent) and County of Los Angeles (8 percent). This community includes primarily Black/African-American, with some Asian residents.



Crenshaw District. A majority of the Crenshaw District is located in the east-central portion of the study area and is generally bound by Slauson Avenue on the south, Arlington Avenue on the east, Vernon Avenue on the north, and west of the Crenshaw Boulevard frontage on the west. The Crenshaw District, along with Leimert Park, comprises one of the largest middle-class, Black/African-American communities in the nation. Single-family homes and two- to three-story apartment buildings are located to the east of the commercial uses that front Crenshaw Boulevard in this community. This section of the community includes primarily Black/African-American with some Hispanic or Latino residents. In addition, Today's Fresh Start Charter School, Ivie League Christian Pre-School, Crenshaw Montessori Academy, Crenshaw TOT Academy, Crenshaw High School, Pacific Beauty School, View Park Prep Charter High School, and View Park Prep Accelerated Charter Middle School are located in this area of the Crenshaw District.

Another area of the Crenshaw District is considered to include the Crenshaw Boulevard frontage between Martin Luther King Jr. Boulevard and Rodeo Road. The Baldwin Hills Crenshaw Plaza is located in the Crenshaw District, just north of Leimert Park. This section of the community includes primarily Black/African-American with some Asian residents.

Leimert Park. Leimert Park is located entirely in the east-central portion of the study area and is generally bound by Vernon Avenue on the south, 4th Avenue/Roxton Avenue on the east, Rodeo Road on the north, and Crenshaw Boulevard on the west. Leimert Park, a regional Black/African-American community cultural center, is located south of the Baldwin Hills Crenshaw Plaza, and includes a relatively high number of transit dependent households. This community includes primarily Black/African-American residents. In addition, Golden Day School, Inc. is located in this community.

Jefferson Park. A majority of Jefferson Park is located in the north-central portion of the study area and is generally bound by Rodeo Road on the south, Western Avenue on the east, Adams Boulevard on the north, and Crenshaw Boulevard on the west. Some public facility and institutional uses exist in Jefferson Park adjacent to the Exposition LRT Line currently under construction, including West Angeles Church of God in Christ. Jefferson Park also includes bungalow and craftsman-style single-family homes (many of which are rented) east of the Crenshaw Boulevard frontage. Dorsey High School is located within this area, on the north side of Rodeo Road. This community includes a mix of Hispanic or Latino and Black/African-American residents. In addition, West Angeles Church of God in Christ, West Angeles Youth Center, West Angeles Christian Academy, St. Patrick Elementary School, Qurdobah School, and Al Madinah School are located in this community.

West Adams. A small portion of West Adams is located within the eastern section of the study area and is roughly bound by Crenshaw Boulevard on the west, Washington Boulevard on the north, Adams Boulevard on the south, and extends east, primarily south of the Interstate 10 Freeway (I-10 Freeway). This neighborhood includes one- to three-story apartment buildings and duplexes, as well as historic single-family homes. The West Adams community contains a larger proportion of households that do not own a vehicle (greater than 20 percent) than both the Crenshaw Corridor (16 percent) and



County of Los Angeles (8 percent). This community includes a mix of Hispanic or Latino and Black/African-American residents.

Mid-City. A majority of Mid-City is located in the north-central portion of the study area and is generally bound by the I-10 Freeway on the south, Arlington Avenue on the east, Pico Boulevard on the north, and Fairfax Avenue on the west. Primarily commercial uses and multi-family apartment buildings and duplexes exist along the major thoroughfares in this community, which include Crenshaw, Washington, Pico, and San Vicente Boulevards. The Midtown Shopping Center is located at northwest corner of the Venice/San Vicente Boulevards intersection and includes a Ralph's supermarket, CVS Pharmacy drug store, Orchard Supply Hardware (OSH), and other smaller retail stores. Large single-family homes and apartment buildings are located along Venice Boulevard, east of Crenshaw Boulevard. In general, the Mid-City community includes primarily Hispanic or Latino with some Black/African-American residents. Jonnie L. Cochran Middle School and St. Paul's School are located in this community.

Victoria Circle. Victoria Circle is a small residential neighborhood located within the larger Mid-City community. This neighborhood is generally located west of Crenshaw Boulevard, north of Venice Boulevard (and Lafayette Square described below), east of West Boulevard, and south of Pico Boulevard. Victoria Circle is a distinctive single-family residential neighborhood, which is arranged around Victoria Park Place (circle).

Lafayette Square. Lafayette Square is a gated residential neighborhood located within the larger Mid-City community. This neighborhood consists of eight blocks, centered around St. Charles Place, and situated west of Crenshaw Boulevard, between Venice Boulevard on the north, and Washington Boulevard on the south. This neighborhood is characterized by over 200 estate scale and potentially historic (or architecturally significant) single-family homes. Homes in this neighborhood were constructed from as early as 1907 through the 1960s.

Longwood Estates. The Longwood Estates neighborhood is located near the La Brea Avenue/San Vicente Boulevard intersection, east of Crenshaw Boulevard, and includes single-family homes, two-story duplexes, and other apartment buildings constructed in the 1930s. This neighborhood includes primarily Black/African-American residents, along with a mix of Hispanic or Latino and White residents.

Country Club Park. A majority of Country Club Park is located in the northeastern portion of the study area and is generally bound by Pico Boulevard on the south, Western Avenue on the east, Olympic Boulevard on the north, and Crenshaw Boulevard on the west. Primarily modest two- to three-story apartment buildings (and some commercial buildings) front Crenshaw Boulevard in this area, with small scale single-family homes located adjacent. This neighborhood includes primarily Hispanic or Latino and Asian residents.

Wilshire Park. A majority of Wilshire Park is located in the northeastern portion of the study area and is generally bound by Olympic Boulevard on the south, Wilton Place on the east, Wilshire Boulevard on the north, and Crenshaw Boulevard on the west. This neighborhood is primarily residential in nature and includes duplexes, bungalows, and single-family homes. This neighborhood includes primarily Hispanic or Latino, as well



as Asian residents. In addition, Wilton Place and Wilshire Park Elementary Schools, a private prep academy, and St. Gregory Nazianzen School is located in this neighborhood.

Windsor Square. A small portion of Windsor Square is located in the northeastern portion of the study area and is generally bound by Wilshire Boulevard on the south, Arlington Avenue on the east, Beverly Boulevard on the north, and Arden Boulevard on the west. This neighborhood includes medium- to high-density commercial and office uses, with condominium residential uses located beyond commercial frontages. Windsor Square also includes areas of historic homes. This neighborhood includes primarily White and Asian residents.

Hancock Park. A small portion of Hancock Park is located in the northwestern portion of the study area and is generally bound by Wilshire Boulevard on the south, Rossmore Avenue on the east, Melrose Avenue on the north, and Highland Avenue on the west. This neighborhood includes medium- to high-density commercial and office uses, with condominium residential uses located beyond commercial frontages. Hancock Park also includes areas of historic homes. This neighborhood is primarily comprised of White and Asian residents. In addition, Wilshire Methodist Church is located in this neighborhood.

Demographic Characteristics

The demographic profile of the study area is presented below in Table 4-13 through Table 4-16. According to the U.S. Census Bureau’s 2000 Census, the residents of the study area are primarily younger persons up to 44 years of age (72 percent). Most persons living in the study area are of Black/African-American (44 percent) and Hispanic or Latino (42 percent) ethnic descent. The proportion of Black/African-American population residing within the study area is nearly five times greater when compared to that of the County of Los Angeles as a whole. Whereas, the proportion of Hispanic or Latino population residing in the study area is nearly the same when compared to that of the County of Los Angeles as a whole. The study area is comprised primarily of renters (many renting single-family homes). Approximately 47 percent of the households within the study area earn less than \$30,000, annually, while 16 percent of the households within the study area earn between \$60,000 and \$100,000, annually.

Table 4-13. Study Area Population by Age

Age	Number of Persons	Percent of Total
Under 18 years	111,762	30%
18 to 44 years	156,829	42%
45 to 64 years	68,802	19%
65 years and older	32,811	9%
Total	370,204	100%

Source: U.S. Census Bureau, Census 2000 Summary File 1 (SF 1), 2001 and TAHA, 2008.



Table 4-14. Study Area Population by Race and Ethnicity

Race/Ethnicity	Study Area		County of Los Angeles	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total
Black/African-American	161,669	44%	901,472	9%
Hispanic or Latino	155,128	42%	4,242,213	45%
White Non-Hispanic	23,355	6%	2,959,614	31%
Asian	19,458	5%	1,124,569	12%
All Others /a/	10,594	3%	291,470	3%
Total	370,204	100%	9,519,338	100%

/a/ Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, "some other race," and persons of two or more races.

Source: U.S. Census Bureau, Census 2000 SF 1, 2001 and TAHA, 2008.

Table 4-15. Study Area Annual Household Income

Annual Household Income	Study Area		County of Los Angeles	
	Number of Households	Percent of Total	Number of Households	Percent of Total
Less than \$10,000	19,961	16%	330,000	10%
\$10,000 to \$19,999	19,885	16%	400,550	13%
\$20,000 to \$29,999	19,114	15%	393,448	13%
\$30,000 to \$39,999	16,754	13%	358,663	11%
\$40,000 to \$49,999	11,775	9%	302,822	10%
\$50,000 to \$59,999	9,456	7%	253,707	8%
\$60,000 to \$99,999	20,002	16%	623,364	20%
\$100,000 and above	9,987	8%	473,725	15%
Total	126,934	100%	3,136,279	100%

Source: U.S. Census Bureau, Census 2000 SF 3, 2001 and TAHA, 2008.

Table 4-16. Study Area Housing by Occupancy

Occupancy	Study Area		County of Los Angeles	
	Number of Units	Percent of Total	Number of Units	Percent of Total
Owner-Occupied	30,098	25%	1,499,744	46%
Renter-Occupied	82,855	69%	1,634,030	50%
Vacant	6,977	6%	137,135	4%
Total	119,930	100%	3,270,909	100%

Source: U.S. Census Bureau, Census 2000 SF 1, 2001 and TAHA 2008.

Neighborhood Councils

The study area includes portions of eight individual NCs located within sections of the larger Central, South, and West NC Areas. Within the Central NC Area, portions of the Olympic Park and Greater Wilshire NCs traverse the study area. Within the South NC Area, portions of the United Neighborhoods of Historic Arlington Heights, West Adams, and Jefferson Park Communities; and the West Adams, Mid-City, Park Mesa Heights NCs, as well as the Empowerment Congress West Area Neighborhood Development Council are located in the study area. Within the West NC Area, a portion of the Westchester-Playa del Rey NC traverses the study area.

City of Los Angeles Department of City Planning – Business Improvement Districts

The study area includes portions of four BIDs. The Jefferson Park BID is located along Jefferson Boulevard at Crenshaw Boulevard and continues to the south on the east side of Crenshaw Boulevard. The Greater Leimert Park Village/Crenshaw Corridor BID is located along Crenshaw Boulevard. This BID includes portions of the Leimert Park neighborhood and Baldwin Hills Crenshaw Plaza. The Gateway to Los Angeles BID (near Aviation and Century Boulevards) and the Westchester BID (near La Tijera and Sepulveda Boulevards) is also located within the study area.

4.3.3 Environmental Impacts/Environmental Consequences

4.3.3.1 Methodology

Established communities have a set of identifiable perceptual and behavioral relationships occurring within an identifiable geographic area. The FHWA has published a guide, *Community Impact Assessment*, to evaluate the effects of transportation planning and project implementation on a community and its quality of life.

The analysis of the project alternatives and design options relative to potential effects on individual communities includes a combination of several social and psychological criteria from the *Community Impact Assessment* guide:

- Changes in population-whether the project will cause redistribution, an influx, or loss of population ;
- Community cohesion and interaction-the degree of attraction among the parts of a neighborhood (i.e., individuals groups and institutions). In addition, cohesion relates to the level of interaction and interdependence present within a community;
- Isolation-whether people of a community will be separated or set apart from others;
- Social values-whether the project will cause a change in social values; and
- Quality of life-what is the perceived impact on quality of life.

The analysis below determined the potential effects of each project alternative and design option, as well as the proposed maintenance and operations facility on the social and psychological aspects of the local established communities identified above.



In addition, working groups were formed in August 2008 to ensure a wide range of representative participation in the planning process, for the primary purpose of facilitating community consensus on the definition of the project. Three sets of working group meetings were held in August 2008, September 2008, and March 2009. In consultation with project staff, community leaders/organizations, and elected officials, Metro initially identified 60 community leaders to participate in the working groups. However, the working groups are open to all members of the public. The initial participants identified included representatives of neighborhood councils, chambers of commerce, developers, the Community Redevelopment Agency (CRA), and faith-based, transit-oriented, environmental, and economic development organizations. A more detailed description of the community outreach process is provided in Section 6.0 Community Participation.

No Build Alternative

A substantial permanent change to the physical environment of the study area would not occur under the No Build Alternative. As such, no barriers, disruption, or displacement beyond existing conditions would occur in an established community or neighborhood within the study area. This alternative would not alter or block access to any community assets, displace on- or off-street parking spaces, or impact economic development. This alternative would not result in changes to population, community cohesion and interaction, social values, quality of life, result in isolation. Therefore, under the No Build Alternative, no adverse impacts are anticipated related to communities.

TSM Alternative

The TSM Alternative would enhance the No-Build Alternative by expanding the Metro Rapid bus services operating in the study area along Wilshire Boulevard, Crenshaw Boulevard, Martin Luther King Jr. Boulevard, Aviation Boulevard, and the Harbor Subdivision right-of-way. New bus stations would be similar to those that currently exist in the study area. No new vehicle maintenance and operations facilities would be required to support the expanded vehicle fleet required by the TSM Alternative. A substantial permanent change to the physical environment of the study area would not occur under the TSM Alternative. As such, no barriers, disruption, or displacement beyond existing conditions would occur in an established community or neighborhood within the study area. This alternative would not alter or block access to any community assets, displace on- or off-street parking spaces, or impact economic development. This alternative would not result in changes to population, community cohesion and interaction, social values, quality of life, result in isolation. Therefore, under the TSM Alternative, no adverse impacts are anticipated related to communities.

BRT Alternative

Harbor Subdivision. Within the Harbor Subdivision, the BRT Alternative would operate in an exclusive busway including both at grade and aerial segments. Enhanced BRT stations within the Harbor Subdivision would be similar to those along the existing Metro Orange Line and would be more extensive than the BRT stops to be provided along Crenshaw Boulevard. The stations would include two platforms (one for each direction of travel). The BRT Alternative transition from at grade operations to an aerial structure would occur adjacent to the Faithful Central Bible Church complex, which currently operates in buildings on either side of the Harbor Subdivision, near Eucalyptus Avenue.

Several mature trees located adjacent to the Harbor Subdivision may require removal. The BRT Alternative would travel at grade adjacent to Edward Vincent Park, requiring the removal of several of the landmark palm trees along Florence Avenue. In addition, the existing access to Edward Vincent Park from Redondo Boulevard, on the southeastern edge of the park, may potentially be removed because of the likely closure of Redondo Boulevard due to intersection impacts from at grade BRT operations.³ Additional effects on Edward Vincent Park are discussed in Section 4.12 Parklands and Community Facilities. The BRT Alternative would adversely affect the sole access point to residences located along the north side of La Colina Drive (an existing cul-de-sac), adjacent and north of the Harbor Subdivision, due to the required flare-out configuration of the BRT alignment at the intersection of the Harbor Subdivision and Centinela Avenue.

The potential impact of the BRT Alternative on the Faithful Central Bible Church, complex mature trees, and Edward Vincent Park palm trees are addressed in Section 4.4 Visual Quality and Section 4.12 Parklands and Community Facilities. The potential impacts on Redondo Boulevard access to Edward Vincent Park and access to La Colina Drive are addressed in Section 3.0 Transportation Impacts. The Harbor Subdivision is currently an active freight railroad and acts as a boundary between a majority of the established communities or neighborhoods identified in this portion of the study area. However, one single-family residence that appears to be encroaching onto the Harbor Subdivision right-of-way would be removed (refer to Section 4.2 Displacement and Relocation of Existing Uses). The BRT Alternative would not create substantial barriers, disruption, displacement, result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation in an established community or neighborhood within the study area. With the incorporation of mitigation measures in the above referenced Draft EIS/EIR sections, this alternative would not alter or block access to any community assets, displace on- or off-street parking spaces, or impact economic development. Therefore, under the BRT Alternative, no adverse environmental effects are anticipated related to communities along the Harbor Subdivision.

Crenshaw Boulevard. Within the Crenshaw Boulevard right-of-way, the BRT Alternative would operate in an exclusive curb-lane or in mixed-traffic. BRT stops would include two platforms (one for each direction of travel) and, in several locations, would result in the need for driveway, sidewalk, or parkway reconfiguration. Crenshaw Boulevard is the eastern or western border of approximately 85 percent of the established communities or neighborhoods identified in the study area. Crenshaw Boulevard traverses three communities, north of the Harbor Subdivision: Windsor Square, Mid-City, and Hyde Park. However, the BRT Alternative would operate similarly to the existing Metro Rapid bus services along Crenshaw Boulevard and would not create a barrier or disruption in these established communities. The BRT Alternative southbound Slauson Station stop may impact the Crenshaw Boulevard driveway entrance to the Chase Bank building (5805 Crenshaw Boulevard), which includes CRA/LA offices. However, there are three additional driveways and one alley that also provide access to the building. The sidewalk adjacent to the Mission of Christ (religious facility or church) at the northeast corner of the Crenshaw

³ The City of Inglewood is proposing to realign this intersection as an alternative to closing it. However, at this time the project is not funded, and therefore, not considered for the purposes of this analysis,



Boulevard/Pico Boulevard intersection would require reconfiguration due to the northbound Pico Station stop. The BRT Alternative would also require driveway and sidewalk reconfigurations adjacent to uses that are not considered community assets, such as gas stations and parking lots. The BRT Alternative would not alter or block access to any community assets, displace on- or off-street parking spaces, or impact economic development. The BRT Alternative would not result in changes to population, community cohesion and interaction, social values, quality of life, result in isolation. Therefore, under the BRT Alternative, no adverse environmental effects are anticipated related to communities along Crenshaw Boulevard.

Base LRT Alternative

Harbor Subdivision. Within the Harbor Subdivision, the Base LRT Alternative would operate in an exclusive guideway including below grade, at grade, and aerial segments. As such, proposed LRT stations would vary between underground, at grade with side or center platforms, and aerial configurations. As previously mentioned, the Harbor Subdivision is the city limit between the City of Los Angeles and the City of Inglewood, in the southern portion of the study area, from approximately Arbor Vitae Street north to La Cienega Boulevard. Similar to the BRT Alternative, the Base LRT Alternative would transition from an at-grade to aerial configuration adjacent to the Faithful Central Bible Church complex. The church complex includes buildings located on both north and south of the Harbor Subdivision, west of Eucalyptus Avenue. The existing mature trees on the north side of the Harbor Subdivision, within the Faithful Central Bible Church property, would likely be removed with the Base LRT Alternative. In addition, the current access to Edward Vincent Park from Redondo Boulevard may potentially be removed because of the potential closure of Redondo Boulevard due to intersection impacts from at grade LRT operations.

The potential impact of the Base LRT Alternative on Redondo Boulevard access is addressed in Section 3.0 Transportation Impacts. The Harbor Subdivision is currently an active freight railroad and acts as a boundary between a majority of the established communities or neighborhoods identified in this portion of the study area. Specifically, this active freight railroad currently bisects the Faithful Central Bible Church complex and, therefore, the Base LRT Alternative would not introduce a new barrier to this area. However, one single-family residence that appears to be encroaching onto the Harbor Subdivision right-of-way would be removed (refer to Section 4.2 Displacement and Relocation of Existing Uses). The Base LRT Alternative would not create additional barriers, disruption, or displacement in the existing established communities and neighborhoods along the Harbor Subdivision. In addition, this alternative would not alter or block access to any community assets, displace on- or off-street parking spaces, impact economic development, result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation. Therefore, under the LRT Alternative, no adverse environmental effects are anticipated related to communities along the Harbor Subdivision.

Crenshaw Boulevard. Along Crenshaw Boulevard, the Base LRT Alternative would operate in the street median in either an at-grade, below grade, or aerial configuration. Proposed stations would be either at-grade with platforms, underground, or in an aerial configuration. As previously mentioned, Crenshaw Boulevard is the eastern or western



border of approximately 85 percent of the established communities or neighborhoods identified in the study area. Crenshaw Boulevard traverses three communities, north of the Harbor Subdivision: Windsor Square, Mid-City, and Hyde Park. The Base LRT Alternative would operate in an aerial configuration through a majority of Hyde Park, from the Harbor Subdivision north to approximately 59th Place. The aerial structure would be constructed in the street median just south of 60th Street, between the West Angeles Villas and St. John the Evangelist Catholic School. West Angeles Villas is a 150-unit senior housing complex located at 6030 Crenshaw Boulevard (east side of the street) that was constructed in 2004 by the West Angeles Community Development Corporation. St. John the Evangelist Catholic School is a kindergarten through 8th grade school located at 6103 Crenshaw Boulevard and is on the west side of Crenshaw Boulevard. The aerial LRT structure and straddle bents would physically divide this portion of Hyde Park by traversing between these two major community facilities or assets that are currently located within an established community. The potential visual impacts of the aerial LRT structure at this location are discussed in Section 4.4 Visual Quality

Numerous mature trees, which are considered to be community assets, exist in the Crenshaw Boulevard median from approximately 59th Street north to 48th Street (below grade portal). Within this segment, the Base LRT Alternative would remove these trees and operate at grade within a new median. This would result in the loss of a community asset, as well as a potential visual quality impact. The potential visual impacts and proposed mitigation measures, which outline the replacement of trees along this portion of Crenshaw Boulevard, are discussed in Section 4.4 Visual Quality.

Along Crenshaw Boulevard, many on-street parking spaces would be removed due to the right-of-way requirements of the median-running LRT alignment. In addition, on-street parking spaces associated with the Crenshaw Boulevard frontage roads (the frontage roads currently exist from Slauson Avenue north to just south of Vernon Avenue) would be displaced. However, this loss of parking spaces would be mitigated (refer to Section 3.0 Transportation Impacts) and is not anticipated to substantially affect the local community.

The Base LRT Alternative would operate at grade and gradually transition from the median, to the east side of Crenshaw Boulevard, from approximately Coliseum Street to the Exposition LRT Line right-of-way, south of Exposition Boulevard and the West Angeles Church of God in Christ. The alignment would transition to the east side of Crenshaw Boulevard in order to connect with the Exposition LRT Line. As a result, several properties located at the southeast corner of Crenshaw Boulevard and Exposition Place would require full acquisition. Al Madinah School, a private school located at 3510 Exposition Place, would not be affected. However, Exposition Place, east of Crenshaw Boulevard would require closure due to the at grade LRT operations transitioning onto the Exposition LRT Line right-of-way and the Exposition Station. The closure of Exposition Place would not substantially affect access to any community facility or asset. Each of the properties mentioned above may be temporarily impacted by construction staging or parking. The traffic effects of this closure are discussed in Section 3.0 Transportation Impacts. The LRT Alternative would not result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation. With the incorporation of mitigation measures in the above referenced Draft EIS/EIR sections, this alternative would not alter or block access to any community assets, displace on- or off-street parking spaces, or impact economic



development. Therefore, under the Base LRT Alternative, no adverse environmental effects are anticipated related to communities along Crenshaw Boulevard.

However, under the Base LRT Alternative, adverse effects are anticipated related to the the potential creation of a perceived physical barrier due to the aerial configuration in the Hyde Park community. Implementation of mitigation measures CN1 and CN2 would reduce the impacts from the perception of the aerial structure as a barrier to a less than adverse.

LRT Alternative Design Options

The design options would not create additional barriers or disruption in the existing established communities and neighborhoods. LRT Alternative Design Options 1 through 4 would be located along the Harbor Subdivision, which is the boundary between the Cities of Los Angeles and Inglewood and is an existing barrier or edge. However, numerous palm trees that line the Harbor Subdivision in Edward Vincent Park would be removed with LRT Alternative Design Option 3. LRT Alternative Design Options 3, 4, and 6 would place the LRT alignment below-grade and would improve traffic flow and enhance access along the Harbor Subdivision and Crenshaw Boulevard. Along Crenshaw Boulevard, one neighborhood commercial land use would be displaced with LRT Alternative Design Option 5. However, it is not considered to be a community asset. These design options 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. Therefore, no adverse environmental effects are anticipated related to communities for the design options.

Maintenance and Operations Facility Sites

The operation of the BRT and LRT Alternatives would require the construction of a supporting maintenance and operations facility. Site B is located in the City of Los Angeles and is west of the I-405 Freeway, south of the Westchester neighborhood (single-family residences), east of the City of Los Angeles Police Department Ahmanson Recruit Training Center (5651 West Manchester Avenue), and directly north of the Harbor Subdivision. A County of Los Angeles Department of Public Works – Flood Control District maintenance facility and numerous privately owned industrial businesses are currently located on Site B. These existing buildings would be demolished and relocated with the implementation of a maintenance and operations facility on the site. This site is considered to be a part of small industrial corridor that acts as a buffer between the Westchester community, which begins at 83rd Street and the Harbor Subdivision. The I-405 to the east and the Harbor Subdivision Railroad tracks to the south provide two substantial barriers that can only be crossed infrequently. Hindry Avenue, Manchester Avenue, La Cienega Boulevard, and Arbor Vitae Street are the only opportunities to cross the Harbor Subdivision Railroad from the Westchester community. The development of Site B with the proposed maintenance and operations facility would require the closure of Hindry Avenue, one of these few routes which allow the community of Westchester access across the Harbor Subdivision Railroad tracks south to Florence Avenue. Hindry Avenue is classified as a low volume collector street. The closure of Hindry Avenue would require residents to travel west to Osage Avenue and cross the Harbor Subdivision Railroad tracks on Manchester Avenue, the nearest southern connection to Florence Avenue. This alteration of access to the Westchester community would inconvenience residents. However, general

access for the community to the surrounding arterial network would not be eliminated. There are no feasible avoidance alternatives to alleviate the inconvenience in altered access that residents of the Westchester community would experience as a result of the selection of Site B for a maintenance and operation facility.

Site D is located in the City of El Segundo within the northeast corner of the intersection of Sepulveda Boulevard and Rosecrans Avenue. Site D is located on vacant industrial parcels located between and surrounded by two existing freight railroad lines: the Union Pacific Railroad (UPRR) on the north and the Burlington Northern Santa Fe Railway (BNSF) on the south. The railroad lines may potentially be relocated as necessary to accommodate the proposed maintenance and operations facility in conjunction with the development of the proposed Plaza El Segundo commercial complex to be located southwest of Site D.⁴ Site D is not located within an established community or neighborhood. The development of Site D with the proposed maintenance and operations facility would not alter or block access to any community assets, displace on- or off-street parking spaces, impact economic development, result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation. Therefore, no adverse environmental effects are anticipated for Site D related to communities.

4.3.4 Mitigation Measures

- CN1** For the aerial LRT structure segment along Crenshaw Boulevard in the Hyde Park neighborhood, design guidelines shall be prepared prior to construction phase of the project. Metro, the City of Los Angeles, and the CRA/LA will coordinate guidelines to integrate the aerial structure with the existing community. These guidelines shall provide for convenient and safe pedestrian access to cross the aerial structure and be compatible with city land use plans and include specific visual features to ensure that the aerial structure would be more consistent with the urban environment.
- CN2** For the aerial LRT structure segment along Crenshaw Boulevard in the Hyde Park neighborhood, Metro shall conduct community meetings to obtain input from residents regarding the need for visual, engineering, and/or art features of the aerial structure that may reduce aesthetic impacts.

4.3.5 CEQA Determination

According to CEQA, community and neighborhood impacts would be considered significant if the proposed project has the potential to result in:

- Physical division of an established community

⁴ Coordination with the City of El Segundo and the Plaza El Segundo developer regarding the relocation of the railroad lines is on-going.

**No Build Alternative**

A substantial permanent change to the physical environment of the study area would not occur under the No Build Alternative. As such, no barriers, disruption, or displacement beyond existing conditions would occur in an established community or neighborhood within the study area. Therefore, under the No Build Alternative, no impacts are anticipated related to the division of an established community.

TSM Alternative

Similar to the No Build Alternative, substantial permanent change to the physical environment of the study area would not occur under the TSM Alternative.

BRT Alternative

The potential impact of the BRT Alternative on the Faithful Central Bible Church complex mature trees and Edward Vincent Park palm trees are addressed in Section 4.4 Visual Quality. The potential impacts on Redondo Boulevard access to Edward Vincent Park and access to La Colina Drive are addressed in Section 3.0 Transportation Impacts. The Harbor Subdivision is currently an active freight railroad and a boundary between a majority of the established communities or neighborhoods identified in this portion of the study area. The BRT Alternative would not create substantial barriers, disruption, or displacement in an established community or neighborhood within the study area. Therefore, under the BRT Alternative, less-than-significant impacts are anticipated related to the division of an established community along the Harbor Subdivision.

The BRT Alternative southbound Slauson Station may impact the Crenshaw Boulevard driveway entrance to the Chase Bank building (5805 Crenshaw Boulevard), which includes CRA/LA offices. However, there are three additional driveways and one alley that provide access to the building. The sidewalk adjacent to the Mission of Christ (religious facility or church) at the northeast corner of the Crenshaw Boulevard/Pico Boulevard intersection would require reconfiguration due to the northbound Pico Station stop. The BRT Alternative would also require driveway and sidewalk reconfigurations adjacent to uses that are not considered community assets, such as gas stations and parking lots. Therefore, under the BRT Alternative, less-than-significant impacts are anticipated related to the division of an established community along Crenshaw Boulevard.

Base LRT Alternative

The potential impact of the Base LRT Alternative on Redondo Boulevard access is addressed in Section 3.0 Transportation Impacts. The Harbor Subdivision is currently an active freight railroad and a boundary between a majority of the established communities or neighborhoods identified in this portion of the study area. Specifically, this active freight railroad currently bisects the Faithful Central Bible Church complex and, therefore, the Base LRT Alternative would not introduce a new barrier to this area. The Base LRT Alternative would not create additional barriers, disruption, or displacement in the existing established communities and neighborhoods along the Harbor Subdivision. Therefore, under the Base LRT Alternative, less-than-significant impacts are anticipated related to the division of an established community along the Harbor Subdivision.

The Base LRT Alternative would operate in an aerial configuration through a majority of Hyde Park, from the Harbor Subdivision north to approximately 59th Place. The aerial



structure would be constructed in the street median just south of 60th Street, between the West Angeles Villas and St. John the Evangelist Catholic School. West Angeles Villas is a 150-unit senior housing complex located at 6030 Crenshaw Boulevard (east side of the street) that was constructed in 2004 by the West Angeles Community Development Corporation. St. John the Evangelist Catholic School is a kindergarten through 8th grade school located at 6103 Crenshaw Boulevard and is on the west side of Crenshaw Boulevard. The aerial LRT structure and straddle bents would physically divide this portion of Hyde Park by traversing between these two major community facilities that are currently focal points within an established community. The potential visual impacts of the aerial LRT structure at this location are discussed in Section 4.4 Visual Quality.

The Base LRT Alternative would operate at grade and gradually transition from the median, to the east side of Crenshaw Boulevard, from approximately Coliseum Street to the Exposition LRT Line right-of-way, south of Exposition Boulevard and the West Angeles Church of God in Christ. The alignment would transition to the east side of Crenshaw Boulevard in order to connect with the Exposition LRT Line. As a result, several properties located at the southeast corner of Crenshaw Boulevard and Exposition Place would require full acquisition. The Al Madinah School, a private school located at 3510 Exposition Place, would not require acquisition. In addition, Exposition Place, east of Crenshaw Boulevard would require closure due to the at grade LRT operations transitioning onto the Exposition LRT Line right-of-way and the Exposition Station. The traffic effects of this closure are discussed in Section 3.0 Transportation Impacts.

Under the Base LRT Alternative, significant impacts are anticipated related to the division of an established community (Hyde Park community) due to the aerial configuration.

Design Options

The design options would not create additional barriers or disruption in the existing established communities and neighborhoods. LRT Alternative Design Options 1 through 4 would be located along the Harbor Subdivision, which is the boundary between the Cities of Los Angeles and Inglewood and is an existing barrier or edge. However, numerous palm trees that line the Harbor Subdivision in Edward Vincent Park would be removed with LRT Alternative Design Option 3. LRT Alternative Design Options 3, 4, 5, and 6 would place the LRT alignment below-grade and would improve traffic flow and enhance access along the Harbor Subdivision and Crenshaw Boulevard. These design options would not create new barriers that would further divide established communities. Therefore, no adverse environmental effects are anticipated related to the division of an established community.

Maintenance and Operations Facility Sites

These existing buildings on Site B would be demolished and relocated with the implementation of a maintenance and operations facility on the site. These buildings are considered to be a part of small industrial corridor that lines the Harbor Subdivision and are not community facilities or assets. In addition, Site B is not located within an established community or neighborhood. The development of Site B with the proposed maintenance and operations facility would not alter any community assets, displace on- or off-street parking spaces, or impact economic development. The development of Site B would alter access to the Westchester community would inconvenience residents. However,



general access for the community to the surrounding arterial network would not be eliminated. Therefore, no adverse environmental effects are anticipated for Site B related to the division of an established community.

Site D is located in the City of El Segundo within the northeast corner of the intersection of Sepulveda Boulevard and Rosecrans Avenue. Site D is located on vacant industrial parcels located between and surrounded by two existing freight railroad lines: the UPRR on the north and the BNSF on the south. The railroad lines would be relocated as necessary to accommodate the proposed maintenance and operations facility in conjunction with the development of proposed Plaza El Segundo commercial complex to be located southwest of Site D. Site D is not located within an established community or neighborhood. The development of Site D with the proposed maintenance and operations facility would not alter or block access to any community assets, displace on- or off-street parking spaces, or impact economic development. Therefore, no adverse environmental effects are anticipated for Site D related to the division of an established community.

Impacts Remaining After Mitigation

Implementation of Mitigation Measure **CN1** and **CN2** would reduce impacts from the perception of a barrier to a less-than-significant level related to the division of the Hyde Park community by the proposed Base LRT Alternative aerial structure along Crenshaw Boulevard.

4.4 Visual Quality

This section discusses the existing visual character of the study area, which considers views and vistas, natural features, aesthetic resources, such as monuments, parks, and historic structures, and the built environment, including development patterns, structural heights and densities, pedestrian improvements, and roadway enhancements. This section provides an evaluation of the potential effects of the proposed project on existing aesthetic resources and visual character.

4.4.1 Regulatory Framework

4.4.1.1 Federal

There are several federal regulations that govern the assessment and consideration of visual quality and aesthetic character. These regulations consider the protection and enhancement of existing resources and aesthetic character, as well as the incorporation of design considerations in the development and construction of projects. The following federal regulatory policies apply to the evaluation of visual effects for the proposed project.

NEPA (42 *United States Code* (USC) Section 4231) puts regulatory responsibility on the federal government to “use all practicable means” to “assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.”

The Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA), now the Federal Transit Administration (FTA), established Environmental Impact and Related Procedures (23 *Code of Federal Regulations* [CFR] 771) for the evaluation of urban mass transit projects and the compliance of these projects with 23 USC 109(h) and 303, as well as other federal statutes.

The FTA Circular 9400.1A, Design and Art in Transit Projects, encourages the use of design and artistic considerations in transit projects. The FTA recognizes that specific types of transit projects require an assessment of visual effects. The circular provides guidance on opportunities for incorporating art and design into transit projects.

The SAFETEA-LU, Sections 6002-6009, places additional emphasis on environmental considerations such as mitigation, enhancement activities, context sensitive solutions, and Section 4(f). It also advances the idea of coordinating public and agency involvement and promoting the use of visualization techniques to improve stakeholder understanding of the proposed alternatives.

The USDOT Act, Section 4(f), which has been part of the federal transportation law since 1966, applies to agencies within the USDOT and is generally referred to as 49 USC 303. Section 4(f) focuses on the preservation of public parks and recreation lands, wildlife and waterfowl refuges, and historic sites, and includes the preservation of their aesthetic integrity.

Section 106 of the Historic Preservation Act of 1966 furthers the preservation of historic resources, including resources that any Indian Tribe or Native Hawaiian Organization has attached religious and cultural significance to or with.



4.4.1.2 State and Regional

The CEQA requires an evaluation of scenic resources in the consideration of effects to the quality of the environment. The evaluation considers site-specific history, context, and area sensitivity.

4.4.1.3 Local

Policies contained in local jurisdictional planning documents that apply to the visual effects of a mass transit system are included in Table 4-17. These planning documents focus primarily on the maintenance of visual diversity, definition of urban form and character, protection and management of scenic, historic, and cultural resources, enhancement of existing visual character and quality, and control over development. Table 4-17 provides a general summary of the applicable policy documents, including a general focus of the guidelines and policies specific to each.

Table 4-17. Local Policy Documents

Document	General Policies
City of Los Angeles	
General Plan	Historic Preservation Overlay Zones (HPOZ) Scenic Resource Preservation Scenic Highways Designation Street Tree Preservation
General Plan Framework Element	Strategy for maintaining visual diversity and defining urban form and community character
<i>West Adams-Baldwin Hills-Leimert Specific Plan</i>	Cultural and historic preservation Maximum height requirements for development
<i>Crenshaw Corridor Specific Plan</i>	Design guidelines and standards for development
LaFayette Square HPOZ	Preservation and restoration of historic and cultural properties and neighborhoods
Urban Forestry Division of the City of Los Angeles (UFD)	Care and preservation of trees and landscaping within the public street right-of-way
Community Redevelopment Agency of the City of Los Angeles (CRA/LA)	Identification and management of priority development projects to attract investment into economically depressed communities, reduce blight and unsafe housing conditions and eliminate slums
Inglewood	
General Plan	Design guidelines and standards for development
Hawthorne	
Municipal Code	Design guidelines and standards for development

Source: Parsons Brinckerhoff, 2008.

4.4.2 Existing Conditions/Affected Environment

4.4.2.1 Visual Character

Portions of the proposed project travel through or border the Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, as well as portions of Los Angeles County. The

existing visual environment, within and surrounding the study area, which includes Aviation Boulevard, Florence Avenue, and Crenshaw Boulevard, is dominated by the uses and developments within the Cities of Los Angeles and Inglewood. Therefore, the existing visual character discussion focuses on the development patterns and resources found in these two cities within the project vicinity. Although these two cities are densely developed, the changing topography, mature vegetation, and varying setbacks within the project area exhibit a more suburbanized character. Set against the backdrop of the Hollywood Hills in the near distance and the Angeles National Forest from a regional perspective, the areas surrounding the alignment provide periodic corridor views of the hills to the north and offer a range of elevation changes which have resulted in a variety of setbacks and development densities.

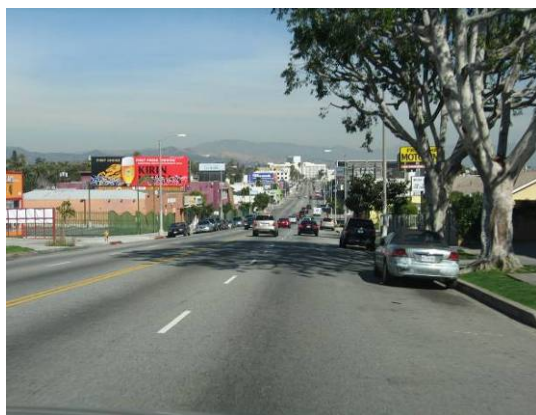
The visual character of these communities varies throughout the proposed project corridor. Residential and commercial properties date from 1926 on Crenshaw Boulevard from Wilshire Boulevard south to Martin Luther King Jr. Boulevard. The downtown district in Inglewood at Market Street and Florence Avenue is also home to several historic structures.

The following discussion describes various stretches of the proposed project corridor alignment and their visual character. Figure 4-18 on the following page shows the location of each of the photos used to characterize the visual environment along the project alignment(s).

Crenshaw Boulevard between Wilshire and Pico Boulevards

Distinct views to the north include the local hills and the Harbor Insurance building (Exhibit A). The streetscape is a mix of residential and commercial uses with a variety of styles. From both the northern and southern approach, Bekins Storage building, at the corner of Crenshaw and Pico Boulevards is also a distinct visual element in this segment.

Exhibit A



The Hollywood Hills and Harbor Insurance Building in the distance are visually present among commercial and residential uses along Crenshaw Boulevard. The rolling topography adds additional interest. (A1)

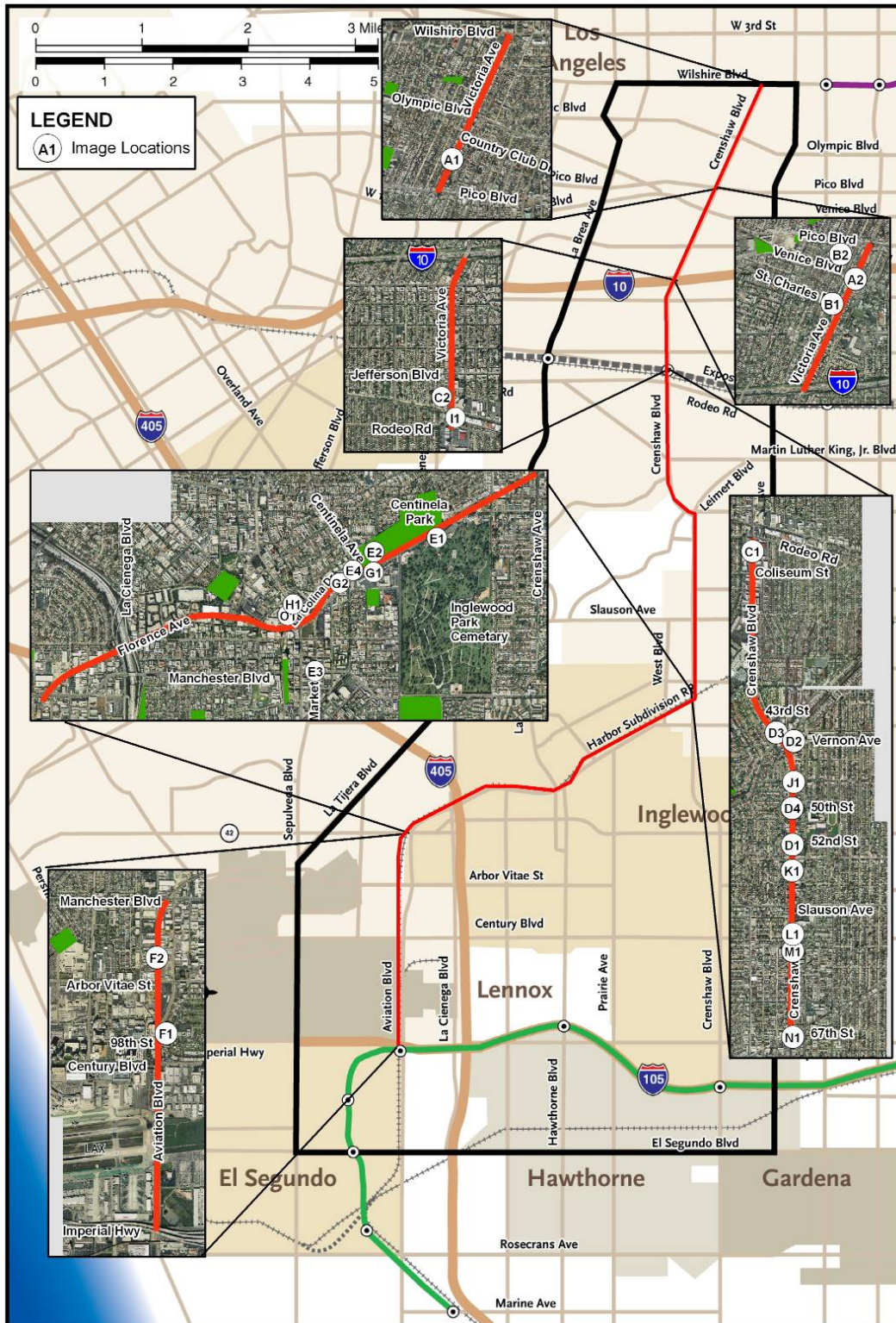


Multi-story buildings, such as the Bekins Storage building, add visual interest and create a dominant element in the views north and south along Crenshaw Boulevard. (A2)

Source: Parsons Brinckerhoff, 2008.



Figure 4-18. Existing Visual Character Photo Locations



Source: Parsons Brinckerhoff, 2008.

Crenshaw Boulevard between Pico and Interstate 10 Freeway

This segment of Crenshaw Boulevard includes older residential communities with differing architectural styles, as well as newer structures that emulate similar vintage architectural forms, but with more modern materials and structural enhancements. A few of these communities include Victoria Park Circle and LaFayette Square (Exhibit B). Victoria Park Circle, located near the corner of Crenshaw and Venice Boulevards, contains Victorian and craftsman-style residential homes built between 1910 and 1920.

Exhibit B



Entrance to LaFayette Historic District at St. Charles Place and Crenshaw Boulevard. (B1)



Craftsman-style residences within the neighborhood of Victoria Park Circle. (B2)

Source: Parsons Brinckerhoff, 2008.

Crenshaw Boulevard between Interstate 10 Freeway and Coliseum Street

The City of Los Angeles General Plan Transportation Element designates Crenshaw Boulevard, from the I-10 Freeway to Slauson Avenue, as a scenic highway.⁵ Crenshaw Boulevard, between the I-10 Freeway and Coliseum Street, is included in this designation and is primarily commercial in nature with some scattered residential uses throughout. Commercial uses include a mix of neighborhood shops and restaurants, as well as more well-known businesses and services (Exhibit C). Located at northeast corner of Exposition and Crenshaw Boulevards, the West Angeles Church of God in Christ Cathedral adds visual interest along this portion of the study area.

⁵ According to the Transportation Element of the General Plan, a street can be designated a scenic highway if it traverses an urban area of cultural, historic, or aesthetic value. City of Los Angeles, *City of Los Angeles Transportation Element of the General Plan*, 1999.



Exhibit C



A variety of commercial uses line Crenshaw Boulevard from I-10 to Martin Luther King Jr. Boulevard. (C1)



The architecture of the West Angeles Church of God in Christ at Crenshaw and Exposition Boulevards adds interest to the uses along this section of Crenshaw Boulevard. (C2)

Source: Parsons Brinckerhoff, 2008.

Crenshaw Boulevard from Coliseum Street to the Harbor Subdivision Right-of-Way

This portion of Crenshaw Boulevard includes primarily residential uses with commercial uses scattered throughout. In addition, this portion of Crenshaw Boulevard from Coliseum Street to Slauson Avenue is designated by the City of Los Angeles as a scenic highway. The roadway includes landscaped medians and parkways allowing for a separation of uses (Exhibit D). Views of the mountains can be seen to the north and a variety of community resources are located within the roadway corridor, including the Baldwin Hills-Crenshaw Plaza at Martin Luther King Jr. Boulevard, Leimert Park at Leimert Boulevard and Vernon Avenue, and the wall murals at 50th Street near Crenshaw High School, as well as local shops near Slauson Avenue.

The Harbor Subdivision Right-of-Way and Florence Avenue from Crenshaw Boulevard to Manchester Avenue

This portion of the study area includes the northern extent of Inglewood, an area that includes parks, churches, the Harbor Subdivision right-of-way, and the downtown area of Inglewood on Market Street just south of Florence Avenue (Exhibit E). Florence Avenue follows the southern extension of the Edward Vincent Jr. Park, which contains the Inglewood Veterans Memorial building and Centinela Springs, a historic landmark. Mature trees, landscaped medians, and a few area landmarks, including St. John Chrysostom Church and the Inglewood Park Cemetery, characterize the area. This portion of the proposed project contains low-density housing and a limited number of taller buildings.

Exhibit D



Crenshaw Boulevard northbound near 50th Street. This segment is characterized by landscaped center median and mature trees. Frontage roads also have minor landscaping. (D1)



The distinct architecture of the Wal-Mart (former Broadway Department Store) building located in the Baldwin Hills-Crenshaw Plaza at Martin Luther King Jr. Boulevard. (D2)



View of Leimert Park near Crenshaw Boulevard and Vernon Avenue. Although the park is self-contained it is surrounded by a shopping district and housing. (D3)



The mural on Crenshaw Boulevard at 50th Street near Crenshaw High School adds to the streetscape along this portion of the corridor. (D4)

Source: Parsons Brinckerhoff, 2008.



Exhibit E



Mature trees and landscaped medians along Florence Avenue at the entrance to the City of Inglewood. This segment of Florence Avenue parallels the Harbor Subdivision right-of-way. (E1)



Mature palms and St. John Chrysostom Church are located along Florence Avenue at the southern edge of Edward Vincent Jr. Park. Visible are the Harbor Subdivision railroad tracks and walking path within the park that parallel Florence Boulevard. (E2)



Buildings and pedestrian-oriented streetscape located in downtown Inglewood along Market Street. (E3)



Hidden behind vegetation, areas of residential uses edge the Harbor Subdivision right-of-way. View looking northeast along La Colina Drive in Inglewood. (E4)

Source: Parsons Brinckerhoff, 2008.

The Harbor Subdivision Right-of-Way from Aviation Boulevard/Manchester Avenue to Imperial Highway

Land uses along this portion of the alignment include airport and industrial uses, with a few residential neighborhoods located primarily east of Aviation Boulevard (Exhibit F). The area consists of low-density uses, with single- or two-story structures surrounded by landscaping. Views along Aviation Boulevard are primarily restricted to the roadway with the exception of north-facing views, which extend to the mountains, and south-facing views, which include LAX.

Exhibit F



A limited number of residential neighborhoods are near the proposed project alignment within this portion of the study area. Residential units shown are east of Aviation Boulevard and south of Arbor Vitae Street in Inglewood. (F1)



Corridor views of the local hills to the north are visible from Aviation Boulevard, which is primarily industrial in character. (F2)

Source: Parsons Brinckerhoff, 2008.

4.4.2.2 Aesthetic Resources

Local policy documents identify specific resources of value to the community. These resources include historic structures, landmarks, parks, topographic features, and scenic highways. Table 4-18 lists some of the resources located within the study area. Figure 4-19 shows the location of these resources in relationship to the proposed project corridor.

4.4.3 Environmental Impact / Environmental Consequences

4.4.3.1 No Build Alternative

The No Build Alternative would not include any construction activities within the proposed project corridor; therefore, it would not have a physical effect on visual resources or community character.



Table 4-18. Aesthetic Resources

ID	Resource	Location
Historic Structures		
1	West Angeles Church of God in Christ Cathedral	Crenshaw / Exposition Blvds
2	Craftsman Mansion	Victoria Park Pl
3	Holiday Bowl (Only Coffee shop remains)	Crenshaw / Coliseum
4	Original Broadway and May Company Crenshaw Plaza and commercial buildings dating from the 1950s	Crenshaw Blvd/Martin Luther King Jr.
5	Bank of Inglewood (Bookstore)	Market St
6	Fox West Coast Theater	Market St
7	Bank of America	Market St / Manchester Ave
8	Lepper Bldg. (Scotty's Men Shop)	Market St
9	S.H. Kress Variety Store	Market St
10	Inglewood Chamber of Commerce	Market / Queen Sts
11	Inglewood Veterans Memorial building	Florence Ave / Edward Vincent Jr. Park
12	Inglewood Park Cemetery	Florence / Prairie Aves
13	Hollywood Park Race Track Grand Stands	Century / Prairie Aves
14	Hangar One (the first airplane hangar at the Los Angeles International Airport)	Los Angeles International Airport
Historic/Cultural Landmarks		
15	The Centinela Springs	Edward Vincent Jr. Park
16	Mural	50th Street, near Crenshaw High School
17	Composite from the Past to the Present Mural	Manchester Blvd / La Brea Ave (Inglewood High School Gymnasium's north wall)
18	The Centinela Adobe Museum	Midfield Ave
19	History of Transportation Mural	Grevillea Art Park
Historic Districts/Neighborhoods		
20	Miracle Mile Historic District	Wilshire Blvd between Fairfax and La Brea Aves
21	South Serrano Avenue Historic District	South Serrano Ave
22	Hancock Park HPOZ	Area bounded by Citrus and Melrose Aves and Arden and Wilshire Blvds
23	West Adams Terrace HPOZ	Area bounded by West Adams Blvd, Santa Monica I-10, and Bronson and South Western Aves
24	Residential properties and commercial buildings constructed in 1926.	From Wilshire Blvd along Crenshaw Blvd

Table 4-18. Aesthetic Resources (continued)

ID	Resource	Location
25	Residential properties constructed in 1926.	Within the vicinity of Wilshire Blvd and South La Brea Ave
26	Victoria Park Circle	Pico Blvd / Victoria Park Pl
27	LaFayette Square HPOZ	Crenshaw / Washington Blvds
28	Art-Deco District in Morningside Park	Crenshaw / Manchester Blvds
29	Inglewood Downtown District	Market St / Florence Ave
30	Commercial buildings dating from the 1920s, 1950s to 1970s, and later.	South of the intersection of Market St, South La Brea Ave, and Hawthorne Blvd
31	Residential neighborhoods dating from the 1920s to the mid-20th Century.	South of the intersection of Market St, South La Brea Ave, and Hawthorne Blvd
32	Commercial buildings dating from the 1920s, 1950s to 1970s, and later.	East Florence Ave
33	Mid to late 20th Century industrial and commercial buildings relating to the Los Angeles International Airport.	Aviation Blvd
34	Hyde Park	Residential district bounded by Slauson Ave on the north, Los Angeles City limits west and south, and Western Ave east
35	Jefferson Park	Residential district bounded by Western Ave on the east, Adams north, Crenshaw Blvd west, and Exposition Blvd/Rodeo Rd south
36	West Adams	Historic residential district bounded by Pico-Union, Angelus Vista and Harvard Heights on the north, the original South Los Angeles east, Vermont Square south, and Jefferson Park south and west.
Parks		
37	Leimert Park	Crenshaw Blvd / Vernon Ave
38	Edward Vincent Jr. Park	Florence / Prairie Aves
Hillsides		
39	Baldwin Hills	La Brea Ave / Stocker St
40	Windsor Hills	La Brea / Slauson Aves
41	View Park	Angeles Vista / Crenshaw Blvds
Scenic Highways/Roadways		
42	Crenshaw Blvd	Santa Monica/I-10 Fwy to Slauson Ave
43	Florence Ave	Aviation Blvd to West Blvd

Source: Parsons Brinckerhoff, 2008



Figure 4-19. Aesthetic Resources



Source: Parsons Brinckerhoff, 2008.

4.4.3.2 TSM Alternative

The TSM Alternative enhances the No-Build Alternative and improves upon the existing bus services along Crenshaw Boulevard, La Brea Avenue, and Hawthorne Boulevard. Similar to the No Build Alternative, the TSM Alternative would not include any major construction. It may include some minor construction activities associated with new Rapid Bus shelters and intersection improvements to provide service enhancements. These minor activities would have no or negligible impacts to visual resources.

Table 4-19 shows a summary of the potential visual impacts of the project alternatives including the No Build, TSM, BRT, and Base LRT Alternatives.

Table 4-19. Potential Visual Effects

Potential Effects	No Build Alternative	TSM Alternative	BRT Alternative	Base LRT Alternative
Affect Scenic Highway/Roadway				
Affect Scenic Vista				
Affect Historic/Cultural Resource			●	●
Affect Visual Character			●	●
Increase/Add Light and Glare			●	●

Source: Parsons Brinckerhoff, 2008.

4.4.3.3 BRT Alternative

The BRT Alternative proposes new transit services within the proposed project corridor that would travel in mixed-traffic and in semi-exclusive curb lanes. In addition, enhanced BRT stops and stations would be constructed. In general, the BRT Alternative would introduce the following new elements that may affect visual character:

- Semi-exclusive curbside bus lanes
- New bus shelters along Crenshaw Boulevard
- Bus shelters and platforms along the Harbor Subdivision
- Illuminated busway along the Harbor Subdivision
- Removal of landscaping and mature trees along the Harbor Subdivision
- Elevated bus station at Florence and La Brea Avenues

Figure 4-18 shows the location of photos in Exhibits G through P, which depict the existing visual environment and the simulated conditions after project implementation.

Crenshaw Boulevard between Wilshire and Pico Boulevards

The BRT Alternative would operate in mixed-traffic and include two proposed stations within this segment. The new stations would include fare collection equipment, canopies, and other amenities such as security lighting, seating, bike lockers, bike racks, trash receptacles, signage, safety and security equipment, public announcement systems, passenger assistance telephones, variable message signs, and artwork.



The stations would be located at the intersections of Crenshaw and Wilshire Boulevards and Crenshaw Boulevard and Pico Avenue, which are urban in character with primarily commercial uses surrounding them. The urban context of these two locations lends itself to differences in scale and changes in the visual environment. As such, incorporation of the BRT stations is not expected to affect community character. In addition, the stations would not have an effect on visual resources and would represent a negligible addition to existing roadway light and glare.

Crenshaw Boulevard between Pico and I-10 Freeway

The BRT Alternative would operate in mixed traffic within this portion of Crenshaw with no proposed stations. As such, the BRT Alternative would have no impact on the visual environment.

Crenshaw Boulevard between I-10 Freeway and Coliseum Street

The BRT Alternative would continue operation in mixed traffic until just south of Rodeo Road where it would then operate in a dedicated lane. The dedicated lane would include striping and signage to alert vehicles as to its dedicated use. Two stations are proposed within this portion of Crenshaw, located at the intersections of Crenshaw and West Adams Boulevard and Crenshaw and Exposition Boulevard. Both the dedicated lanes and the stations at Crenshaw and West Adams Boulevard and Crenshaw and Exposition Boulevard would not have an effect on visual resources or the visual character of this primarily commercial area of the alignment. In addition, the northbound portion of the station at Crenshaw and Exposition Boulevard would be located south of Exposition Boulevard and would not affect the visual resource of West Angeles Church of God in Christ Cathedral.

Crenshaw Boulevard from Coliseum Street to the Harbor Subdivision Right-of-Way

Within this portion of Crenshaw, the BRT Alternative would operate in a dedicated bus lane within the existing road right-of-way. The dedicated lane would include striping and signage to alert vehicles as to its dedicated use. Three stations are proposed within this stretch of the alignment, located at Martin Luther King Jr. Boulevard, Vernon Avenue/West 43rd Place, and Slauson Avenue. The dedicated BRT lane would have no effect on visual resources (corridor views, landscaped medians, and wall mural) and would have negligible effects on community character within this portion of the proposed alignment. The BRT Alternative would include minimal changes to the existing corridor and the changes would be similar to current corridor uses, which are residential, commercial, and transportation related and includes signage, bus stops, and lighting. The proposed BRT stations would be located at intersections where the current character is mixed commercial with a variety of building types, uses, and densities. The introduction of new stations would not be out of character with these types of uses.

The Harbor Subdivision right-of-way and Florence Avenue from Crenshaw Boulevard to Manchester Avenue

From Crenshaw Boulevard to just east of La Brea Avenue, the BRT Alternative would be located within the Harbor Subdivision right-of-way. In order to accommodate both the two-lane busway and the existing BNSF railroad tracks, the BNSF tracks would have to be relocated closer to Florence Avenue. The proposed busway would be located north of the railroad tracks. Retaining walls would be used to separate the alignment from adjacent uses and the busway from the railroad tracks. The retaining walls would be

approximately 3.5 feet high. An additional four-foot fabric fence would be added to the concrete barrier between the busway and railroad tracks for a total barrier height of 7.5 feet. The fabric fence would reduce glare from the bus headlamps to on-coming traffic.

These improvements would remove a substantial amount of vegetation from Crenshaw Boulevard to Manchester Avenue, including approximately 20 or more very tall, mature palm trees north of the railroad tracks that front the Edward Vincent Jr. Park (Exhibit G) and a massing of vegetation along La Colina Drive that currently screens the residences along this street from the railroad tracks and Florence Avenue (Exhibit G).

Exhibit G



Florence Avenue westbound adjacent to Edward Vincent Jr. Park. (G1)



The BRT Alternative would remove mature palm trees bordering the railroad right-of-way. (G1)



Residential area on La Colina Drive west of Centinela Avenue. (G2)



The BRT Alternative would remove screening vegetation. (G2)

Source: Parsons Brinckerhoff, 2008.

Removal of the palm trees would be inconsistent with local policies related to preservation of trees, landscaping, and natural scenic resources. A pedestrian path within the park borders the railroad right-of-way and may need to be relocated and/or



realigned. Redesign of this area would affect the existing character of the park (a designated scenic resource) and surrounding land uses (primarily residential).

Removal of the vegetative screen would change the existing character of the adjacent neighborhood and would change the light, glare, and shade/shadow patterns along the residential street. Illuminating the busway would also affect the adjacent residences in this area.

At La Brea Avenue, the BRT Alignment would include an elevated transit station. Beginning just east of Market Street and Florence Avenue and continuing within the Harbor Subdivision right-of-way to just east of North Fir/West Ivy Avenues the BRT alignment would transition from an at-grade system to an elevated system. The busway would be approximately 42 feet above grade (Exhibit H). A station platform would be located just west of La Brea Avenue (off camera) across from the Inglewood Civic Center and northwest of Market Street and the downtown area of Inglewood. Although a majority of the uses within this portion of the alignment are low profile in character, several distinct features add height and dimension to the streetscape including the Inglewood Civic Center, County Courthouse and adjacent mid-rise office towers. The elevated busway would add a new element to the visual environment and would represent a contrast in character with surrounding uses or affect scenic resources.

Exhibit H



La Brea Avenue at Beach Avenue looking south towards Florence Avenue. (H1)



The BRT Alternative adds a new structural element to the visual environment, but does not affect aesthetic character. (H1)

Source: Parsons Brinckerhoff, 2008.

Between the station at La Brea Avenue and 104th Street at Aviation Boulevard, the BRT Alternative would remain in an exclusive busway requiring some vegetation removal, minor property acquisitions, and two more elevated segments of the alignment. Vegetation removal and property acquisitions would occur within an industrial area north of Florence Avenue and would not affect visual resources or community character.

To cross the I-405 Freeway, the BRT Alternative would use an elevated structure beginning just west of N. Oak Street and ending just west of S. La Cienega Boulevard. The structure

would be approximately 30 feet in height. This area is primarily commercial in character although a few residential areas are located northwest and southeast of the alignment. The residential areas may have limited views of the elevated structure. The elevated structure would not change the character of those communities or block views and vistas. The residences are located some distance from the highest point of the elevated structure, which would be located just above the I-405 Freeway, and there are commercial buildings and vegetation between the residential areas and the elevated structure.

Once the BRT Alternative crosses the I-405 Freeway, it transitions to grade level and remains at-grade until just north of Century Boulevard where an elevated station would be located. This area is primarily commercial and industrial in use with an existing rail line. The at-grade alignment would not affect scenic resources or the visual character of this area.

The Harbor Subdivision Right-of-Way from Aviation Boulevard/Manchester Avenue to Imperial Highway

The BRT system through this portion of the alignment would remain at grade with the exception of the station at Century Boulevard. The station at Century Boulevard would be elevated at approximately 20 feet in height; however, the scale and character of the surrounding buildings, which include two- and three-story commercial and industrial buildings, allow the station to fit within the visual character of the surrounding area.

From 104th Street to Imperial Highway, the BRT Alternative would operate in mixed traffic with only one additional station planned at the Metro Green Line Aviation/LAX Station. There would be no effects on visual resources or community character within this segment of the proposed alignment as the proposed improvements and station would fit within the character and context of the existing area. There would be no impacts to the pocket of residences located east of the alignment and north of Century Boulevard as they are located some distance from the alignment and there are billboards, utility poles, trees, and other elevated structures between the alignment and the residences that already affect their views.

4.4.3.4 Base LRT Alternative

The Base LRT Alternative includes a new bi-directional two-track, fixed guideway system located in a combination of exclusive and semi-exclusive rights-of-way that include at-grade street, at-grade railroad, aerial, and below grade segments. The new system would include seven stations and a vehicle maintenance and operations facility. In general, the effects of the Base LRT Alternative on visual resources and community character would include: potential acquisitions that may result in changes in land use or removal of mature vegetation that would be inconsistent with local policies, elevated guideways and stations that may be out of scale with surrounding land uses, and tunnel approaches that may affect scenic resources (Table 4-19).

The Base LRT Alternative is consistent with local policies with regard to development of focused infrastructure; however, potential conflicts with local policies related to vegetation removal, height requirements, and architectural character may occur without careful consideration of these specific requirements.



The perception of visual changes associated with the Base LRT Alternative could be considered substantial, particularly when considered at a single location. The Base LRT Alternative would introduce new visual elements that may contrast with the existing environment's scale and character. The scale and relationship of the Base LRT Alternative to the surrounding environment will change in relationship to the height of the system and the height and scale of surrounding land uses and vegetation. Changes in the visual environment would be less noticeable where the system components are a smaller element of a larger landscape.

Light and glare effects would primarily be associated with stations and trains, resulting from safety lighting for the stations and interior lighting and headlights on the trains. For most of the alignment, light and glare associated with the Base LRT Alternative is not anticipated to have an impact because the alignment would generally be in the existing roadway or railroad rights-of-way, which currently produce transport-related light and glare. In addition, the light intensity from trains is expected to be comparable to existing buildings and vehicles along the alignment. The shadow pattern created by the elevated guideway segment or elevated grade separation structures would change throughout the day and seasonally, depending on the alignment's direction, time of day, and time of year. Shadow impacts along the alignment would vary with orientation, guideway height, and the height of surrounding trees and local development.

Crenshaw Boulevard between I-10 Freeway and Coliseum Street

The Base LRT Alternative northern terminus is located at Exposition Boulevard, where it would connect to the Expo LRT line (under construction). From Exposition Boulevard to Coliseum Street, the Base LRT Alternative would be at-grade traveling within the median of Crenshaw Boulevard. In order to accommodate the transit alignment, the street would have to be widened to the east between Rodeo Place and Coliseum Street. As the transit system heads west at Exposition Boulevard to connect with the Expo LRT line it would affect the properties located on the southeast corner of the intersection of Exposition and Crenshaw Boulevards (Exhibit I). The effects would essentially remove the existing land uses on the southeast corner. The roadway widening would also result in reconfiguring sidewalks, parkways, and parking. The removal of land uses at the southeast corner of Crenshaw and Exposition Boulevards would result in a notable visual change. The transit system would be at-grade through this area and would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. However, the overhead wires and overhead contact system (OCS) poles associated with the LRT Alternative would create additional visual elements and "clutter" within the corridor reducing visual intactness and quality.

Crenshaw Boulevard from Coliseum Street to the Harbor Subdivision Right-of-Way

Just south of Coliseum Street, the LRT alignment would transition from an at-grade street system to a below-grade system. Two tunnel portals would be constructed north of West 39th Street and north of West 48th Street to accommodate the transition. The portal structures would be approximately 600 feet in length and would be located within the street median. A below-grade station would be located at Martin Luther King Jr. Boulevard that would include vertical access (stairs, escalator, or elevator) to the street level. The alignment would continue below-grade until just north of West 48th Street. There would be no effect on the visual environment from the transit alignment throughout this portion

Exhibit I



Crenshaw Boulevard looking southeast past the Cathedral towards Exposition Boulevard. (I1)



The Base LRT Alternative would affect existing land uses south of Exposition Boulevard creating a notable visual change; however, this would not result in major changes in land use or community character within the area. (I1)

Source: Parsons Brinckerhoff, 2008.

of Crenshaw Boulevard as the system would be below-grade. The station portal and portal tunnels would have a limited effect on the visual environment as they would not impact scenic resources (views of the Hollywood Hills, Leimert Park) or change the area's aesthetic character. However, the tunnel portal beginning north of 48th Street would remove the mature trees within the Crenshaw Boulevard street median (Exhibit J).

Exhibit J



Crenshaw Boulevard south of 48th Street looking north towards the Hollywood Hills and Leimert Park (not visible from this location). (J1)



The tunnel portal north of 48th Street would affect mature trees within the street median. (J1)

Source: Parsons Brinckerhoff, 2008.



Between 48th Street and 59th Street the Base LRT Alternative would operate at-grade. In order to accommodate the at-grade system as it continues south on Crenshaw Boulevard, the mature trees and landscaped medians would be removed (Exhibit K).

Exhibit K



Crenshaw Boulevard between 54th and 57th Streets looking north. (K1)



Loss of landscaped medians and mature trees would affect visual quality within a designated scenic roadway. (K1)

Source: Parsons Brinckerhoff, 2008.

Crenshaw Boulevard would also be reconfigured to minimize the width of the frontage roads by eliminating parking on one side of each frontage road. Removal of the large, mature trees within the roadway median and reconfiguration of the frontage roads would affect the character of the streetscape, which currently has a park-like or grand-boulevard character. Also within this area is a cultural landmark, the “Teach Us To Know” mural, which covers a residential wall west of Crenshaw Boulevard at 50th Street. Replacing the landscaped median with a street-grade transit system would affect the character of the setting.

Just south of Slauson Avenue, the end the scenic highway/roadway designation for Crenshaw Boulevard, the LRT Alternative would be elevated as the system transitions from Crenshaw Boulevard to the Harbor Subdivision right-of-way. The elevated segment would begin south of 59th Street where a retaining wall and support columns would be used to elevate the system (Exhibit L).

In order to support the elevated structure, which would be approximately 20 feet in height, large support columns would be required. The effects of the elevated structure on adjacent residences and the local neighborhood include new shade and shadow patterns, diminished solar access and structural components that contrast with the existing scale and character of the surrounding neighborhood, which are primarily single- or two-story mixed residential and commercial uses (Exhibit M).

Exhibit L



Just south of 59th Street looking South. (L1)



The elevated structure would contrast with the existing scale and character of the surrounding neighborhood. (L1)

Source: Parsons Brinckerhoff, 2008.

Exhibit M



Crenshaw Boulevard south of 60th Street looking southeast at a senior housing complex. (M1)



The elevated structure would contrast in scale with surrounding uses and would create new shade and shadow patterns. (M1)

Source: Parsons Brinckerhoff, 2008.

At 67th Street, the LRT would turn onto the Harbor Subdivision right-of-way from Crenshaw Boulevard (Exhibit N). The elevated structure would create new shade and shadow patterns and reduce the open character of existing views. The shadow patterns would change throughout the day and seasonally. These visual effects are anticipated to be minimal within this area due to its industrial character.



Exhibit N



South of the Harbor Subdivision right-of-way looking north on Crenshaw Blvd. (N1)



The elevated structure reduces the openness of north-south views along Crenshaw Boulevard. The elevated structure would add new visual elements. The elevated structure would be somewhat compatible with adjoining industrial land uses. (N1)

Source: Parsons Brinckerhoff, 2008.

The Harbor Subdivision Right-of-Way and Florence Avenue from Crenshaw Boulevard to Manchester Avenue

After making the transition onto the Harbor Subdivision right-of-way from Crenshaw Boulevard, the elevated portion of the alignment would continue until just past Victoria Avenue where it would then transition back to grade. Similar to the BRT Alternative, the Base LRT Alternative would require additional right-of-way in order to accommodate both the transit system and railroad tracks within the same alignment. A substantial amount of vegetation would need to be removed on both sides of the right-of-way, including the large, mature palms within Edward Vincent Jr. Park and the vegetative screen along La Colina Drive (Exhibit G). Impacts to the park and residential neighborhood would be the same as discussed under the BRT Alternative. Also similar to the BRT Alternative, there would be an aerial station just west of La Brea Avenue (directly over the BNSF railroad track).

Effects of the elevated station at this location would be the similar to those discussed under the BRT Alternative (Exhibit H [BRT] and Exhibit O [LRT]). However, the LRT station would be smaller (narrower) in scale than the BRT station and would be located over the railroad tracks, whereas the BRT station (with its extra required width) would be shifted north into the adjacent land uses. The LRT station would not affect scenic resources or be completely out of character with surrounding uses. The structure would be compatible with several larger scale structures such as the County Courthouse and mid-rise office towers located southwest of La Brea Avenue and Crenshaw Boulevard. The LRT station would also include a mezzanine to allow a future pedestrian bridge over Florence Avenue to serve the Inglewood Civic Center and shopping complex.

Exhibit O



La Brea Avenue at Beach Avenue looking south towards Florence Avenue. (O1)



The Base LRT Alternative adds a new structural element to the visual environment, but does not affect scenic resources or degrade the aesthetic character of the area. (O1)

Source: Parsons Brinckerhoff, 2008.

West of the station, the LRT alignment would remain elevated until just east of Inglewood Avenue where it would transition to grade level. The alignment would remain at-grade until it approaches the I-405 Freeway. At the freeway, an elevated structure would be constructed to support the LRT Alternative as it crosses the freeway. Effects of the elevated structure on adjacent land uses would be similar to those discussed under the BRT Alternative; however, the LRT structure would have more depth and height in order to span the freeway. The scale and mass of the LRT bridge structure would add a substantial visual element and would contrast with surrounding land uses.

The Harbor Subdivision Right-of-Way from Aviation Boulevard/Manchester Avenue to the I-405 Freeway

From the I-405 Freeway crossing to the next station at Century Boulevard, the LRT Alternative would have similar effects on the visual environment and adjacent land uses as described for the BRT Alternative. These effects would be limited as the area is primarily commercial and industrial in use, property acquisitions would not result in changes to land use, and the alignment would be at-grade including the Century Station, which would fit within the character of the existing environment.

South of Century Boulevard, the Base LRT Alternative would transition to a below-grade configuration and continue south past the Los Angeles Airport runways. South of West 111th Street, the LRT alignment would transition back to an aerial structure and join the existing Metro Green Line. The key visual element in this section is the aerial structure near Imperial Highway. The aerial structure is located within industrial and commercial areas and would not contrast in scale or mass with the surrounding industrial and commercial buildings or the elevated I-105 Freeway viaduct.

**LRT Alternative Design Options**

LRT Alternative Design Option 1 may include an elevated structure and station, which would be a new visual element. However, it is expected that the overall effect would be minimal largely due to the fact that the new structure would be built directly adjacent to the existing BNSF Century Boulevard overcrossing. Therefore, LRT Alternative Design Option 1 would not contrast with the adjacent industrial commercial area.

LRT Alternative Design Option 2 would have limited effects as the area is primarily commercial and industrial in use. Although the aerial structure would create a new visual element in the area, the scale and character of the surrounding buildings, which include two- and three-story commercial and industrial buildings, allow the aerial crossing at Manchester Avenue to fit within the context of the surrounding area.

LRT Alternative Design Option 3 would be located nearby residential uses, as well as area landmarks including Edward Vincent Jr. Park, St. John Chrysostom Church, and Inglewood Park Cemetery. The trench would be covered at Centinela. However, it would be open to the east and west of this location. The open trench design would not be clearly visible from Florence Boulevard or other vantage points to the south, such as from the Inglewood Park Cemetery or St. John Chrysostom Church. Due to topography, it is expected that the cut and fill along the southern hillside would be visible from locations within Edward Vincent Jr. Park. This would be a discernible change. In addition, this design option would require removal of several rows of landmark palm trees that have defined the edge of the park for many years. This would be considered an adverse visual change. Lastly, the trench design would remove screening landscaping west of Centinela Avenue, adjacent to La Colina Drive. These visual changes would also be considered to be adverse.

LRT Alternative Design Option 4 would have limited visual effects as the area is primarily industrial and commercial in use. Unlike the aerial structure proposed under the Base LRT Alternative, the below-grade alignment would not reduce light on the street, cast shadows on adjacent land uses, or reduce the openness and overall character of Crenshaw Boulevard. In addition, the below-grade alignment would not have an effect on visual resources and would represent a negligible addition to light and glare as the below-grade alignment would be located within an existing railroad and roadway right-of-way, which currently produces transportation related light and glare. The cut and cover alignment would be consistent with the character of the existing environment.

LRT Alternative Design Option 5 would have limited operational effects as the area is primarily commercial in use. The station would not reduce light on the street, cast shadows on adjacent land uses, or reduce the openness and overall character of Crenshaw Boulevard. In addition, the station would not have an effect on visual resources and would represent a negligible addition to light and glare as the station would be located adjacent to a roadway right-of-way, which currently produces transportation related light and glare. The station would require the acquisition and displacement of a commercial use along the west side of Crenshaw Boulevard, but would not affect the Leimert Park open space area on the east side of Crenshaw Boulevard. The below-grade station north of Vernon Avenue would be consistent with the character of the existing environment.

LRT Alternative Design Option 6 would have limited operational effects as the alignment would be below-grade and the area is primarily commercial in use. The below-grade alignment would not reduce light on the street, cast shadows on adjacent land uses, or reduce the openness and overall character of Crenshaw Boulevard. In addition, the below-grade alignment would not have an effect on visual resources or light and glare as the LRT operations would not be visible from the street level. The placement of a below-grade station at Exposition Boulevard, instead of the at-grade station proposed under the Base LRT Alternative, would reduce property acquisitions and displacements, as well as reduce the visual contrast of OCS poles and wires associated with at-grade LRT operations. The below-grade alignment between 39th Street and Exposition Boulevard, with a below-grade station at Exposition Boulevard, would be consistent with the character of the existing environment.

Maintenance and Operations Facility Sites

The BRT and LRT Alternatives would require a new maintenance and operations facility that would store vehicles and serve as a service and maintenance location. The location of these facilities could be on one of two potential sites, Site B or Site D. Site B is located adjacent to single-family residences on the north side of 83rd Street, adjacent to neighborhoods in the Westchester area of Los Angeles. However, industrial and maintenance yard uses are currently located on Site B and the use of the site as a maintenance and operations facility is expected to represent the same or less intense use of the site. Therefore, impacts on the visual environment and/or resources are not anticipated and redevelopment of the area may result in improved visual quality for the neighborhood. Site D is located on a vacant lot between two railroad tracks. Because of the existing landscaping, earth berms, and topography, Site D is not entirely visible from adjacent areas or streets. Development of a maintenance and operations facility at this location would not have a negative effect on the visual environment as it would fit within the context of the existing uses and would not obstruct views or vistas.

Other support facilities such as traction power substations would require intermittent access for vehicles and, therefore, would be located near roadways where utilities are already part of the view. They would be sited to avoid locations that would affect visually sensitive resources. The location of these support facilities would be noticeable, but would not result in dramatic effects on the visual environment.

4.4.4 Mitigation Measures

Mitigation measures are only proposed for the BRT and Base LRT Alternatives, and the Centinela Avenue cut and cover crossing design option to avoid, minimize, and mitigate impacts related to conflicts between scale and visual character, effects on scenic resources, right-of-way acquisitions, removal of mature vegetation, location of ancillary facilities, and introduction of new sources of light and glare.

- 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 should follow the recommendations and guidance developed in the urban design analysis conducted for the proposed project (Parsons Brinckerhoff and RAW)



International, Inc., 2008). These guidelines 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.

- V2** At locations where existing land uses or vegetation is removed and neighboring uses are exposed to new views of the bus or transit system, additional landscaping will be provided within the right-of-way or in remnant acquisition parcels to create a buffer between the uses, but not necessarily to completely screen uses.
- V3** Where mature trees are removed due to roadway widening and/or realignment and/or to accommodate system components, replacement with landscape amenities of equal value should be considered to enhance the visual integrity of the corridor.
- V4** Where the flexibility in system component design is available, aesthetic treatments that reduce glare, enhance visual character, deter graffiti and vandalism, and create a human-scale and pedestrian friendly environment will be used.
- V5** Source shielding in exterior lighting at stations and ancillary facilities, such as maintenance sites, will be used to ensure that light sources (such as bulbs) would not be directly visible from residences and streets, and to limit spillover light and glare in residential areas.
- V6** In locations where project components are too large to apply minimizing techniques, appropriate and sensitive 'showcasing' of project components will be considered. Showcasing may include but is not limited to: decorative lighting/underlighting, installing texture onto project components, base relief designs, and contextual art features.
- V7** Where practical and appropriate, additional landscaping and enhanced design features will be used to minimize the visual image of maintenance and other ancillary facilities. Redevelopment efforts should be directed towards locating these facilities where their visual impact will be minimized.
- V8** Where appropriate, during preliminary engineering for the proposed project, the system design will be integrated with area redevelopment plans.
- V9** For the Centinela Avenue cut and cover crossing design option, screening that is consistent with the existing area and Edward Vincent Jr. Park will be installed on the north side of the trench to reduce the adverse effects on the south-facing view of the trench.

To reduce impacts related to construction activities the following additional mitigation measures are recommended to be considered and implemented during preliminary engineering.

- V10** 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.
- V11** Street trees and other vegetation removed to accommodate construction or project components should be replaced with appropriate sized vegetation.

- V12 Stockpile areas should be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses.

4.4.5 CEQA Determination

According to CEQA, the proposed project would result in a significant impact to visual resources if it would:

- Adversely affect a scenic resource;
- Substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of light or glare which would adversely affect day or nighttime views in the area.

4.4.5.1 No Build Alternative

There would be no impacts to scenic resources or increases in light and glare. However, the No Build Alternative would not address the projected future increased congestion within the corridor. The increased congestion, without appropriate development of infrastructure, could substantially degrade the existing visual character or quality within the proposed project corridor.

4.4.5.2 TSM Alternative

The TSM Alternative would include minor construction activities at intersections or existing facilities to improve transit service. These minor activities would not affect scenic resources or increase light and glare. The TSM would address, to some extent, the goal to provide additional service within the corridor; however, the additional buses would still operate within the mixed traffic lanes and may not address increased congestion. The increased congestion, without appropriate development of infrastructure, could substantially degrade the existing visual character or quality within the proposed project corridor.

4.4.5.3 BRT Alternative

With the BRT Alternative, vegetation removal along the Harbor Subdivision right-of-way to accommodate the dual BRT lanes and existing BNSF tracks would affect the character and setting of the Edward Vincent Jr. Park (designated scenic resource) along its frontage to Florence Avenue. Impacts would include the removal of large, mature palm trees. The removal of vegetation between an adjacent residential neighborhood and the rail right-of-way would expose those residences to new sources of light and glare. This would have a significant effect on the visual environment as it would affect scenic resources and visual character, and introduce new light and glare. The BRT Alternative would include a maintenance and operations facility, either at Site B or D. These maintenance and operations facilities would not contrast visually with the existing visual character of the



area. Both of the maintenance and operations facility sites would not result in any impacts to visual character.

4.4.5.4 Base LRT Alternative

The Base LRT Alternative would entail the following changes that would affect visual character. The Base LRT Alternative would remove land uses near Exposition and Crenshaw Boulevards, and it would add a fixed guideway in the middle of Crenshaw Boulevard with overhead wires and OCS poles. The Base LRT Alternative would remove landscape medians and require the elimination of frontage roads. However, a transit parkway concept that would accommodate the LRT alignment, traffic lanes, and potentially, on-street parking, landscaping, and bike lanes may be considered (refer to engineering drawings in Appendix A). The LRT would add portal structures to the street median. The Base LRT Alternative would add an elevated structure in the median of Crenshaw Boulevard between 59th Street and the Harbor Subdivision. Along the Harbor Subdivision, the Base LRT Alternative would remove adjacent landscaping screening near residences along La Colina Drive. The removal of screening vegetation between a residential neighborhood and the BNSF tracks would impact the visual character of areas and introduce new sources of light and glare. These changes would have significant impact on visual character. Both of the maintenance and operations facility sites would not result in any impacts to visual character.

4.4.5.5 LRT Alternative Design Options

LRT Alternative Design Option 1 would have limited impacts on visual character and views as the area is primarily commercial and industrial in use. In addition, the station would be on an elevated structure, similar to the existing elevated structure that accommodates the BNSF railroad at this location. The elevated structure would reduce light on the street, cast shadows on adjacent land uses, but would not reduce the visual character of Aviation Boulevard because of the existing elevated BNSF railroad at this location. In addition, the aerial station at Century Boulevard would not affect visual resources and would represent a negligible addition to light and glare as they would be located within an existing roadway right-of-way, which currently produces transportation related light and glare. The aerial station at Century Boulevard would have a less-than-significant impact on visual character.

LRT Alternative Design Option 2 would have limited impacts as the area is primarily commercial and industrial. Although the aerial structure would create a new visual element in the area, the scale and character of the surrounding buildings, which include two- and three-story commercial and industrial buildings, allow the aerial crossing at Manchester Avenue to fit within the visual character of the area. The elevated structure would reduce light on the street, cast shadows on adjacent land uses, but would not reduce the visual character of Manchester Avenue because there are no visual resources or landmarks in this area. In addition, the aerial crossing would represent a negligible addition to light and glare as they would be located within an existing roadway right-of-way in a commercial and industrial area, which currently produces light and glare. The aerial crossing at Manchester Avenue would have less-than-significant impacts on visual character.

LRT Alternative Design Option 3 would create a new visual element in the area, which would contrast with the landmark visual resources in the area. The removal of the numerous palm trees located in Edward Vincent Jr. Park and the heavy vegetation along La Colina Drive would be required with this design option. Impacts to the park and residential neighborhood along La Colina Drive would be the same as discussed under the BRT Alternative. The trench would not reduce light on the street, cast shadows on adjacent land uses, or reduce the visual character of Centinela Avenue. In addition, the cut and cover crossing would represent a negligible addition to light and glare as it would be located below-grade and within an existing roadway right-of-way. The cut and cover crossing at Centinela Avenue would not be consistent with the character of the existing environment, as a result of removing the palm trees in Edward Vincent Jr. Park. These changes would have significant impact on visual character.

LRT Alternative Design Option 4 would have limited operational impacts as the area is primarily industrial and commercial in use. The below-grade alignment would not reduce light on the street, cast shadows on adjacent land uses, or reduce the visual character of Crenshaw Boulevard. In addition, the below-grade alignment would not have impact visual resources and would represent a negligible addition to light and glare as the below-grade alignment would be located within an existing railroad and roadway right-of-way, which currently produces transportation related light and glare. The cut and cover alignment from Victoria Avenue to 60th Street would have less-than-significant impacts on visual character.

LRT Alternative Design Option 5 would have limited operational impacts as the area is primarily commercial in use. The station would not reduce light on the street, cast shadows on adjacent land uses, or reduce the visual character of Crenshaw Boulevard. In addition, the station would not have an impact on visual resources and would represent a negligible addition to light and glare as the station would be located adjacent to a roadway right-of-way, which currently produces transportation related light and glare. The station would require the acquisition and displacement of a commercial use along the west side of Crenshaw Boulevard, but would not affect the Leimert Park open space area on the east side of Crenshaw Boulevard. The below-grade station north of Vernon Avenue would have less-than-significant impacts on visual character.

LRT Alternative Design Option 6 would have limited operational impacts as the alignment would be below-grade and the area is primarily commercial in use. The below-grade alignment would not reduce light on the street, cast shadows on adjacent land uses, or reduce the openness and overall character of Crenshaw Boulevard. In addition, the below-grade alignment would not have an impact on visual resources or light and glare as the LRT operations would not be visible from the street level. The placement of a below-grade station at Exposition Boulevard, instead of the at-grade station proposed under the Base LRT Alternative, would reduce property acquisitions and displacements, as well as reduce the visual contrast of OCS poles and wires associated with at-grade LRT operations. The below-grade alignment between 39th Street and Exposition Boulevard, with a below-grade station at Exposition Boulevard, would have less-than-significant impacts on visual character.

**4.4.5.6 Impacts Remaining after Mitigation**

Implementation of Mitigation Measures **V1** through **V12**, which would help to reduce the effects of large-scale structures, vegetation removal, land acquisitions, and light/glare, impacts. In addition, recommendations and guidance developed in the urban design analysis conducted for the proposed project (Parsons Brinckerhoff and RAW International, Inc., 2008), would further reduce visual impacts. The large scale structures, land acquisitions, and vegetation removal would have a significant effect on the visual character of the corridor. In particular the removal of landmark palms (with provision of replacement trees) and reduction of vista views along Crenshaw Boulevard would have significant effects within the local area.