

4.9 Water Resources

This section evaluates the potential for changes in water quality to occur as a result of the proposed project and identifies measures to avoid, minimize, or mitigate potential water quality impacts, if applicable. The information in this section is based primarily on information readily available from the Los Angeles County Department of Public Works and the Los Angeles Regional Water Quality Control Board.

4.9.1 Regulatory Framework

4.9.1.1 Federal

Clean Water Act of 1977 (33 U.S. Code 1251-1376)

The Federal Water Pollution Control Act of 1948 first prescribed a regulatory system for establishing water quality standards applicable to interstate or navigable waters. In 1972, amendments to this Act established a system of standards, permits, and enforcement. Further amendments were passed in 1977, when the Act was renamed the Clean Water Act. Today, the Clean Water Act is the nation's primary mechanism for protecting and improving water quality. The Act makes the states and the USEPA jointly responsible for identifying and regulating both point and non-point sources of pollution. The 1987 amendment to the Clean Water Act added Section 402(p) that requires the USEPA to develop regulations for the control of nonpoint source discharges, such as urban storm water runoff.

The goal of the Clean Water Act is to eliminate the discharge of pollutants and to restore and maintain the chemical, physical, and biological integrity of the Nations' waters. The Act also established the NPDES permit system. NPDES permits are required for discharge of pollutants from point sources into navigable waters. Section 404 of the Act establishes a permit program for the discharge of dredged or fill material into waters of the United States.

Section 402 of the Clean Water Act established the NPDES, administering and regulating discharges to waterways. In California, the SWRCB and the nine RWQCBs are responsible for administering the NPDES storm water program.

Section 303(d) of the Clean Water Act requires that states make a list of impaired waterbodies. These waterbodies do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that priority rankings be established for waterbodies on each list and that action plans, called Total Maximum Daily Loads (TMDL), be developed to improve water quality.

A TMDL is a written plan that describes how an impaired water body will meet water quality standards. It contains: a measurable feature to describe attainment of the water quality standard(s); a description of required actions to remove the impairment; an allocation of responsibility among dischargers to act upon the actions or water quality conditions for which each discharger is responsible.

**Federal Emergency Management Agency – Executive Order 11988**

Executive Order 11988 directs all federal agencies to avoid to the extent possible long-and short-term adverse impacts associated with the modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative. The Federal Emergency Management Agency (FEMA) provides floodplain information and regulates development in and around FEMA established floodplains for many areas of the country through Flood Insurance Studies (FIS) and their associated Flood Insurance Rate Maps (FIRMs).

United States Army Corps of Engineers – Section 404

A section 404 permit is required by the US Army Corps of Engineers (USACE) when a project impacts waters of the U.S. The 404 permit is required for dredging or filling lakes, streams, tidelands, marshes, or low-lying areas behind dikes along the coast as well as the dumping of dredged material into the ocean. This permit is not required as part of the proposed project unless USACE jurisdictional waters are impacted, which is not anticipated for any of the build alternatives.

Fish and Wildlife Coordination Act

The USFWS Coordination Act (16 USC 661-666 or 16 USC 662 S.2) requires consultation with the USFWS and the state agency responsible for wildlife resources whenever a stream or other body of water is proposed to be modified for any purpose whatsoever. The proposed project is not anticipated to require USFWS coordination related to impacts of rivers, streams, or lakes.

Endangered Species Act of 1970 (16 USC 1531-1543)

The Endangered Species Act mandates the preservation of endangered species and their habitats. Sections 2081 and 2090 provide for consultation with California Department of Fish and Game (CDFG) regarding measures to minimize impacts on species listed by California Endangered Species Act. The proposed project is not anticipated to require consultation with CDFG for areas related to rivers, streams, or lakes.

4.9.1.2 State and Regional**Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act (1969), which became Division 7 ("Water Quality") of the State Water Code, established the responsibilities and authorities of the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs). According to Section 13001 of the Act, these Boards are to be "... the principal state agencies with primary responsibility for the coordination and control of water quality." Section 13050 directs each Regional Board to "...formulate and adopt water quality control plans (Basin Plans) for all areas within the region."

The Regional Boards implement the Basin Plans by issuing, and enforcing, waste discharge regulations to individuals, communities, or businesses whose discharges can affect water quality. These regulations can be either Waste Discharge Requirements for discharges to land, or NPDES permits for discharges to surface water.

California Fish and Game Code - Section 1602

Section 1602 of the CDFG requires agencies to notify the CDFG of any project that will divert, obstruct, or change the natural flow or bed, channel, or bank of any river, stream, or lake. If CDFG jurisdictional areas are impacted by the proposed project, a Section 1602 Streambed Alteration Agreement would be required. The proposed project is not anticipated to impact CDFG jurisdictional areas related to rivers, streams, or lakes.

4.9.1.3 Local

Los Angeles Regional Water Quality Control Board

Discharge of construction dewatering activities is regulated under Los Angeles RWQCB Order No. R4-2003-0108 NPDES No. CAG994004 which establishes the discharge of groundwater from construction and project dewatering. The proposed project must also meet the effluent limits established by the permit.

The Los Angeles RWQCB is also responsible for identifying the Section 303(d) impaired waterbodies and establishing a TMDL for those waterbodies. The TMDLs are achieved on the local and regional levels through the NPDES construction permitting process and the implementation of regional and local watershed management plans and Standard Urban Storm Water Mitigation Plans (SUSMPs).

County of Los Angeles

Order No. 01-182 NPDES Permit No. CAS004001 establishes the waste discharge requirements for municipal storm water and urban runoff discharges within the County of Los Angeles and incorporated cities.

The County of Los Angeles Department of Public Works (DPW) is leading the planning and implementation of watershed management within the County. The main goal of the *Ballona Creek Watershed Management Plan* (DPW, September 2004) is to, “[set] forth pollution control and habitat restoration actions to achieve ecological health.” The plan identifies methods and mechanisms for stakeholders to address issues and achieve ecological health within the watershed. The main goal of the *Dominguez Watershed Management Master Plan* (DPW, April 2004) is a comprehensive document to assist stakeholders in the protection, enhancement, and restoration of the environment and beneficial uses of the Dominguez Watershed. This plan identifies an action plan to reduce the adverse impacts of storm water and urban runoff within the watershed.

City of Los Angeles

The City of Los Angeles Department of Public Works, Watershed Protection Division is responsible for the development and implementation of storm water pollution abatement projects within the City. The Watershed Protection Division requires developers to develop a SUSMP or Site Specific Mitigation Plan. Regulations are enforced through permitting and site inspection.

**4.9.2 Existing Conditions/Affected Environment****4.9.2.1 Municipal Water Supply**

The proposed alternative alignments in the project area are within the boundaries of the Cities of Los Angeles, Inglewood, El Segundo, Hawthorne, as well as unincorporated areas in Los Angeles County including View Park, Windsor Hills, and Lennox. The Cities of Los Angeles and Inglewood, as well as the Southern California Water Company and California American Water Company provide municipal water to these areas.

4.9.2.2 Flooding

Figure 4-30 shows the FEMA 100-year floodplain and current drainage conveyance structures within the study area. A FEMA 100-year floodplain is located in the vicinity of West Pico Boulevard and San Vicente Boulevard to Crenshaw Boulevard and West Olympic Boulevard (FIRM 0601370073D, February 1987). This floodplain crosses the proposed alternative alignments, but is currently accommodated by a dip in the roadway along Country Club Drive. In addition, a FEMA 500-year floodplain is located along Crenshaw Boulevard between West Martin Luther King Jr. Boulevard and West Jefferson Avenue (FIRM 0601370080D, February 1987), as well as in the vicinity of the intersection of Crenshaw Boulevard and 71st Street (FIRM 0601370086C, December 1980). In the southern portion of the project study area, a historical 100-year floodplain is located in the vicinity of the I-105 Freeway and Hawthorne Boulevard (FEMA 065043920B, July 1970). With the exception of the FEMA 100-year floodplain and the FEMA 500-year floodplains, there are no known areas where improper drainage currently exists and causes excessive flooding or ponding.

4.9.2.3 Local Surface Water Bodies

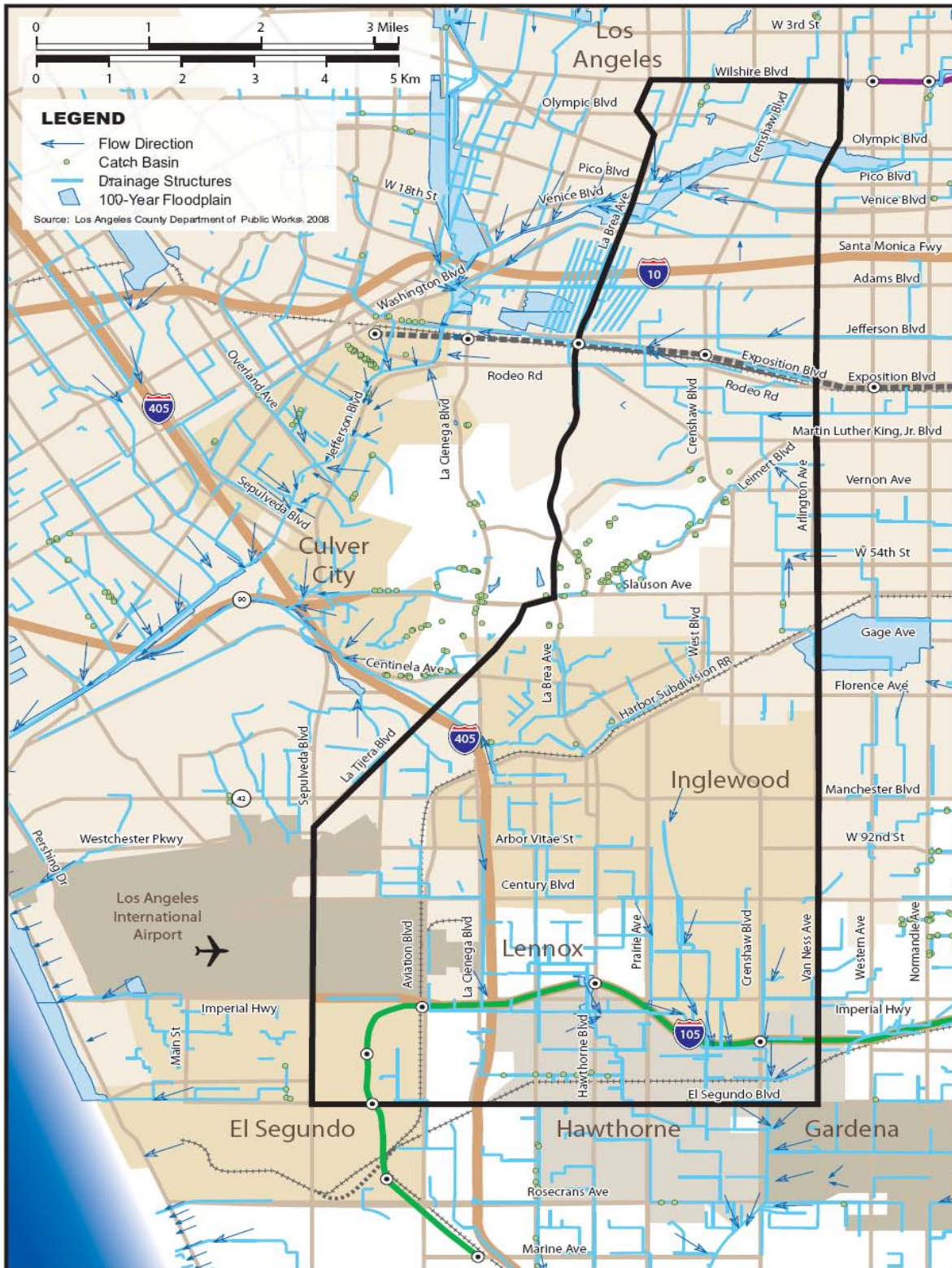
The project study area is highly developed with few natural areas or natural drainage features. The nearest streams to the project area are Dominguez Creek (0.9 miles east of the study area), Inglewood Cemetery (0.22 miles south), and Ballona Creek (1.4 miles west). There is also a manmade water body within Hollywood Park located 0.8 miles east of project study area. There are no waters of the U.S. or natural drainage features that cross the project corridor.

4.9.2.4 Groundwater

Average annual precipitation in the subbasins is approximately 11 to 14 inches. According to the DPW and Los Angeles RWQCB, groundwater levels range from approximately 30 to 100 feet below the ground surface between Florence Avenue and the I-105 Freeway and between Crenshaw Avenue and Aviation Boulevard. Between Slauson Avenue and Martin Luther King Jr. Boulevard, groundwater is estimated to be 175 feet below the ground surface. Between Exposition Boulevard and the I-10 Freeway, groundwater is approximately 17 feet below the ground surface. From the I-10 Freeway to Wilshire Boulevard, groundwater is estimated between seven and 30 feet below the ground surface.

The project study area is within the Central Subbasin and West Coast Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. The beneficial uses of these subbasins include: Municipal and Domestic Supply (MUN), Industrial Service Supply (IND), Industrial Process Supply (PROC), Agricultural Supply (AGR), and Aquaculture (AQUA).

Figure 4-30. Water Resources



CRENSHAW TRANSIT CORRIDOR PROJECT

**4.9.2.5 Local Drainage Basins**

The study area is a highly urbanized environment with mostly impervious surfaces conveying runoff to storm drains. Most of the drainage networks are controlled by structural flood control measures, including debris basins, storm drains, underground culverts, and open concrete channels. There are multiple storm drains and features within the study area. Figure 4-30 shows the location of current drainage conveyance structures and the direction of flow throughout the study area. However, most of the proposed alignment is along a major arterial with curb and gutter features. The proposed project alignments do not cross any major drainage features that are above ground. The project study area drains indirectly to Ballona Creek and Dominguez Creek through the Municipal Separate Storm Sewer System (MS4). Areas north of Manchester Boulevard drain to Ballona Creek Watershed, and southern areas drain to the Dominguez Creek Watershed. Also, a major storm drain inlet exists in Centinela Park outside of the proposed alternative alignments.

4.9.2.6 Water Quality

The Ballona Creek Watershed has a TMDL for trash and metals. Ballona Creek is a 303(d) listed impaired water body for cadmium (sediment), coliform bacteria, copper, Dominguez Creek Watershed has a TMDL for trash at Machado Lake. Dominguez Creek (lined portion above Vermont Avenue) is a 303(d) listed impaired waterbody for Ammonia, Copper, Dieldrin (tissue), Indicator bacteria, Lead (tissue), Sediment Toxicity, and Zinc (sediment).

4.9.3 Environmental Impacts/Environmental Consequences**Methodology**

The following section addresses the adverse effects of the proposed project and alternatives based on an analysis of the components of water resources described in the preceding section. The analysis below determined the potential effects of each project alternative, as well as the proposed maintenance and operations facility sites on the water resources of the project corridor.

**4.9.3.1 Municipal Water Supply
No Build Alternative**

The No Build Alternative would not include any activities that would result in any adverse effects to municipal water supply.

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. The TSM Alternative would not include any facilities that would require a substantial amount of water supply. Therefore, no adverse impacts are anticipated related to water supply.

BRT Alternative

The BRT Alternative would not include any facilities that require a substantial amount of water supply. The BRT Alternative may include restroom facilities or irrigation systems for landscaping; however, with the implementation of standard water conservation measures such as water saving devices for irrigation, lavatories, and other water-using

facilities, the effect of the project on the municipal water supply would be negligible. Therefore, no adverse impacts are anticipated related to water supply.

Base LRT Alternative

The Base LRT Alternative may include restroom facilities or irrigation systems for landscaping; however, with the implementation of standard water conservation measures such as water saving devices for irrigation, lavatories, and other water-using facilities, the effect of the project on the municipal water supply would be negligible. Therefore, no adverse impacts are anticipated related to water supply.

LRT Alternative Design Options

The LRT design options would have a negligible effect on the municipal water supply. Therefore, no adverse impacts related to water supply are anticipated.

Maintenance and Operations Facility Sites

The operation of a maintenance and operations facility would require a substantial amount of water supply. Maintenance and operations facilities may include restroom facilities or irrigation systems for landscaping; however, with the implementation of standard water conservation measures such as water saving devices for irrigation, lavatories, and other water-using facilities, the effect of the project on the municipal water supply would be negligible. Therefore, no adverse impacts are anticipated related to water supply.

4.9.3.2 Flooding

No Build Alternative

The No Build Alternative would not include activities that would result in any adverse effects related to flooding.

TSM Alternative

The TSM Alternative would not include any facilities that would be affected by the 100-year floodplain at Pico Boulevard and Crenshaw Boulevard. Therefore, no adverse impacts are anticipated related to flooding.

BRT Alternative

Although, there is potential for the alignment to cross the 100-year floodplain at Pico Boulevard and Crenshaw Boulevard, the BRT Alternative would be at grade in this area. Facilities may include additional track or roadway pavement, security barriers, and equipment to accommodate the BRT guideway; however, no stations would be located within the 100-year floodplain. Drainage would be properly conveyed away from the site so as not to induce ponding or flooding on adjacent properties. With the implementation of a drainage control plan, no adverse effects due to flooding would occur.

Base LRT Alternative

Although, the corridor contains areas mapped under the 100-year floodplain, the Base LRT Alternative would be at grade in such areas. Facilities may include additional track or roadway pavement, security barriers, and equipment to accommodate the LRT guideway; however, no stations would be located within the 100-year floodplain. Drainage would be properly conveyed away from the site so as not to induce ponding or



flooding on adjacent properties. With the implementation of a drainage control plan, no adverse effects due to flooding would occur.

LRT Alternative Design Options

As discussed previously, the LRT Alternative may include six design options. These design options would not be located in a designated 100-year floodplain and drainage would be properly conveyed away from the sites. With the implementation of a drainage control plan, no adverse effects due to flooding would occur.

Maintenance and Operations Facility Sites

Although, the corridor contains areas mapped under the 100-year floodplain, the potential locations of the proposed maintenance and operations facility sites are not located in these designated 100-year floodplains, as shown in Figure 4-30. Drainage would be properly conveyed away from the sites so as not to induce ponding or flooding on the maintenance and operations facilities sites or adjacent properties. With the implementation of a drainage control plan, no adverse effects due to flooding would occur.

4.9.3.3 Local Surface Water Bodies**No Build Alternative**

The No Build Alternative would not include activities that would result in any adverse effects related to surface water bodies.

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. There are no local surface water bodies located in the immediate vicinity of the corridor. Therefore, no adverse effects are anticipated related to surface water bodies.

BRT Alternative

There are no local surface water bodies located in the immediate vicinity of the corridor. Therefore, no adverse effects are anticipated related to surface water bodies.

Base LRT Alternative

There are no local surface water bodies located in the immediate vicinity of the corridor. Therefore, no adverse effects are anticipated related to surface water bodies.

LRT Alternative Design Options

As discussed previously, the LRT Alternative may include six design options. These design options contain no local surface water bodies. Therefore, no adverse effects related to surface water bodies are anticipated.

Maintenance and Operations Facility Sites

There are no local surface water bodies located in the immediate vicinity of the corridor. Therefore, no adverse effects to local surface water bodies are anticipated for the maintenance and operations site facilities.

**4.9.3.4 Groundwater Resources
No Build Alternative**

The No Build Alternative would not include activities that would result in any adverse effects related to groundwater resources.

TSM Alternative

The TSM Alternative would not include facilities that would impact any potential groundwater resources in the corridor. Therefore, no adverse impacts related to groundwater resources are anticipated.

BRT Alternative

The area has been highly urbanized, and consists of mostly impervious surfaces with drainage structures. Los Angeles RWQCB records indicate a potential for a high groundwater table north of Exposition Boulevard. Since dewatering is anticipated, a dewatering permit is required from the Los Angeles RWQCB prior to construction. Uncontaminated groundwater that is collected during the construction dewatering operations can be treated with a small-scale treatment facility and pumped back into the groundwater table or pumped to the sewer or storm drain system or used onsite for dust control purposes. Permission from the Los Angeles RWQCB is required if groundwater is to be pumped back or discharged to the storm drain system. Contaminated groundwater is prohibited from being discharged to the storm drain system. With compliance with applicable regulations, no long-term or adverse impacts related to groundwater resources are anticipated.

Base LRT Alternative

The area has been highly urbanized, and consists of mostly impervious surfaces with drainage structures. The Base LRT Alternative would require excavation below the surface level. Los Angeles RWQCB records indicate a potential for a high groundwater table north of Exposition Boulevard. The tunnel for the Base LRT Alternative, which is approximately 50 feet below the ground surface, is located within a liquefaction zone that spans along Crenshaw Boulevard from the I-10 Freeway in the north to Vernon Avenue in the south. Areas of liquefaction are known to have high water tables which add to the instability of the soil. However, none of the five County of Los Angeles Department of Public Works groundwater monitoring wells within 1 mile of the Base LRT alignment within this liquefaction zone have measured groundwater levels above 150 feet below the ground surface. If groundwater is encountered during tunneling and dewatering is necessary, a dewatering permit is required from the Los Angeles RWQCB prior to construction. Uncontaminated groundwater that is collected during the construction dewatering operations can be treated with a small-scale treatment facility and pumped back into the groundwater table or pumped to the sewer or storm drain system or used onsite for dust control purposes. Permission from the Los Angeles RWQCB is required if groundwater is to be pumped back or discharged to the storm drain system. Contaminated groundwater is prohibited from being discharged to the storm drain system. With compliance with applicable regulations, no long-term or adverse impacts related to groundwater resources are anticipated.

**LRT Alternative Design Options**

The LRT design options all would require excavation below the surface level which would have the potential to encounter groundwater. Design Options 1 and 2, which involve the construction of aerial structures, would require more excavation below the surface for support columns and foundations and there would be an additional risk of encountering groundwater during excavation. Groundwater levels within two miles of these aerial design options range from 36 to 170 feet below ground surface. The highest ground water level (36 feet below ground surface) is located within two miles of the Manchester Avenue and Harbor Subdivision right-of-way intersection. If groundwater is encountered for any of the design options, during tunneling or excavation, and dewatering is necessary, a dewatering permit is required from the Los Angeles RWQCB prior to construction. With compliance with applicable regulations, no long-term or adverse impacts related to groundwater resources are anticipated.

Maintenance and Operations Facility Sites

The area has been highly urbanized, and consists of mostly impervious surfaces with drainage structures. However, the maintenance and operations facility sites would not require significant excavation below the surface level. Therefore, no adverse effects related to groundwater resources are anticipated.

4.9.3.5 Local Drainage Basin**No Build Alternative**

The No Build Alternative would not include activities that would result in any adverse effects related to the local drainage basin.

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. The TSM Alternative would not include facilities that would impact the local drainage basin associated with the corridor. Therefore, no adverse impacts related to the local drainage basin are anticipated.

BRT Alternative

The BRT Alternative will require new facilities for the fixed guideway, new stations, and maintenance and operations facilities. There are several catch basin or storm drain structures that may require relocation or temporary closure. There are three catch basins located at the intersection of Leimert Boulevard and Crenshaw Boulevard. There are also two catch basins located along Florence Avenue at the North La Brea Avenue intersection and at the Centinela Avenue intersection. For the BRT Alternative, a station would be built at the intersection of La Brea Avenue and Florence Avenue, where a catch basin may be impacted. The BRT Alternative would also construct a station at the corner of Vernon Avenue and Crenshaw Boulevard, which may impact the catch basins in that area. The proposed project would relocate or resize drainage conveyance features appropriately so that flooding or ponding is not induced on the project site or on adjacent properties. With the implementation of a drainage control plan, no adverse effects related to the local drainage basin would occur.

Base LRT Alternative

The Base LRT Alternative would require the new facilities for the fixed guideway, new stations, and support facilities. The Base LRT Alternative would also include a maintenance and operations facility and communications and signaling (C&S) buildings. C & S buildings house train control and communications for LRT operations in a central facility at each station. Each facility is an enclosure located within the station site area, typically adjacent to a station platform. There are several catch basin or storm drain structures that may require relocation or temporary closure. There are three catch basins located at the intersection of Leimert Boulevard and Crenshaw Boulevard. There are also two catch basins located along Florence Avenue at the North La Brea Avenue intersection and at the Centinela Avenue intersection. For the Base LRT Alternative, a station will be built at the intersection of La Brea Avenue and Florence Avenue, where a catch basin may be affected. The Base LRT Alternative would also construct a station at the corner of Vernon Avenue and Crenshaw Boulevard, which may impact the catch basins in that area. The proposed project would relocate or resize drainage conveyance features appropriately so that flooding or ponding is not induced on the project site or on adjacent properties. With the implementation of a drainage control plan, no adverse effects related to the local drainage basin would occur.

LRT Alternative Design Options

As discussed previously, the LRT Alternative may include six design options. These design options all contain either aerial structure columns, below grade alignments, or below-grade stations, which have the potential to affect catch basins or storm drain structures in the area. If any drainage facilities would be affected by these design options, drainage structures would be relocated or resized appropriately so that flooding or ponding is not induced on the alignment or on adjacent properties. With the implementation of a drainage control plan, no adverse effects related to the local drainage basin would occur.

Maintenance and Operations Facility Sites

During construction of maintenance and operations facility, there are several catch basin or storm drain structures that may require relocation or temporary closure. There are three catch basins located at the intersection of Leimert Boulevard and Crenshaw Boulevard. There are also two catch basins located along Florence Avenue at the North La Brea Avenue intersection and at the Centinela Avenue intersection. The proposed project would relocate or resize drainage conveyance features appropriately so that flooding or ponding is not induced on the proposed maintenance and operations facility sites or on adjacent properties. With the implementation of a drainage control plan, no adverse effects related to the local drainage basin would occur.

4.9.3.6 Water Quality

No Build Alternative

The No Build Alternative would not include activities that would result in any adverse effects related to water quality.

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. The TSM Alternative would not include facilities that would impact water quality. Therefore, no adverse impacts related to water quality are anticipated.

**BRT Alternative**

The BRT Alternative is not anticipated to have any direct impacts on water resources. The BRT Alternative includes the construction of additional stations and an increased fleet size to improve service. No adverse effects related to water quality are anticipated.

Base LRT Alternative

The Base LRT Alternative is not anticipated to have any direct impacts on water resources. The Base LRT Alternative would include construction of new stations and installation of a track for the fixed guideway. During operation, storm runoff from station platforms and fixed guideway would be conveyed to permanent treatment BMP controls to treat storm water runoff before it is discharged off-site. No adverse effects related to water quality are anticipated.

LRT Alternative Design Options

As discussed previously, the LRT Alternative may include six design options. These design options would convey storm runoff from station platforms and fixed guideways to permanent treatment BMP controls to treat storm water runoff before it is discharged off of the alignment. No adverse effects related to water quality are anticipated.

Maintenance and Operations Facility Sites

During operation of maintenance and operations facility sites, storm runoff would be conveyed to permanent treatment BMP controls to treat storm water runoff before it is discharged off-site. No long term adverse effects to water quality are anticipated.

4.9.4 Mitigation Measures

The project alternatives must comply with Title III and Title IV of the Clean Water Act and NPDES standards during and following construction. To comply with the NPDES General Construction Permit, a Notice of Initiation would be filed with the Los Angeles RWQCB prior to construction. The project alternatives would include preparation of a Storm Water Pollution Prevention Plan (SWPPP) that includes the identification and implementation of applicable BMPs to control erosion and to ensure that dirt, construction materials, pollutants or other human-associated materials are not discharged from the project area into surface waters or into areas that would eventually drain to storm drains. The SWPPP also includes a monitoring program to ascertain the effectiveness of the prescribed BMPs. Upon completion of construction, a Notice of Termination would be filed with the Los Angeles RWQCB. The construction and permanent BMPs included as part of the proposed project shall be developed and implemented in compliance with the Los Angeles RWQCB, Metro storm water standards and shall be developed in cooperation with the Cities of Los Angeles, Hawthorne, Inglewood, and the County of Los Angeles. Prior to approval of grading permits, an appropriate drainage control plan, such as a SUSMP in accordance with City of Los Angeles standards, that controls construction and operational on-site and off-site runoff and drainage in a manner acceptable to Metro and Los Angeles RWQCB for the specific project site shall be implemented.

No substantial water quality or resource related impacts would result from the proposed project. In addition to the standard BMPs required for compliance with NPDES to be



included as part of the proposed project, the following mitigation measures are recommended for incorporation into the project:

- WQ1** During project construction and operation, remediation should be required at maintenance facilities and vehicle storage areas, where a potential exists for grease and oil contamination to flow into storm drains. Various types of ditch structures, including grease traps, sediment traps, detention basins, and/or temporary dikes may be used to control possible pollutants. These facilities shall be constructed pursuant to guidance published in Section 402 of the Clean Water Act and shall follow the most current guidance within the NPDES program.
- WQ2** The flood capacity of existing drainage or water conveyance features within the project study corridor shall not be reduced in a way that causes ponding or flooding during storm events. A drainage control plan shall be developed during project design to ensure that drainage is properly conveyed from the study area and does not induce ponding on adjacent properties.
- WQ3** A dewatering permit shall be required if groundwater is encountered during tunneling operations. The proposed project is located in an urbanized area where potential groundwater contamination may exist. If contaminated groundwater is encountered during construction, the contractor shall stop work in the vicinity of the suspect find, cordon off the area, and contact the appropriate hazardous waste coordinator and maintenance hazardous spill coordinator at Metro and immediately notify the Certified Unified Program Agencies (City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Los Angeles RWQCB) responsible for hazardous materials or waste incidents. Coordination with the Los Angeles RWQCB shall be initiated immediately to develop an investigation plan and remediation plan for expedited protection of public health and environment. Contaminated groundwater is prohibited from being discharged to the storm drain system. The contractor shall properly treat or dispose of any hazardous or toxic materials, according to local, state, and federal regulations (see Section 4.9 for details on potential groundwater contamination and remediation).
- WQ4** The study area currently drains indirectly to Ballona Creek and Dominguez Creek through the MS4. Treatment control BMPs shall be incorporated into the project design. The project shall consider placing the treatment BMPs in series or in a complimentary system to increase the control of pollutants to the maximum extent practicable. The systems shall be designed to efficiently and effectively handle and treat dry and wet weather flows to the maximum extent practicable. A SUSMP and appropriate drainage control plan shall be implemented to select and place appropriate permanent treatment BMPs.

The following are permanent treatment BMPs that are recommended for incorporation into the proposed project:

BMP1 – Storm Drain/Catch Basin Inserts

Catch basin inserts should be considered for the study area. This is a device that can be inserted into existing catch basin designs to provide some runoff contaminant removal.



The most frequent application is for reduction of sediment, oil, and grease levels in stormwater runoff.

BMP2 – Extended/Dry Detention Basins or Underground Detention Tanks

These are depressed basins that temporarily store some stormwater runoff following a storm. They function similarly to detention basins, but are located underground. The objective of these systems is to remove particulate pollutants and reduce maximum runoff values associated with development to their pre-development levels. They may be corrugated metal pipe, concrete pipe, or vaults.

BMP3 – Infiltration Basins/Trenches

An infiltration basin is a surface pond which captures first-flush stormwater and treats it by allowing it to percolate into the ground and through permeable soils. Infiltration trenches are excavated trenches that have been lined with filter fabric and backfilled with stone to form an underground basin that allows runoff to infiltrate into the soil. As the water percolates through the ground, physical, chemical, and biological processes occur to remove both sediments and soluble pollutants. Pollutants are trapped in the upper layers of the soil, and the water is released to groundwater. Infiltration basins are generally dry except immediately following storms, but a low-flow channel may be necessary if a constant base flow is present.

BMP5 – Bioretention Facility

This BMP utilizes soils and both woody and herbaceous plants to remove pollutants from stormwater runoff. Runoff must be reduced to sheet flow as it moves to the treatment area, which consists of a grassy buffer strip, sand bed, ponding area, organic or mulch layer, planting soil, and plants. Runoff passes through the sand bed, which decreases the velocity of the runoff, and distributes it evenly along the length of the ponding area. This area is depressed in its center, and water is ponded to a depth of six inches and gradually infiltrates the bioretention area and/or is evapotranspired. These areas are applicable as on-lot retention facilities that are designed to mimic forested systems that naturally control hydrology. The bioretention area is graded to drain excess runoff over a weir and into the storm drain system, and the stored water located in the bioretention area's planting soil is infiltrated over a period of days into the underlying soils.

BMP8 – Media Filtration

Media filters are two-stage constructed treatment systems, including a pretreatment settling basin and a filter bed containing sand or other filter media. The filters are not designed to treat the entire storm volume, but the water quality volume that contains higher pollutant levels.

BMP9 – Porous Pavement

This BMP is asphalt based paving material that allows stormwater to quickly infiltrate the surface pavement layer to enter into a high-void aggregate sub-base layer. The captured runoff is stored in this "reservoir" layer until it either infiltrates into the underlying soil strata or is routed through an underdrain system to a conventional stormwater conveyance system. However, these are typically only applicable to low-traffic volume areas.

BMP10 – Vegetated Filter Strips

These are known as vegetated buffer strips, and are typically sections of land similar to grassed swales, except that they are essentially flat with low slopes, and are designed only to accept runoff overland sheet flow. They may appear in any form from grassland to forest, and are designed to intercept upstream flow, lower flow velocity, and spread water out as sheet flow. This BMP facilitates conventional pollutant removal through detention, filtration by vegetation, and infiltration into soil. These are most useful in contributing watershed areas where peak runoff velocities are low.

4.9.5 CEQA Determination

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

- Conflict with applicable legal requirements related to hydrology or water quality, including a violation of state water quality standards or waste discharge requirements;
- Substantially degrade groundwater quality or interfere with groundwater recharge, or deplete groundwater resources in a manner that would cause water-related hazards, such as subsidence;
- Alter the existing drainage pattern of the site or area in a manner that would cause substantial flooding, erosion, or siltation;
- Create or contribute to runoff that would exceed the drainage and flood control capacity of existing or planned storm water drainage systems; or
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows, or otherwise expose people and/or property to water-related hazards, such as flooding.

No Build Alternative

There would be no impacts to water resources under the No Build Alternative.

TSM Alternative

The TSM Alternative would include minor construction activities at intersections or existing facilities to improve transit service. The proposed project is required to comply with NPDES standards during construction. Impacts to water resources and water quality would be less than significant.

BRT Alternative

The BRT Alternative would not impact water resources. The proposed project is required to comply with NPDES permit requirements during construction. In addition, Mitigation Measures **WQ1** through **WQ4** would ensure that no significant long term impacts to drainage patterns or surface water or groundwater quality would occur. The BRT Alternative would include removal of landscaping and an increase in impervious surfaces. The study corridor is in an urbanized area in which much of the runoff does not seep into the ground. The increase of impervious surfaces due to the construction of the proposed project would not significantly alter the drainage or increase the amount of runoff. The development of a drainage control plan and SUSMP as prescribed in mitigation measures **WQ2** and **WQ4** would ensure that drainage flows are properly treated and conveyed. Therefore, with



implementation of the proposed mitigation measures, a less-than-significant impact is anticipated on water resources for the BRT Alternative.

Base LRT Alternative

Similar to the BRT Alternative, the Base LRT Alternative would impact water resources. The Base LRT Alternative is required to comply with NPDES permit requirements during construction. In addition, mitigation measures **WQ1** through **WQ4** would ensure that no significant long term impacts to drainage patterns or surface water or groundwater quality would occur. The Base LRT Alternative would include removal of landscaping and an increase in impervious surfaces. The study corridor is in an urbanized area in which much of the runoff does not seep into the ground. The increase of impervious surfaces due to the construction of the proposed project would not alter the drainage or increase the amount of runoff significantly. The development of a drainage control plan and SUSMP as prescribed in mitigation measures **WQ2** and **WQ4** would ensure that drainage flows are properly treated and conveyed. Therefore, with implementation of the proposed mitigation measures, a less-than-significant impact is anticipated on water resources for the Base LRT Alternative.

LRT Alternative Design Options

As discussed previously, the LRT Alternative may include six design options. These design options would potentially impact water resources. Each design option would be required to comply with NPDES permit requirements. In addition, Mitigation Measures **WQ1** through **WQ4** would ensure that no significant long term impacts to drainage patterns or surface water or groundwater quality would occur. These design options would include removal of landscaping and an increase in impervious surfaces. The corridor is in an urbanized area in which much of the runoff does not seep into the ground. The increase of impervious surfaces due to the design options would not alter the drainage or increase the amount of runoff significantly. The development of a drainage control plan and SUSMP as prescribed in Mitigation Measures **WQ2** and **WQ4** would ensure that drainage flows are properly treated and conveyed. Therefore, with implementation of the proposed mitigation measures, a less-than-significant impact is anticipated.

Maintenance and Operations Facility Sites Alternative

Construction and operation of the maintenance and operations facility sites would impact water resources. The maintenance and operations facility sites would be required to comply with NPDES permit requirements during construction. In addition, Mitigation Measures **WQ1** through **WQ4** would ensure that no significant long term impacts to drainage patterns or surface water or groundwater quality would occur. The study corridor is in an urbanized area in which much of the runoff does not seep into the ground. The increase of impervious surfaces due to the construction of the maintenance and operations facility sites would not alter the drainage or increase the amount of runoff significantly. The development of a drainage control plan and SUSMP as prescribed in Mitigation Measures **WQ2** and **WQ4** would ensure that drainage flows are properly treated and conveyed. Therefore, with implementation of the proposed mitigation measures, a less-than-significant impact is anticipated on water resources for the maintenance and operations facility sites.

Impacts Remaining after Mitigation

With the implementation of Mitigation Measures **WQ1** through **WQ4**, adverse effects to water resources and water quality would be reduced to less-than-significant levels.

4.10 Energy

This section outlines the affected environment related to energy. A discussion of the regulatory framework governing energy use and resources in the study area and larger region is presented below, as well as a discussion of existing and future energy requirements and implications.

4.10.1 Regulatory Framework

The California Energy Commission is the State's primary energy policy and planning agency. Created by the legislature in 1974, the commission has five major responsibilities: (1) forecasting future energy needs and keeping historical energy data, (2) licensing thermal power plants 50 megawatts or larger, (3) promoting energy efficiency through appliance and building standards, (4) developing energy technologies and supporting renewable energy, and (5) planning for and directing the State's response to energy emergency.

The commission published the *2007 Integrated Energy Policy Report* (IEPR) in October 2007. The IEPR was prepared in response to SB 1389, Chapter 568, Statutes of 2002, which requires that the commission prepare a biennial integrated energy policy report. This report contains an integrated assessment of major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety. The IEPR fulfills the requirement of SB 1389.

The SCAG is required by state and federal mandates to prepare a regional transportation plan every three years. The 2008 RTP is a long-range regional transportation plan that provides a blueprint to help achieve a coordinated and balanced regional transportation system. The SCAG 2008 RTP describes energy production and consumption throughout the SCAB and provides VMT by county. SCAB is a subregion of the SCAQMD, the agency principally responsible for comprehensive air pollution control in the State, and covers an area of 6,745 square miles. SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. VMT is an indicator of the extent to which vehicles are used, providing a valuable factor in calculating the amount of energy consumed by transportation.

Metro has adopted an Energy and Sustainability Policy to control energy consumption and embrace energy efficiency, energy conservation, and sustainability to avoid unnecessary expenditure; help in protecting the environment; improve cost effectiveness, productivity, and working conditions; and prolong the useful life of fossil fuels by using resources more efficiently.

4.10.2 Energy Requirements

The proposed alternatives' energy needs are measured in petroleum and equivalent British Thermal Units (BTU). A BTU is the quantity of heat required to raise the temperature of water one degree Fahrenheit at sea level. Other units of energy can all be converted into equivalent BTU units and thus, the BTU is used as the basis for



comparing energy consumption associated with different resources. Table 4-51 shows comparisons of various types of energy and their equivalent BTU units.

Table 4-51. Energy Comparisons

Energy Type	Energy Unit	Equivalent BTU Units
Electrical	Kilowatt-Hour (kWh)	3,412
Natural Gas	Cubic Foot	1,034
Crude Oil	Barrel (42 Gallons)	5,800,000
Gasoline	Gallon	125,000

Source: California Energy Commission, 2007.

Energy resources for transportation include petroleum, natural gas, electricity, liquefied petroleum gas, hydrogen, and biofuels such as ethanol. Currently, California’s gasoline and diesel markets are characterized by increasing demands, tight supplies, and volatile and record high prices. California imports more than 50 percent of its crude oil and over 15 percent of its refined products. The state’s dependence on this increasingly expensive energy resource continues to grow. Moreover, fossil fuel based transportation of products and people are a major contributor of carbon dioxide, the principal catalyst to climate change. Changes in energy supply and demand are affected by factors such as energy prices, United States’ economic growth, advances in technologies, changes in weather patterns, and future public policy decisions.

Energy consumption in California continues to be dominated by growth in passenger vehicles, where 40 percent of all energy consumed in the State is used for transportation. California is the second largest consumer of transportation fuels in the world (behind the United States as a whole); more than 16 billion gallons of gasoline and four billion gallons of diesel fuels are consumed each year. California’s population is estimated to exceed 44 million by 2020, which would result in substantial increases in transportation fuel demand for the State. Table 4-52 outlines the 149 million barrel increase in transportation fuel demand through 2020. California must address its petroleum infrastructure problems to secure transportation fuels to meet the needs of a growing population by adjusting choices of transportation, land use policies, and alternative fuels.

Table 4-52. California Transportation Fuel Demand

Year	Barrels (Million/year)
2005	553
2010	617
2015	661
2020	702

Source: California Energy Commission, 2007
Integrated Energy Policy Report, 2007.

Transportation energy consumption reflects the types and numbers of vehicles, the extent of their use (VMT), and their fuel economy (miles per gallon). Implementation of the proposed alternatives is expected to result in changing the dynamics of all vehicle classes with regard to VMT. Changes in VMT, in turn, would affect energy consumption. VMT is also important in determining the demand for infrastructure improvements. Urban growth patterns have caused California’s VMT to increase at a rate of over three percent a year between 1975 and 2004. In 2005, SCAG data showed automobile VMT in California at 372 million, which is equivalent to 2.14 trillion BTUs or 368,966 barrels of oil.

SCAG estimates the VMT for transportation plans. SCAG projections show a 29 percent increase in VMT from 2008 to 2035. The number of VMT is directly related to energy use and is the main contributor to air pollutants in the SCAG region. A reduction in VMT through alternative modes of transportation would lower energy needs and reduce pollutant emissions.

Table 4-53 displays the energy requirements for various modes of transportation including automobile, bus, light rail transit (LRT) vehicle, and commuter rail vehicle as provided by the Oak Ridge National Laboratory. The Oak Ridge National Laboratory has only provided one level of energy intensity for transit buses regardless of the fuel type (e.g., compressed natural gas or diesel). The LRT transport mode energy intensity does account for electric use.

Table 4-53. Transportation Energy Intensity

Transport Mode	BTU/mile
Passenger Vehicles	5,489
Transit Bus (all vehicle types)	38,275
LRT	25,591

Source: Oak Ridge National Laboratory, *Transportation Energy Book: Edition 27-2008*, 2008; Sound Transit, *Regional Transit Long-Range Plan Final SEIS*, June 2005.

Table 4-54 shows the energy usage associated with motor vehicles within Los Angeles County. Currently, energy usage within the County of Los Angeles is approximately 788 billion BTUs. Energy usage associated with motor vehicles within the County of Los Angeles could approach 911 billion BTUs by 2030.

Table 4-54. Motor Vehicle Energy Usage within Los Angeles County

Scenario	BTU
2008 Existing	787,906,800,000
2030 Future No Project	910,854,000,000

Source: EMFAC2007.



4.10.3 Energy Implications

Considering the data and information presented regarding the existing energy conditions, the implementation of public transit projects such as the proposed alternatives would help to remove excess vehicles from roadways and freeways, easing the increase in VMT and the usage of fuels. Lower VMT would also result in a reduction of vehicle emissions. As such, the proposed alternatives would likely have beneficial implications with regard to the region’s energy resources.

4.10.4 Environmental Impacts/Environmental Consequences

4.10.4.1 Methodology

Energy use for each alternative was calculated on the BTU per passenger-mile rate shown in Table 4-53. The passenger-miles for each alternative were obtained from the transportation model.

4.10.4.2 Energy

No-Build Alternative

The No-Build Alternative would not include any physical changes to the corridor. This alternative would not result in new activity and would not have an adverse energy impact.

TSM Alternative

Under the TSM Alternative, a new Metro Rapid line would be added to complement the existing services provided by Metro Rapid Lines 710 and 740 along Crenshaw Boulevard, La Brea Avenue, and Hawthorne Boulevard. The proposed new Metro Rapid line would have the same stop locations on Crenshaw Boulevard as the Metro Rapid Lines 710 and 740. The TSM Alternative would reduce automobile VMT and increase bus VMT in the transportation system. As shown in Table 4-55, the TSM Alternative would decrease BTU consumption compared to baseline conditions by 44,006,374 BTUs per year. The TSM Alternative would result in less energy consumption than baseline conditions and, as such, would result in a beneficial energy impact.

Table 4-55. Estimated Energy Consumption

Scenario	Change in Energy Consumption (BTU per Year)
TSM Alternative vs. No-Build Alternative	(44,006,374)
BRT Alternative vs. No-Build Alternative	(560,523,312)
Base LRT Alternative vs. No-Build Alternative	(52,599,515)

Source: TAHA, 2008.

BRT Alternative

The BRT Alternative provides for new transit services in the corridor, which would travel in mixed-traffic and in exclusive curb lanes. The BRT Alternative would reduce automobile VMT by 125,329 and increase bus VMT by 3,500 in the transportation system. The BRT Alternative would also include the construction of Maintenance and

Operations Facility Sites. As shown in Table 4-55, the BRT Alternative would decrease BTU consumption compared to baseline conditions by 560,523,312 BTUs per year. The BRT Alternative would result in less energy consumption than baseline conditions and, as such, would result in a beneficial energy impact.

Base LRT Alternative

The Base LRT Alternative provides for new LRT services in the corridor. The new services would be operated by high-floor articulated vehicles electrically powered by an overhead wire operating along a new bi-directional, fixed guideway located in a combination of exclusive and semi-exclusive rights-of-way. The alternative would include seven stations, park-and-ride and bus transfer facilities at stations, a vehicle maintenance and operations facility, and traction power substations. The Base LRT Alternative would reduce automobile VMT by 26,764 and increase bus and light rail VMT by 3,686 in the transportation system. As shown in Table 4-55, the Base LRT Alternative would decrease BTU consumption compared to baseline conditions by 52,595,515 BTUs per year. The Base LRT Alternative would result in less energy consumption than baseline conditions and, as such, would result in a beneficial energy impact.

LRT Alternative Design Options

None of the LRT Alternative design options would alter the VMT that was calculated for the Base LRT Alternative. The energy consumption shown in Table 4-55 was calculated based on VMT. Therefore, similar to the Base LRT Alternative, all the LRT Alternative design options would reduce energy consumption by 52,599,515 BTUs per year and would result in a beneficial energy impact.

4.10.5 Mitigation Measures

No mitigation measures are required.

4.10.6 CEQA Determination

The above analysis demonstrated compliance with NEPA. The following analysis demonstrates compliance with CEQA. As demonstrated above, the TSM, BRT, and Base LRT Alternatives would result in reduced regional energy consumption when compared to the No-Build Alternative. The TSM, BRT, and Base LRT Alternatives would result in a less-than-significant energy impact.

As discussed above, the various design options for the LRT Alternative would result in less energy consumption than the No Build Alternative. The reduction in energy consumption would be approximately 52,599,515 BTUs per year. Similar to the Base LRT Alternative, the design options for the LRT Alternative would result in a less-than-significant energy impact.



4.11 Historic, Archaeological, and Paleontological Resources

This chapter describes the regulatory setting and affected environment for cultural resources, as well as the impacts on cultural resources that would result from the proposed project and alternatives and the mitigation measures that would reduce these impacts. Cultural resources customarily include archaeological resources, ethnographic resources, and those of the historic built environment (architectural resources). Paleontological resources, which include the fossilized remains of vertebrates, invertebrates, and plants, as well as fossil tracks and trackways, are also considered in this section.

4.11.1 Regulatory Framework

The federal and state regulatory frameworks related to cultural resources are outlined below.

4.11.1.1 Federal

National Environmental Policy Act

The NEPA of 1969, as amended (42 United States Code [USC] 4321-4347) establishes the federal policy of protecting important historic, cultural, and natural aspects of our national heritage during federal project planning. NEPA also obligates federal agencies to consider the environmental consequences and costs of their projects and programs as part of the planning process. All federal or federally assisted projects requiring action pursuant to Section 102 of the Act must take into account the effects on cultural resources.

According to the NEPA regulations, in considering whether an action may "significantly affect the quality of the human environment," an agency must consider, among other things, unique characteristics of the geographic area such as proximity to historic or cultural resources (40 CFR 1508.27(b)(3)) and the degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places (NRHP) (40 CFR 1508.27(b)(8)).

The NEPA regulations also require that to the fullest extent possible, agencies shall prepare draft environmental impact statements concurrently with and integrated with environmental impact analyses and related surveys and studies required by the National Historic Preservation Act (NHPA)(40 CFR 1502.25(a). Agencies should consider their Section 106 responsibilities as early as possible in the NEPA process, and plan their public participation, analysis, and review in such a way that they can meet the purposes and requirements of both statutes in a timely and efficient manner. The determination of whether an action is a "major Federal action significantly affecting the quality of the human environment," and therefore requires preparation of an EIS under NEPA, should include consideration of the undertaking's likely effects on historic properties. A finding of adverse effect on a historic property does not necessarily require an EIS under NEPA (36 CFR 800.8(a)(1)).

Section 106 of the National Historic Preservation Act

NEPA requires that federal agencies integrate the NEPA process with other environmental laws. Section 106 of the National Historic Preservation Act as amended (Section 106, 16 USC 470f) requires that impacts on significant cultural resources,

hereafter called historic properties, be taken into consideration in any federal undertaking. “Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet NRHP criteria” [36 CFR §800.16(l)].

Section 106 affords the Advisory Council on Historic Preservation (ACHP) and the State Historic Preservation Officer (SHPO) a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the NRHP. Section 101(d)(6)(A) of the NHPA allows properties of traditional religious and cultural importance to a Native American tribe to be determined eligible for inclusion in the NRHP. Under the NHPA, a find is significant if it meets NRHP criteria listed in Title 36 CFR 60.4.

Cultural resources studies for the proposed project alternatives, including the BRT and Base LRT Alternatives, are subject to the procedures of and review of the FTA in consultation with the SHPO. These studies are shaped by the ACHP regulations (36 CFR Part 800) for implementing Section 106. Section 106 studies provide the information necessary to satisfy legal requirements for environmental documents under NEPA.

Section 4(f) of the United States Department of Transportation Act of 1966

Section 4.12 Parklands and Community Facilities presents the detailed regulatory framework for Section 4(f) of the Department of Transportation Act and provides information on existing parklands and community facilities that are located along and/or within 0.25-mile of either side of the project alignments, stations, and maintenance and operations facility sites. Section 4(f) is also applicable to the use or constructive use of historic properties (i.e., properties listed on or eligible for listing on the NRHP).

Antiquities Act

The Antiquities Act of 1906 (16 USC 431-433) was enacted with the primary goal of protecting cultural resources in the United States. As such, it prohibits appropriation, excavation, injury, or destruction of “any historic or prehistoric ruin or monument, or any object of antiquity” located on lands owned or controlled by the federal government, without permission of the secretary of the federal department with jurisdiction. It also establishes criminal penalties, including fines or imprisonment, for these acts, and sets forth a permit requirement for collection of antiquities on federally owned lands.

The Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) was enacted in 1979 and amended in 1988. ARPA states that archaeological resources on public or Indian lands are an accessible and irreplaceable part of the nation’s heritage and provides for the following:

- Establishes protection for archaeological resources to prevent loss and destruction due to uncontrolled excavations and pillaging;
- Encourages increased cooperation and an exchange of information between government authorities, the professional archaeological community, and private individuals having collections of archaeological resources prior to the enactment of this act; and



- Establishes permit procedures to permit excavation or removal of archaeological resources (and associated activities) located on public or Indian land.

ARPA defines excavation, removal, damage, or other alteration or defacing of archaeological resources as a “prohibited act” and provides for criminal and monetary rewards to be paid to individuals furnishing information leading to the finding of a civil violation or conviction of a criminal violator.

Section 4 of ARPA and Sections 5-12 of the uniform regulations establish a permitting system through which federal agencies can authorize professional scientific excavation and removal of archaeological resources from their lands. Permits for these activities may still be issued under the Antiquities Act of 1906, but ARPA is now the standard federal archaeological permitting authority. Important provisions of these sections of the law and the regulations deal with applications for permits, the requirements to be met for permit issuance, consultation with Indian tribes regarding permits, and suspension and revocation of permits.

The American Indian Religious Freedom Act

The American Indian Religious Freedom Act (AIRFA) proclaims that the United States Government will respect and protect the rights of Indian tribes to the free exercise of their traditional religions; the courts have interpreted this as requiring agencies to consider the effects of their actions on traditional religious practices.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (1990) (104 Statutes 3048-3058) (NAGRPA) will also apply to this project if human remains of Native American origin are discovered on federal land during implementation of the project. NAGRPA requires Federal agencies and federally assisted museums to return “Native American cultural items” to the federally recognized Indian tribes or Native Hawaiian groups with which they are associated. Regulations (43 CFR 10) stipulate the following procedures be followed.

- If Native American human remains are discovered, the following provisions would be followed to comply with regulations:
 - Notify, in writing, the responsible federal agency;
 - Cease activity in the area of discovery and protect the human remains;
 - Certify receipt of the notification;
 - Take steps to secure and protect the remains;
 - Notify the Native American tribes likely to be culturally affiliated with the discovered human remains within one working day; and
 - Initiate consultation with the Native American tribe or tribes in accordance with regulations described in 43 CFR, Part 10 Subpart B, Section 10.5.

4.11.1.2 State

California Environmental Quality Act

According to the CEQA (PRC, Section 21084.1), historical resources include any resource listed, or determined to be eligible for listing, in the California Register of Historical Resources (CR). Properties listed in or determined eligible for listing in the NRHP, such as those identified in the Section 106 process, are automatically listed in the CR. Therefore, all “historic properties” under federal preservation law are automatically “historical resources” under state preservation law. Historical resources are also presumed to be significant if they are included in a local register of historical resources or identified as significant in a qualified historical resources survey. Section 15064.5 of the CEQA Guidelines sets forth the criteria and procedures for determining significant historical resources, and the potential effects of a project on such resources.

CEQA also categorizes paleontological resources as cultural resources and requires an impact evaluation to such resources. Impacts to paleontological resources fall under CEQA only and are not considered historic properties to be evaluated under NEPA or the Section 106 process.

California Public Resource Code 5097

If human remains of Native American origin are discovered during project construction not on federal land, it will be necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The county coroner has been informed and has determined that no investigation of the cause of death is required; and
- if the remains are of Native American origin:
 - ▶ The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98, or
 - ▶ The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 48 hours after being notified by the NAHC.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100) and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped near discovered human remains until the coroner can determine whether the remains are those of a Native American.

Paleontological Regulatory Setting

Paleontological Resources are subject to compliance with CEQA, but not Section 106.

Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic



strata, or that add to an existing body of knowledge in specific areas, in local formations or regionally. Paleontological remains are accepted as non-renewable resources significant to our culture and, as such, are protected under provisions of the Antiquities Act of 1906 and subsequent related legislation, policies, and enacting responsibilities.

In the State of California, fossil remains are considered to be limited, nonrenewable, and sensitive scientific resources. These resources are afforded protection under the following State of California legislation (California Office of Historic Preservation 1983):

CEQA

- 13 PRC, 21000 et seq. Requires public agencies and private interests to identify the potential adverse impacts and/or environmental consequences of their proposed project(s) to any object or site important to the scientific annals of California (Division 1, Public Resources Code: 5020.1[b]).
- Guidelines for the Implementation of CEQA (as amended 1 January 1999).

State CEQA Guidelines Sec. 15064.5(a)(3)

This section of CEQA provides protection for historical (or paleontological) resources by requiring that they be identified and mitigated as historical resources under CEQA. The State CEQA Guidelines define historical resources broadly to include any object, site, area, or place that a lead agency determines to be historically significant.

4.11.2 Compliance Methodology**4.11.2.1 Federal**

The following cultural resources sections summarize the Section 106 and determinations, to date, and are subject to change following SHPO review and concurrence. Details may be found in the Section 106 technical documents that will be submitted to the SHPO and other consulting parties, and available for public review with other technical reports prepared for this EIR/EIS. The cultural resources technical documents include the Historic Property Survey and Effects Report (HPSER) and Archaeological Survey Report (ASR).

Section 106 regulations prescribe the following steps, which are described in this and subsequent sections:

- Determine and document the Area of Potential Effects;
- Identify consulting parties;
- Identify potential historic properties;
- Evaluate significance of potential historic properties by applying NRHP eligibility criteria in consultation with SHPO or Indian tribes, as appropriate;
- Assess effects on historic properties by applying ACHP criteria of adverse effect;
- Develop avoidance and mitigation measures if necessary; and
- Document the process.

The Area of Potential Effects

As defined in the Section 106 regulations, the Area of Potential Effects (APE), Figure 4-31 means “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties.” The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking” [36 CFR §800.16(d)]. On July 23, 2008, the FTA consulted with the SHPO to determine, document and define the APE. At the meeting the SHPO concurred with the APE definition for the various components of the proposed project as shown in Table 4-56 and Table 4-57 (see SHPO meeting minutes, Appendix G).

Table 4-56. Area of Potential Effects (BRT)

Component	Area of Potential Effect (APE)	Notes
Mixed Traffic	Curb-to-curb	No major changes from existing (Includes north of Exposition Boulevard)
Exclusive curb lane	Parcels adjacent to curb reconstruction	Curb reconstruction
Busway At-Grade	Parcels adjacent to lane construction	New dedicated lanes/gates
Busway Aerial	Parcels within reasonable viewshed	Introduction of major visual element
Minor Stations	Adjacent parcels that are visually sensitive	Bus stations would be a minor visual element in an urban setting with existing bus shelters
Maintenance and Operations Facility Sites and Dedicated Stations	Site and adjacent parcels	Demolition of buildings on site; new construction

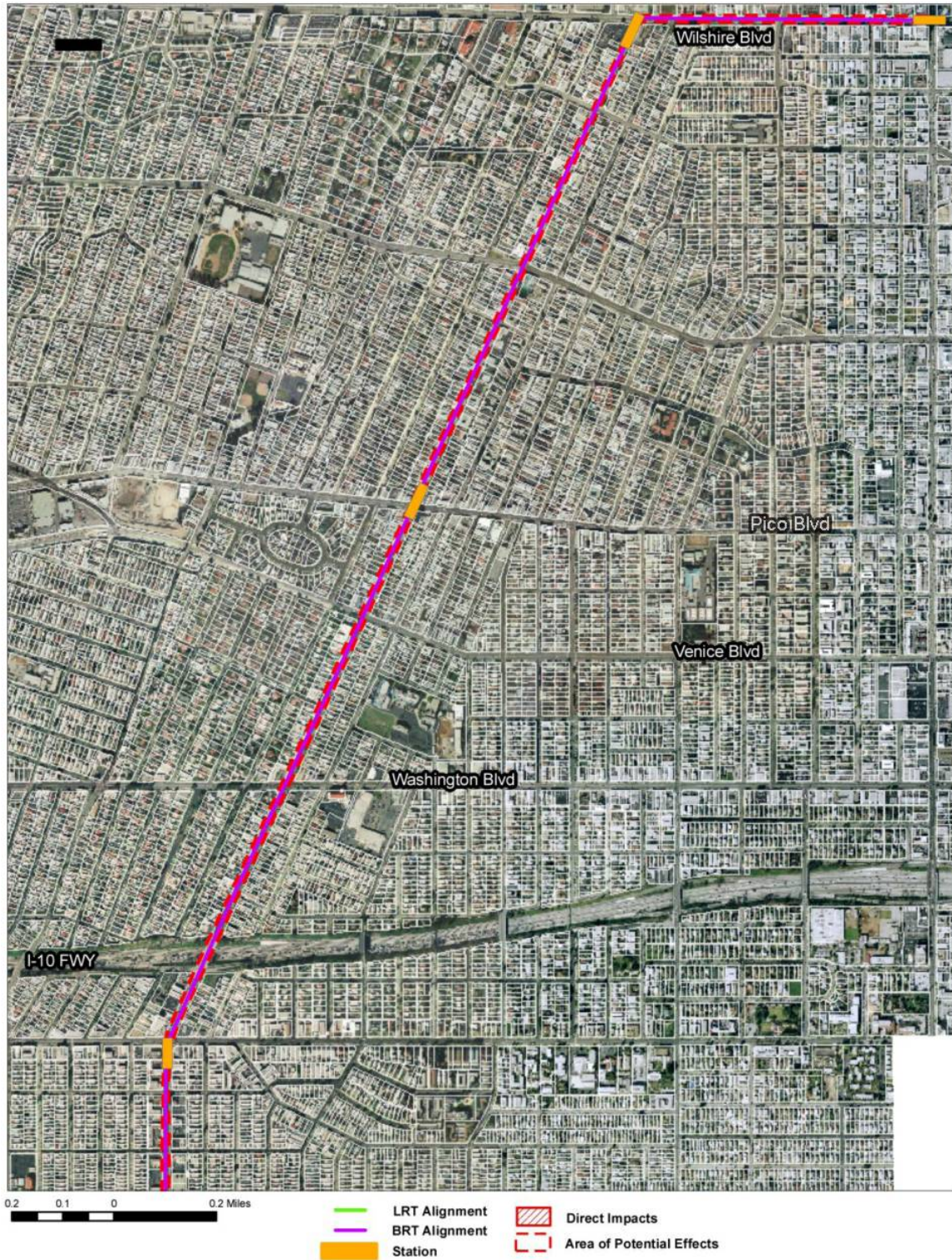
Table 4-57. Area of Potential Effects (Base LRT)

Component	Area of Potential Effect (APE)	Notes
At-Grade	Adjacent parcels that are visually sensitive	Catenaries in raised median
Aerial	Parcels within reasonable viewshed	Introduction of major visual element
Below Grade	Parcels adjacent to cut-and-cover	Minor risk of settlement
Stations and Portals	Adjacent parcels	Platforms or portals have visual effect
Traction Power Substation and Maintenance and Operations Facility Sites	Site and adjacent parcels	Demolition of buildings on site; new construction

The APE boundaries shown on Figure 4-31 (APE Maps) are based on an application of the above definition to the detailed conceptual-preliminary construction information available. The APE Maps were the maps that were submitted to SHPO for review and the APE boundary depicts a worst-case affected area. The APE boundary is subject to change, pending final FTA and SHPO consultation.

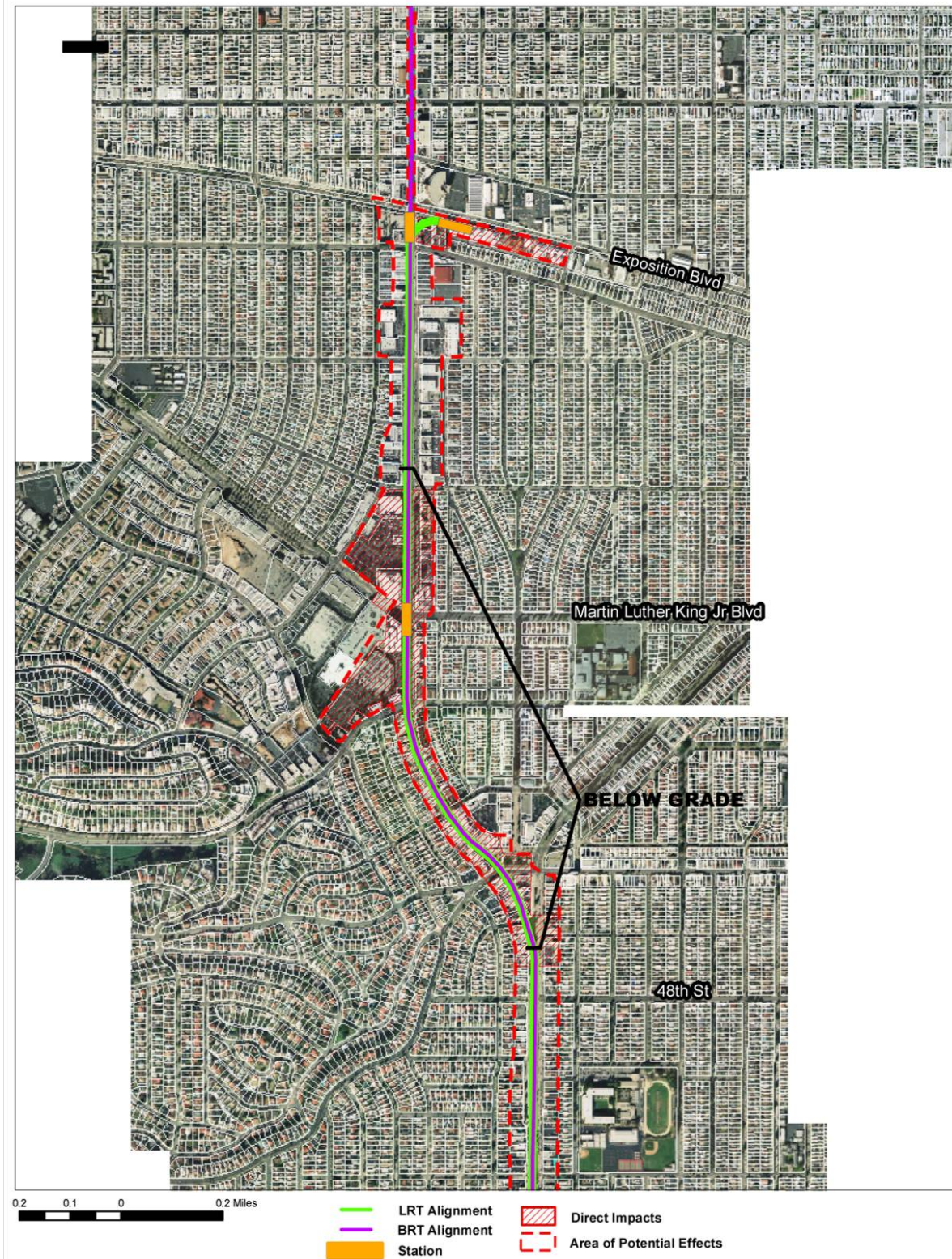


Figure 4-31. Area of Potential Effects Boundary Map



CRENSHAW TRANSIT CORRIDOR PROJECT

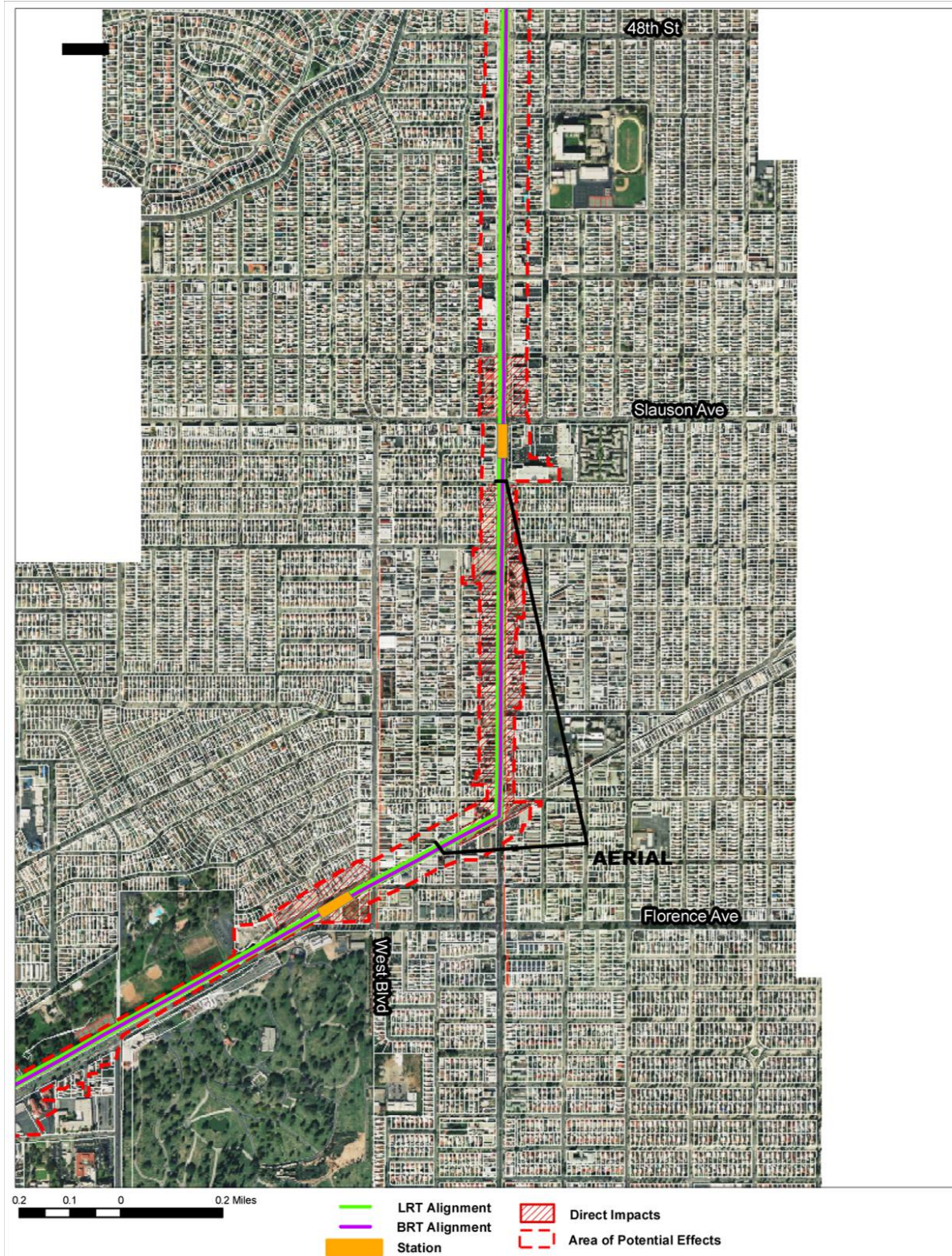
Figure 4-31. Area of Potential Effects Boundary Map (continued)



CRENSHAW TRANSIT CORRIDOR PROJECT

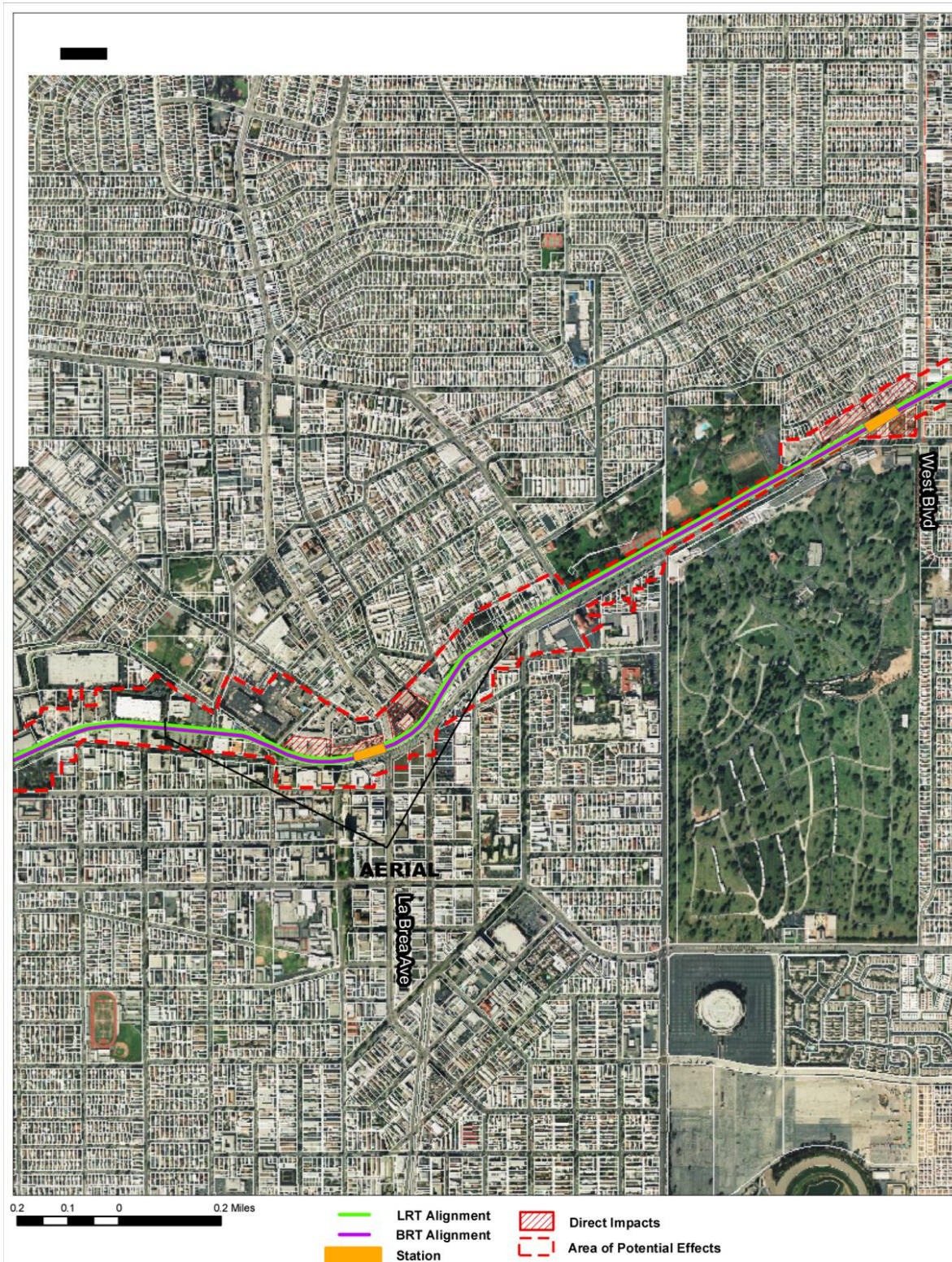


Figure 4-31. Area of Potential Effects Boundary Map (continued)



CRENSHAW TRANSIT CORRIDOR PROJECT

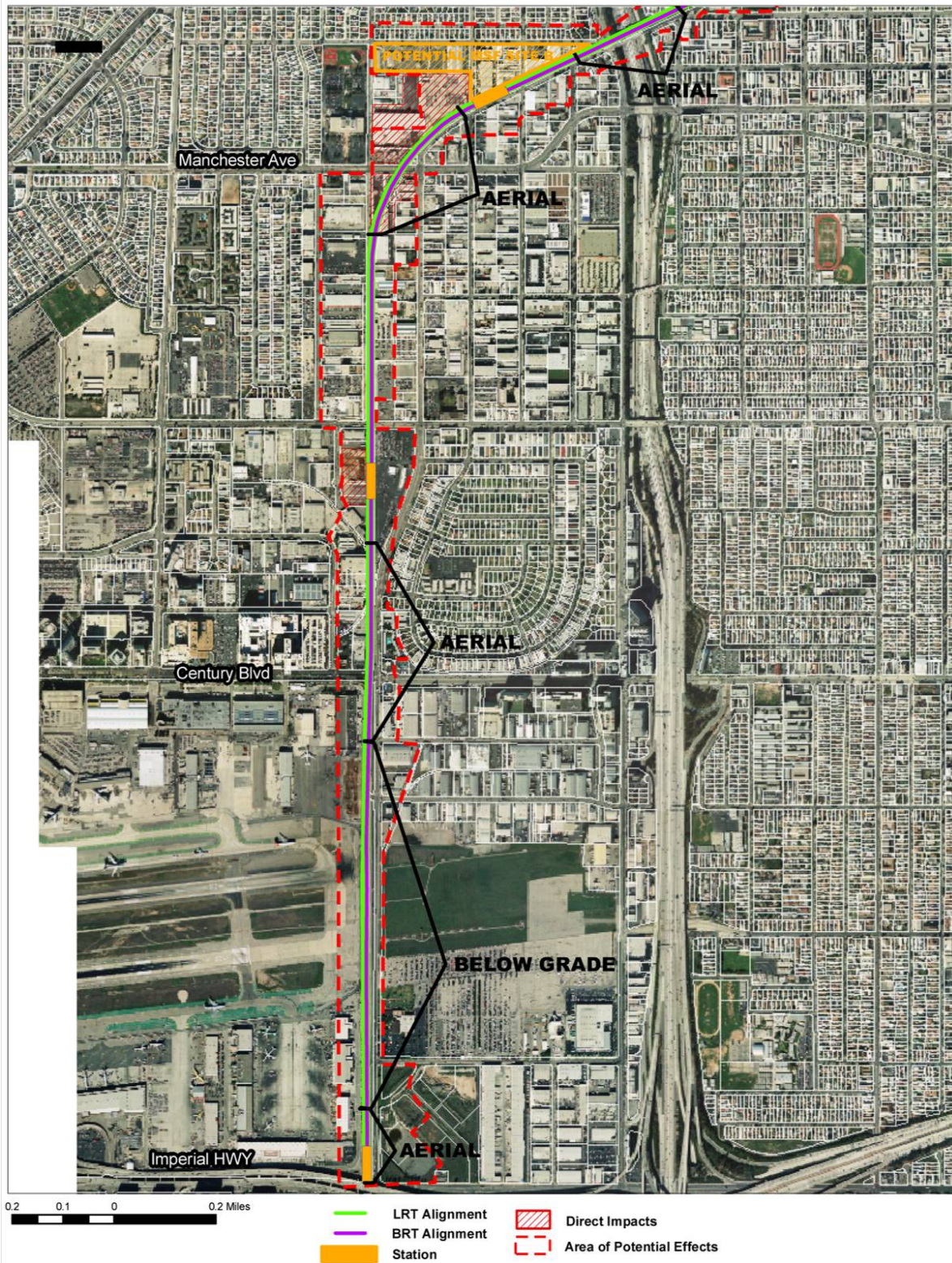
Figure 4-31. Area of Potential Effects Boundary Map (continued)



CRENSHAW TRANSIT CORRIDOR PROJECT



Figure 4-31. Area of Potential Effects Boundary Map (continued)



CRENSHAW TRANSIT CORRIDOR PROJECT

Identify Consulting and Interested Parties

The Section 106 regulations require that a federal agency evaluate all properties within the APE and identify historic properties by gathering information from consulting parties, applying the NRHP Criteria, and seeking concurrence from the SHPO or Indian tribe, as appropriate. During the preparation of this Draft EIS/EIR, FTA identified the following consulting parties for historic properties within the APE:

- Los Angeles Conservancy
- Natural History Museum
- California African American Museum
- Electric Railway Historical Association of Southern California
- Museum of African American Art
- California Historical Society
- Southern California Library
- Wilshire Park Association
- Brookings Community AME Church
- West Angeles Church of God in Christ
- Museum in Black
- Herb J. Wesson, Jr. District 10
- Bernard Parks District 8
- Historical Society of Centinela Valley
- City of Inglewood, Planning Department
- City of El Segundo, Planning and Building Safety
- City of Hawthorne, Planning Department
- Flight Path Learning Center-Museum
- County of Los Angeles Department of Regional Planning
- Office of Historic Resources, City of Los Angeles Planning Department
- Korean American Museum
- Korean Resource Center
- Pacific Railroad Society

FTA sent a letter to the California SHPO on May 22, 2008, initiating Section 106 consultation. In a meeting on July 23, 2008, Metro consulted with the SHPO to discuss the proposed project and determine the Section 106 identification effort.

Notice of Preparation (NOP) letters were sent to the listed Native American groups and individuals on May 27, 2008.

**National Register Criteria for Evaluation**

In order for a property to be considered for inclusion in the NRHP it must meet the criteria for evaluation set forth in 36 CFR Part 60.4, as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association and

- are associated with events that have made a significant contribution to the broad patterns of our history (A); or
- are associated with the lives of persons significant in our past (B); or
- embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (C); or
- have yielded, or may be likely to yield, information important in prehistory or history (D).

Among other criteria considerations, a property that has achieved significance within the last 50 years is not considered eligible for inclusion in the NRHP unless certain exceptional conditions are met. The 50-year age criterion for the proposed project has been set at 1975.

Identifying Historic Properties

For the proposed project, surveys have been undertaken and documentation prepared in accordance with the Secretary of Interior's Standards and Guidelines for Identification of Historic Properties (48 *Federal Register* [FR] 44716), using personnel who meet the Secretary of Interior's Professional Standards (48 FR 22716) in the fields of ethnography, pre-historic archaeology, historic archaeology, architectural history, and history. For the purposes of this document, the broad pool of cultural resources within the APE that require evaluation for NRHP eligibility may be categorized into two major types, as follows:

- Archaeological Resources, which include resources that represent important evidence of past human behavior, including portable artifacts such as arrowheads or tin cans; non-portable "features" such as cooking hearths, foundations, and privies; or residues such as food remains and charcoal. Archaeological remains can be virtually any age, from yesterday's trash to prehistoric deposits thousands of years old.
- Historic and Architectural Resources, which include man-made features that comprise the recognizable built environment. This category typically includes extant, above-ground buildings and structures that date from the earliest territorial settlements until the present day.

4.11.2.2 State

The federal methodology steps are adequate to comply with Section 15064.5 of the CEQA guidelines, because the Section 106 guidelines have more rigorous review requirements.

For example, CEQA does not require careful delineation of a study area such as the area of potential effects, and does not require consultation with the SHPO.

For the proposed project, no properties were identified that meet CR Criteria for Evaluation but do not meet NRHP criteria. Therefore, unless otherwise stated, there is no difference between the compliance methodology for “historic properties” under federal law and “historical resources” under state law. For the purposes of this environmental document, the term “historic properties” will hereafter be used to represent both the federal term “historic properties” and state term “historical resources,” unless otherwise noted.

4.11.2.3 California Register Criteria for Evaluation

All properties listed in or determined eligible for the NRHP are automatically listed in the CR, and are, therefore, historical resources for the purposes of CEQA. In addition, Section 15064.5 of the CEQA Guidelines states that the term “historical resources” shall include the following:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CR (PRC SS5024.1, Title 14 CCR, Section 4850 et seq.).
- A resource included in a local register of historical resources, as defined in section 5020.1(k) of the PRC or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CR (PRC SS5024.1, Title 14 CCR, Section 4852), including the following:
 - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - Is associated with the lives of persons important in our past;
 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - Has yielded, or may be likely to yield, information important in prehistory or history.
- The fact that a resource is not listed in, or determined to be eligible for listing in the CR, not included in a local register of historical resources (pursuant to section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the



criteria in section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC sections 5020.1(j) or 5024.1.

As with the NRHP, a property that has achieved significance within the last 50 years is not considered eligible for the CR unless it is of exceptional importance.

4.11.2.4 Native American Consultation

The NAHC was contacted by ICF Jones & Stokes regarding the project on April 23, 2008. A response from the NAHC on April 24, 2008 indicated that no sacred lands are recorded in the Sacred Lands File within the project area. The NAHC also provided a list of Native American groups and individuals who might have knowledge of cultural resources in the project area. Letters describing the project were sent on April 28, 2008 to the seven Native American contacts provided by the NAHC.

John Tommy Rosas, Tribal Administrator of the Tongva Ancestral Territorial Tribal Nation, contacted ICF Jones & Stokes by email on April 28, 2008, to verify that he received the project notification letter. Mr. Rosas requested more detailed information concerning project excavation details. ICF Jones & Stokes provided Mr. Rosas with the preliminary outline of activities proposed for both the BRT and the Base LRT route and suggested that he attend the May 5, 2008 public meeting regarding the proposed project hosted by Metro for up-to-date information.

4.11.3 Affected Environment/Existing Conditions

4.11.3.1 Prehistoric and Historical Archaeological Resources Identified Archival Research

An archaeological records search was conducted by ICF Jones & Stokes at the South Central Coastal Information Center (SSCIC) located at California State University, Fullerton on April 8, and 10, 2008. The records search included a review of all recorded cultural resources within a 0.25-mile radius of the proposed project area. In addition, a review of historic registers was conducted that included the NRHP, the CR, the California Historic Landmarks (CHL), the California Points of Historic Interest (CPHI) and the City of Los Angeles Historic Cultural Monuments (LAHCM). Historic USGS 15-minute topographic maps were reviewed as well.

The records search revealed that a total of 34 studies have been conducted within a 0.25-mile radius of the project area. Nineteen of these studies have been conducted within the proposed project area. Of the 19 previous cultural resource studies conducted within the proposed project area, only nine were conducted within the past eight years, and of those nine studies, only three cover portions of the linear project route.

Sixteen cultural resource sites have been recorded within the 0.25-mile radius of the proposed project area. Three of these sites (19-000080, 19-001336 and 19-169870) are located within the proposed project area.

The NRHP lists two sites, the Angelus Mesa Branch Library (NR 87001005) and the Centinela Adobe (NR 74000522) located within the vicinity of the 0.25-mile radius of the project area.

The CR lists one site, the Inglewood Veterans Memorial Building, located within Centinela Park (now known as Edward Vincent Jr. Park) in the 0.25-mile radius of the project area.

The California Historic Landmarks lists one site, the Centinela Springs (No. 363), located within Centinela Park (now known as Edward Vincent Jr. Park) in the 0.25-mile radius of the project area.

There are currently no listings for the California Points of Historical Interest located within a 0.25-mile radius of the project area.

The City of Los Angeles Historic Cultural Monuments lists five sites, the site of Hyde Park Congregational Church (LAHCM 18) demolished in 1964, the Institute of Musical Art (LAHCM 344), the Los Altos Apartments (LAHCM 311), Holiday Bowl (LAHCM 688) and Leimert Plaza (LAHCM 620) all located within the 0.25-mile-radius of the project area.

Field Survey

An archaeological reconnaissance survey was conducted by an ICF Jones & Stokes archaeologist along the proposed project route on May 16, 2008. The majority of the project area is developed (residential, retail, industrial) and disturbed by existing roads, railroad alignments and landscape vegetation. Due to the majority of the project area being located along the developed areas of Crenshaw Boulevard, Florence Avenue and Aviation Boulevard and that the proposed BRT/Base LRT route will follow existing railroad alignments that are disturbed from development, the archaeological reconnaissance survey focused on areas that were accessible and provided opportunities for pedestrian field checks, such as the potential station locations (PSL) and the proposed maintenance operations facility sites. There was little to no visible land surface, and the few vacant lots that are located along the project route are gated, inaccessible and appear to be disturbed from past development and remain to be surveyed. Two proposed areas of construction have known cultural resource sites located directly in the project area or within a 0.25-mile radius of the project area (see discussion below).

Areas of the archaeological reconnaissance focus include the following:

1. Crenshaw Boulevard and Exposition Station

The project area is paved and developed with residential and retail structures, as well as the West Angeles Church of God located at the northeast corner of Crenshaw and Exposition Boulevard, and there is an east-west railroad alignment currently under construction within the project area. No known archaeological resources are recorded in this area and no surficial archaeological resources were identified during this survey.

2. Crenshaw Boulevard and MLK Jr. Boulevard PSL

The project area includes the Baldwin Hills Crenshaw shopping center, smaller retail stores and residential structures with landscape vegetation. Two archaeological sites (19-000080 and 19-001336) and one structure (19-169870) are recorded in this area.



Archaeological Site 19-000080 was discovered in 1946 during construction of the Broadway Department store. The archaeological site was identified 11 feet below the surface and consisted of human remains with cultural objects.

Archaeological Site 19-001336 was identified west of the Baldwin Hills Crenshaw Square approximately at the corner of Santa Rosalia and Stocker Street. Unfortunately, this site record is missing from the SCCIC files. The area is on a small rise and is paved over for a parking lot with retail and residential buildings.

During this current survey no surficial archaeological resources were identified.

3. Crenshaw Boulevard and Slauson Avenue PSL

The project area is paved and developed with retail and residential structures and landscape vegetation. No known archaeological resources are recorded in this area and no surficial archaeological resources were identified during this survey.

4. Florence Avenue and West Boulevard PSL

The project area includes the Inglewood Park Cemetery and the Edward Vincent Jr. Park (formerly Centinela Park). The area is developed and there is an existing railroad alignment located on the north side of Florence Avenue, in front of the park.

The cemetery located on the south side of Florence Avenue was established in 1905. The area is developed with associated cemetery buildings, a church and landscaping.

The park was established in the 1900s. There is one recorded archaeological site (19-000181), one CHL (CHL 363 and 19-186555) and one historic structure (19-188002) located within the park. The archaeological reconnaissance survey covered the southern portion of the park by the railroad alignment. The area has been disturbed by the railroad and landscaping. No surficial archaeological resources were identified.

Archaeological Site 19-000181, located near the Centinela Springs, was recorded in 1951 and identified as a prehistoric campsite consisting of “arrow heads and stone implements.” Currently, the site area has been disturbed and modified by park development and no surficial archaeological resources were identified.

California Historic Landmark No. 363 (site number 19-186555) commemorates the site of the Centinela Springs within the park. There are two monuments with plaques—one monument was erected in 1939 and the second monument was erected in 1970. The 1939 monument is constructed of concrete and cobble stones with a large metate located in the center and a pestle located on the south side of the monument. There appear to be faucets built into the concrete and cobble monument where possibly water from the springs once flowed. The 1970 monument is constructed of concrete and cobble stones and has an official CHL plaque in the center.

5. Florence Avenue and La Brea PSL

The project area is paved and developed with retail structures, an existing railroad alignment and landscape vegetation. There is a gated, vacant lot on the southeast corner of La Brea Avenue and Florence Avenue. This lot was not surveyed for cultural resources due to it being gated. No known archaeological resources have

been recorded in this area and no surficial archaeological resources were identified during this survey.

- 6. Manchester Boulevard and Aviation Boulevard PSL and Potential Maintenance Yard Site B**
The project area is paved and developed with retail and residential structures, warehouses, a gated electrical substation and the Los Angeles County Departments of Public Works and Storm Drain yards. No known archaeological resources have been recorded in this area and no surficial archaeological resources were identified during this survey.
- 7. Aviation Boulevard and Century Boulevard PSL**
The project area is paved and developed. No known archaeological resources have been recorded in this area and no surficial archaeological resources were identified during this survey.
- 8. Aviation Boulevard and Imperial Highway**
The project area is paved and developed and there is landscape vegetation. Above the ground, aerially, the I-105 Freeway intersects with the I-405 Freeway and the Metro Green Line Station is in the project area. No known archaeological resources have been recorded in this area and no surficial archaeological resources were identified during this survey.
- 9. Rosecrans Avenue and Sepulveda Blvd: El Segundo Site D**
The project area is gated vacant land with an existing railroad alignment and very little vegetative ground cover. There is an industrial establishment on the southeast side; Chevron Oil Refinery is across Sepulveda Boulevard to the west. There is a shopping center to the north and another shopping center is located across Rosecrans Avenue to the south. This area was not surveyed for cultural resources due to it being gated. No known archaeological resources have been recorded in this area and no surficial archaeological resources were identified during this survey.

4.11.3.2 Historic and Architectural Resources Identified Records Search

A background research survey was undertaken to identify previously documented historic and architectural resources within and near the APE and to help establish a context for resource significance. National, state and local inventories of architectural/historic resources were examined in order to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles. The following inventories and sources were consulted:

- The NRHP, National Register Information System
- California Register of Historical Resources
- California Office of Historic Preservation Historical Resources Inventory System
- California Historical Landmarks
- California Points of Historical Interest
- Inglewood Park Cemetery History web site: <http://www.inglewoodparkcemetery.org/heritage.html>



- City of Los Angeles Office of Historic Preservation list of Historic-Cultural Monuments
- City of Inglewood General Plan Update, 2006
- City of Inglewood “Main Street Inglewood” historic survey

Field Survey

A field survey of all properties within the APE was undertaken according to standard Section 106 regulations and related procedures. Field investigations by qualified architectural historians, a qualified archaeologist, and historic researchers were conducted on multiple occasions in 2008. During the field investigations, the boundaries of the APE were confirmed, and an assessment was made of all extant buildings and structures within the APE to determine if their age and integrity warranted application of NRHP criteria.

The field survey of historic and architectural resources included the following steps:

- A field survey consisting of a visual onsite examination of every parcel within the APE, including an assessment of integrity.
- Identification of the age of all major buildings, structures, objects, and potentially coherent districts located within the APE.
- Photography of each potential district feature, major structure, building, or object within the APE.
- Review in the field of previous survey data, comments from interested parties, and lists of significant historic properties.
- Following the field survey, site-specific research was conducted from the Los Angeles County Assessor’s on-line records.

Significant Historic and Architectural Resources Identified

The results of the records search; background research and field survey by qualified architectural historians will be recorded on California Historic Resource Inventory forms (Series Department of Parks and Recreation [DPR] 523) to be submitted to the California SHPO. Per agreement with SHPO, the inventory forms and a technical document to this EIS entitled “Historic Property Survey and Effects Report “ will be prepared once the Locally Preferred Alternative has been selected (which will be addressed in the Final EIS).

Properties listed in the NRHP or determined eligible for listing in the NRHP are automatically listed in the California Register. The final determination of historic properties listed below is subject to change as a result of Section 106 consultation with the SHPO regarding NRHP eligibility, which is pending submission of the Historic Property Survey and Effects Report. Table 4-58 identifies all properties which have been identified in the APE that will be evaluated according to NRHP criteria as a result of the Section 106 compliance process for the proposed project, grouped by the preliminary findings of NRHP listing or eligibility.

**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
 (June 2008 Alternatives Analysis)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Individual Property Listed Nationally (1S1/1CS/1CL)										
NRHP Listed										
Pellissier Building and Wiltern Theater	3780	Wilshire Blvd	Los Angeles	X		5093-006-030	1931	1S		2/23/1979
Los Altos Apartments	4121	Wilshire Blvd	Los Angeles	X		5504-009-002	1925	1S		7/1/1999
Angelus Mesa Branch Library	2700	W 52nd St	Los Angeles	X	X	5006-025-900	1929	1S		
Centinela Springs	700	Warren Ln	Inglewood	X	X	4015-015-900	----	1CS or 1CL		
Veteran's Memorial Building	330	Centinela Ave	Inglewood	X	X	4015-015-900	1934	1CS or 1CL		
Rancho Aguaje de Centinela Adobe	7634	Midfield Ave	Inglewood	X	X	4127-003-900	1834	1S		
Hangar One	5701	W Imperial Hwy	Los Angeles	X	X	----	1929	1S		7/30/1992
NRHP Officially Determined Eligible (2S2)										
May Company (Robinsons-May when designated, now Macy's)	4005	Crenshaw Blvd	Los Angeles	X	X	5032-002-055	1947	2S2		3/8/2004
NRHP Appears Eligible (3S)										
St James' Episcopal Church	3903	Wilshire Blvd	Los Angeles	X		5504-028-001	1926	3S		
Wilshire United Methodist Church	4350-66	Wilshire Blvd	Los Angeles	X			1925	3S		
Harbor Building	4201	Wilshire Blvd	Los Angeles	X		5504-008-009	1958	3S		
House	1161	Crenshaw Blvd	Los Angeles	X		5082-025-009	1911	3S		



Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
(June 2008 Alternatives Analysis) (continued)

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
House	1183	Crenshaw Blvd	Los Angeles	X		5082-025-003	1911	3S		
House	1187	Crenshaw Blvd	Los Angeles	X		5082-025-002	1910	3S		
House	1195	Crenshaw Blvd	Los Angeles	X		5082-024-032	1911	3S		
House	1199	Crenshaw Blvd	Los Angeles	X		5082-024-031	1909	3S		
House	1209	Crenshaw Blvd	Los Angeles	X		5082-024-029	1909	3S		
House	1216	Crenshaw Blvd	Los Angeles	X		5081-001-020	1910	3S		
House	1220	Crenshaw Blvd	Los Angeles	X		5081-001-021	1916	3S		
House	1226	Crenshaw Blvd	Los Angeles	X		5081-001-022	1916	3S		
House	1240	Crenshaw Blvd	Los Angeles	X		5081-001-025	1921	3S		
House	1241	Crenshaw Blvd	Los Angeles	X		5082-024-023	1912	5S2		
House	1246	Crenshaw Blvd	Los Angeles	X		5081-001-026	1911	3S		
House	1250	Crenshaw Blvd	Los Angeles	X		5081-001-027	1911	3S		
House	1251	Crenshaw Blvd	Los Angeles	X		5082-024-021	1911	3S		
House	1257	Crenshaw Blvd	Los Angeles	X		5082-024-020	1909	3S		
Paul R. Williams house	1690	S Victoria Ave	Los Angeles	X		5071-001-023	1951	3S/5S1		
Family Savings & Loan	3683	Crenshaw Blvd	Los Angeles	X	X	5046-023-024	1963	5S2		
Crenshaw Square	3860-3876	Crenshaw Blvd	Los Angeles	X	X	5033-003-003	1959	3S		
Angelus Funeral Home	3887	Crenshaw Blvd	Los Angeles	X	X	5045-019-040	1951	3S/5S2	A/C	
Broadway Dept. Store	4101	Crenshaw Blvd	Los Angeles	X	X	5032-002-054	1948	3S		
Dept of Water and Power Bldg.	4030	Crenshaw Blvd	Los Angeles	X	X	5033-004-900		3S		

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**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
 (June 2008 Alternatives Analysis) (continued)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Bank of America (now Liquor bank)	3610	Stocker St	Los Angeles	X	X	5024-008-025	1949	3S		
Maverick's Flat	4225	Crenshaw Blvd	Los Angeles	X	X	5024-008-005	1937	3S/5S1		
Great Western Savings and Loan (now Chase Bank)	4401	Crenshaw Blvd	Los Angeles	X	X	5013-013-013	1955	3S		
Crenshaw Ford	5311	Crenshaw Blvd	Los Angeles	X	X	5006-006-022	1937	3S		
Adee Do!	5457	Crenshaw Blvd	Los Angeles	X	X	5006-005-009	1926	3S		
Inglewood Park Cemetery	720	E Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929	1905	3S	C	
Inglewood Mausoleum, Inglewood Park Cemetery	720	E Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929	1914	3S	C	
Mausoleum of the Golden West, Inglewood Park Cemetery	720	E Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929	1935	3S	C	
Grace Chapel, Inglewood Park Cemetery	720	E Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929		3S	C	
Los Angeles Railway Substation, Inglewood Park Cemetery	720	E Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929	1905	3S	C	
Cemetery Office	720	Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929		3S	C	
Maintenance Building	720	Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929		3S	C	
Cenotaph	720	Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929		3S	C	
Mausoleum	720	E Florence Ave	Inglewood	X	X	4012-031-027 - 4012-031-929		3S	C	
Historic Palm Trees		E Florence Ave	Inglewood	X	X	----		3S	C	



**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
(June 2008 Alternatives Analysis) (continued)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Centinela Park (now Edward Vincent Jr Park)	700	Warren Ln	Inglewood	X	X	4015-015-900	----	7R	C	
Swimming Pool Building	700	Warren Ln	Inglewood	X	X	4015-015-900	----	7R	C	
Playhouse	700	Warren Ln	Inglewood	X	X	4015-015-900	----	7R	C	
Market Street State Historic District		Market St	Inglewood	X	X			3S		
Market Street State Historic District	100	N Market St	Inglewood	X	X	4021-007-024	1940	3S		
Market Street State Historic District	115	N Market St	Inglewood	X	X	4021-008-006	1949	3S		
Market Street State Historic District	200	S Market St	Inglewood	X	X			3S		
Market Street State Historic District	223	S Market St	Inglewood	X	X			3S		
Market Street State Historic District	170	N La Brea Ave	Inglewood	X	X	4021-008-008	1921	3S		
Merle Norman	9130	Bellanca Ave	Los Angeles	X	X	4125-010-015	1952	3S	C	
The Big Donut (now Randy's Donuts)	805	Manchester Ave	Inglewood	X	X	4127-026-023	1952	3S	C	
Individual Property Listed Locally (5S1)										
Hyde Park Congregational Church (site of)	6501-5	Crenshaw Blvd	Los Angeles	X	X		----	5S1		
Leimert Plaza	4395	Leimert Blvd	Los Angeles	X	X		----	5S1		
Institute of Musical Art	3210	W 54th St	Los Angeles	X	X	5006-011-016	1927	5S1		
Los Altos Apartments	4121	Wilshire Blvd	Los Angeles	X		5504-009-002	1925	5S1		7/1/1999
Holiday Bowl Coffee Shop	3730	S Crenshaw Blvd	Los Angeles	X	X		----	5S1		

**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
 (June 2008 Alternatives Analysis) (continued)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
NRHP Good Candidate for Eligibility, More Research Needed (7R)										
House	717	Crenshaw Blvd	Los Angeles	X			1919	6Y		10/14/1992
House	1186	Crenshaw Blvd	Los Angeles	X			1913	7N		
House	1236	Crenshaw Blvd	Los Angeles	X			1918	7N		
William Grant Still Residence	1262	S Victoria Ave	Los Angeles	X		5082-024-002	1923	7R		
House	1826	Crenshaw Blvd	Los Angeles	X		5072-001-024	1921	6Y		4/2/2002
House	1833	Crenshaw Blvd	Los Angeles	X			1922	6U		8/27/1996
House	1837	Crenshaw Blvd	Los Angeles	X			1922	6U		8/27/1996
House	3602	Crenshaw Blvd	Los Angeles	X			1925	6Y		7/1/1994
Apartments	3956	Crenshaw Blvd	Los Angeles	X	X		1939	7R		
Apartments	3964	Crenshaw Blvd	Los Angeles	X	X		1939	7R		
Industrial	3335	Exposition Pl	Los Angeles		X	5044-002-011	1949	7R		
Industrial	3307	Exposition Pl	Los Angeles		X	5044-002-012	1963	7R		
AT&SF Harbor Subdivision (now Burlington Northern Santa Fe [BNSF] Railway)	----	----	Los Angeles / Inglewood	X	X		1888	7R	C	
Underground outfitters	3651	Crenshaw Blvd	Los Angeles	X	X	5046-023-001	1940	5S2	C	
Crenshaw Discount Store	3657	Crenshaw Blvd	Los Angeles	X	X	5046-023-003	1941	7R	C	
WIC	3667	Crenshaw Blvd	Los Angeles	X	X	5046-023-004	1940	7R	C	
Thrifty House	3677	Crenshaw Blvd	Los Angeles	X	X			7R	C	

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Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
(June 2008 Alternatives Analysis) (continued)

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
United Care	3679	Crenshaw Blvd	Los Angeles	X	X	5046-023-007	1962	7R	C	
"Grand opening"	3681	Crenshaw Blvd	Los Angeles	X	X	5046-023-008	1942	7R	C	
Shear Tallent	3669	Crenshaw Blvd	Los Angeles	X	X	5046-023-005	1941	7R	C	
US Post Office	3884	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Art's Wings and Things	4213	Crenshaw Blvd	Los Angeles	X	X	5024-008-008	1941	7R	C	
Fashion Afrique	4281	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Magic Shears/Tatoo	4283	Crenshaw Blvd	Los Angeles	X	X	5024-007-006	1939	7R	C	
Vacant store front	4285	Crenshaw Blvd	Los Angeles	X	X	5024-007-007	1939	7R	C	
Exclusive Catering	4287	Crenshaw Blvd	Los Angeles	X	X	5024-007-008	1931	7R	C	
Vacant building	4345	Crenshaw Blvd	Los Angeles	X	X	5024-006-012	1937	7R	C	
Vacant building	4353	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Vacant building	4357	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Leimert Park Theater	3341	W 43rd Place	Los Angeles	X	X	5024-019-902	1932	7R	C	
Rexall Drug Store (now New Star Beauty)	3401	W 43rd Place	Los Angeles	X	X	5024-018-001	1995	7R	C	
Wigs Beauty Supply	3411	W 43rd Place	Los Angeles	X	X	5024-018-002	1931	7R	C	
Martin Building	3413	W 43rd Place	Los Angeles	X	X			7R	C	
Universal School of Beauty/Ahneva	3419	W 43rd Place	Los Angeles	X	X			7R	C	
Vacant	3423	W 43rd Place	Los Angeles	X	X	5024-018-006	1928	7R	C	
Leimert Plaza Park	4395	Leimert Blvd	Los Angeles	X	X	5024-018-900	1928	7R	C	
Tailor Cleaners	6622	Crenshaw Blvd	Los Angeles	X	X	4006-016-027	1961	7R	C	

CRENSHAW TRANSIT CORRIDOR PROJECT

**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
 (June 2008 Alternatives Analysis) (continued)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Bungalow Court	6621-27	Crenshaw Blvd	Los Angeles	X	X	4006-018-020	1936	7R	C	
Golden Day Pre School	6422	Crenshaw Blvd	Los Angeles	X	X	4006-010-027	1955	7R	C	
Coure S Motel	6100blk	Crenshaw Blvd	Los Angeles	X	X			7R	C	
St John the Evangelist Catholic Church	6028	S Victoria Ave	Los Angeles	X	X	4006-004-029	1946	7R	C	
St John Catholic School	6103	Crenshaw Blvd	Los Angeles	X	X	4006-004-031	1964	7R	C	
Engine Company No. 54 (closed 1989)	5730	Crenshaw Blvd	Los Angeles	X	X		1924	7R	C	
Dog Lovers	5700	Crenshaw Blvd	Los Angeles	X	X	5006-009-009	1939	7R	C	
HSEC	5462	Crenshaw Blvd	Los Angeles	X	X	5006-008-027	1936	7R	C	
Church	5460	Crenshaw Blvd	Los Angeles	X	X	5006-008-003	1933	7R	C	
Taj Mahal	5452-54	Crenshaw Blvd	Los Angeles	X	X	5006-008-004	1938	7R	C	
Masjid Bilal Ibn Rabah	5450	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Hartford	5440-44	Crenshaw Blvd	Los Angeles	X	X		1934	6U/7R	C	8/23/1995
Black Diamond	5430	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Equity Office	5424-28	Crenshaw Blvd	Los Angeles	X	X	5006-008-008	1927	7R	C	
Los Angeles Railway narrow gauge tracks in street	6814	Brynhurst Ave	Los Angeles	X	X		1905	7R	C	
House	3525	W 71st St	Los Angeles	X	X	4006-021-032	1923	7R	C	
Apartment	7100-10	West Blvd	Los Angeles	X	X	4006-035-001	1950	7R	C	
House	6815-15½	S Victoria Ave	Los Angeles	X	X	4006-023-004	c1920	7R	C	
Industrial		S Victoria Ave	Los Angeles	X	X			7R	C	

CRENSHAW TRANSIT CORRIDOR PROJECT



Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
(June 2008 Alternatives Analysis) (continued)

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Industrial	6809	S Victoria Ave	Los Angeles	X	X	4006-023-002	1947	7R	C	
Ozuna Car Restoration	6720	S Victoria Ave	Los Angeles	X	X	4006-024-026	1928	7R	C	
House	6714	S Victoria Ave	Los Angeles	X	X	4006-024-002	1922	7R	C	
House	6715	S Victoria Ave	Los Angeles	X	X	4006-022-012	1921	7R	C	
Sunrise Wood Products	6701	11th Ave	Los Angeles	X	X	4006-025-001	1937	7R	C	
Batson's Laundry	6732	Crenshaw Blvd	Los Angeles	X	X	4006-025-011	1950	7R	C	
Apartment	6635	Crenshaw Blvd	Los Angeles	X	X			7R	C	
House	6740	Brynhurst Ave	Los Angeles	X	X	4006-022-018	1923	7R	C	
House	6611	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Apartment	6601	Crenshaw Blvd	Los Angeles	X	X	4006-018-013	----	7R	C	
Apartment	6607-09	Crenshaw Blvd	Los Angeles	X	X	4006-018-014	1924	7R	C	
Apartment	6531	Crenshaw Blvd	Los Angeles	X	X	4006-018-010	----	7R	C	
Former Los Angeles Public Library	6527	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Apartment	6525	Crenshaw Blvd	Los Angeles	X	X			7R	C	
United Realtor	6515	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Chris' Cabinets	6437	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Chris' Cabinets	6423-27	Crenshaw Blvd	Los Angeles	X	X	4006-009-024	1921	7R	C	
Apartment	6417	Crenshaw Blvd	Los Angeles	X	X	4006-009-020	1964	7R	C	
House	6418	Crenshaw Blvd	Los Angeles	X	X			7R	C	
House	6412	Crenshaw Blvd	Los Angeles	X	X	4006-010-022	1921	7R	C	

CRENSHAW TRANSIT CORRIDOR PROJECT

**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
 (June 2008 Alternatives Analysis) (continued)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
House	6411	Crenshaw Blvd	Los Angeles	X	X	4006-009-019	1925	7R	C	
House	6403	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Hyde Park Church of God	6315	Crenshaw Blvd	Los Angeles	X	X	4006-009-007	1956	7R	C	
Bungalow Court	6219	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Leo McNally Assoc.	4708	Crenshaw Blvd	Los Angeles	X	X	5013-021-018	1938	7R	C	
	4716	Crenshaw Blvd	Los Angeles	X	X			7R	C	
House	4808	Crenshaw Blvd	Los Angeles	X	X	5013-020-002	1925	7R	C	
Saving Station	4810	Crenshaw Blvd	Los Angeles	X	X			7R	C	
	4816-18	Crenshaw Blvd	Los Angeles	X	X	5013-020-004	1920	7R	C	
	4822	Crenshaw Blvd	Los Angeles	X	X	5013-020-005	1920	7R	C	
	4824	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Hair Stylists	4900	Crenshaw Blvd	Los Angeles	X	X	5013-020-032	1925	7R	C	
House	4908½	Crenshaw Blvd	Los Angeles	X	X	5013-020-011	1925	7R	C	
Apartment	4916	Crenshaw Blvd	Los Angeles	X	X	5013-020-013	1940	7R	C	
Apartment	4924	Crenshaw Blvd	Los Angeles	X	X	5013-020-014	1924	7R	C	
Bethesda	4936	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Margarita's Fine Mexican	5026	Crenshaw Blvd	Los Angeles	X	X	5013-019-020	1920	7R	C	
Sweet Hour of Prayer Center	5100	Crenshaw Blvd	Los Angeles	X	X	5013-019-021	1926	7R	C	
Bargain House Equipment	5322-24	Crenshaw Blvd	Los Angeles	X	X	5006-007-004	1940	7R	C	
Blessed Hands	5346-52	Crenshaw Blvd	Los Angeles	X	X			7R	C	

CRENSHAW TRANSIT CORRIDOR PROJECT



Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
(June 2008 Alternatives Analysis) (continued)

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Liquor Store	5360	Crenshaw Blvd	Los Angeles	X	X	5006-007-001	1908	7R	C	
Urban League	5414	Crenshaw Blvd	Los Angeles	X	X	5006-008-026	1966	7R	C	
Post Office	5472	Crenshaw Blvd	Los Angeles	X	X	5006-008-028	1925	7R	C	
Earl Scheib	5710	Crenshaw Blvd	Los Angeles	X	X	5006-009-008	1941	7R	C	
Apartment	3339	W 59th Place	Los Angeles	X	X	4005-006-001	1930	7R	C	
Retail	6310-12	Crenshaw Blvd	Los Angeles	X	X	4006-010-007	1950	7R	C	
House	6320	Crenshaw Blvd	Los Angeles	X	X	4006-010-012	1920	7R	C	
Store	6510	Crenshaw Blvd	Los Angeles	X	X			7R	C	
Dept. of Water & Power Transformer Station #18	3316	W 60th St	Los Angeles	X	X	4006-003-900		7R	C	
Centra	10300	Aviation Blvd	Los Angeles	X	X	4129-033-901	1961	7R		
Cubic	10200	Aviation Blvd	Los Angeles	X	X	4129-033-900	1951	7R		
Nude & Shop	5601	W Century Blvd	Los Angeles	X	X	4125-026-007	1959	7R	C	
VIP Tours	9830	Bellanca Ave	Los Angeles	X	X	4125-026-009	1945	7R	C	
Secom	9606	Bellanca Ave	Los Angeles	X	X	4125-021-026	1951	7R	C	
Travel Lodge	5447	W Century Blvd	Los Angeles	X	X	4128-024-902	1954	7R	C	
Merle Norman	9035	Bellanca Ave	Los Angeles	X	X	4125-010-017	1970	7R	C	
Merle Norman	9030	Bellanca Ave	Los Angeles	X	X	4125-010-014	1950	7R	C	
M & R Motors	9020	Bellanca Ave	Los Angeles	X	X	4125-010-013	1951	7R	C	
No Tenant	9010	Bellanca Ave	Los Angeles	X	X	4125-010-012	1951	7R	C	
Oakstone	9000	Bellanca Ave	Los Angeles	X	X	4125-010-011	1959	7R	C	

**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
 (June 2008 Alternatives Analysis) (continued)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Regent	8924	Bellanca Ave	Los Angeles	X	X	4125-010-010	1952	7R	C	
CII	8900	Bellanca Ave	Los Angeles	X	X	4125-010-009	1953	7R	C	
Air Market Express	8840	Bellanca Ave	Los Angeles	X	X		?	7R	C	
CFS Trucking	8820	Bellanca Ave	Los Angeles	X	X	4125-018-009	1949	7R	C	
Enterprise	8700	Bellanca Ave	Los Angeles	X	X	4125-018-012	1956	7R	C	
Office	8622	Bellanca Ave	Los Angeles	X	X	4125-018-003	1969	7R	C	
WSG Club	5630	W Manchester Ave	Los Angeles	X	X	4125-018-015	1966	7R	C	
Gas- Exxon	9131	Aviation Blvd	Inglewood	X	X	4126-020-012	1954	7R	C	
UWLA	1155	Aviation Blvd	Los Angeles	X	X		?	7R	C	
Soule	8911	Aviation Blvd	Inglewood	X	X	4126-019-010	1952	7R	C	
YMT tours	8831	Aviation Blvd	Inglewood	X	X	4126-002-007	1942	7R	C	
Industrial	8619	Aviation Blvd	Inglewood	X	X	4126-001-016	1959	7R	C	
Airport Propane	8613	Aviation Blvd	Inglewood	X	X	4126-001-017	1960	7R	C	
Industrial	8410	Osage Ave	Los Angeles	X	X	4127-024-005	1949	7R	C	
Industrial	8412-16	Osage Ave	Los Angeles	X	X	4127-024-006	1951	7R	C	
Dagmar	8420	Osage Ave	Los Angeles	X	X	4127-024-004	1946	7R	C	
Rode Bros. Flooring	8406	Osage Ave	Los Angeles	X	X		?	7R	C	
Industrial	8332	Osage Ave	Los Angeles	X	X	4127-024-002	1953	7R	C	
Kaiser Homes Plant (now LA County Public Works)	5550	W 83rd Ave	Los Angeles	X	X	4127-024-901	?	7R	C	
County Public Works	5540	W 83rd Ave	Los Angeles	X	X	4127-024-901	?	7R	C	
County Public Works	5530	W 83rd Ave	Los Angeles	X	X	4127-024-901	?	7R	C	

CRENSHAW TRANSIT CORRIDOR PROJECT



Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
(June 2008 Alternatives Analysis) (continued)

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Building 1 - Flood Main.	5520	W 83rd Ave	Los Angeles	X	X	4127-024-901	?	7R	C	
Building 3	5520	W 83rd Ave	Los Angeles	X	X	4127-024-901	?	7R	C	
Building 4	5520	W 83rd Ave	Los Angeles	X	X	4127-024-901	?	7R	C	
Jason Cos.	5500	W 83rd Ave	Los Angeles	X	X	4127-024-001	1960	7R	C	
LAX Towing	5550	W Manchester Ave	Los Angeles	X	X	4126-001-010	1953	7R	C	
Auto Up.	1201	W Manchester Ave	Los Angeles	X	X	4127-024-020	1957	7R	C	
Housing Tract	5500-92	W 82nd Ave	Los Angeles	X	X	4127-023-010 - 4127-023-028	1950	7R	C	
Housing Tract	5400-42	W 82nd Ave	Los Angeles	X	X	4127-023-001 - 4127-023-009	1950	7R	C	
Westchester Playhouse	8301	Hindry Ave	Los Angeles	X	X	4127-025-019	1947	7R	C	
Charles Caine Co.	8325	Hindry Ave	Los Angeles	X	X	4127-025-011	1950	7R	C	
DataLink	8335	Hindry Ave	Los Angeles	X	X	4127-025-013	1958	7R	C	
Zephyr Co.	201	Hindry Ave	Inglewood	X	X	4127-029-001	1952	7R	C	
Westchester Self-storage	930	W Florence Ave	Inglewood	X	X	4127-028-004	1941	7R	C	
Florence Bakery	936	W Florence Ave	Inglewood	X	X	4127-028-002	?	7R	C	
Ryder	5366	W 83rd Ave	Inglewood	X	X		1957	7R	C	
Stiletto Enterprises	8295	S La Cienega	Inglewood	X	X	4127-005-018	1967	7R	C	
Louis Jr.	8425	S La Cienega	Inglewood	X	X	4127-026-022	1961	7R	C	
House	129	N Ash Ave	Inglewood	X	X	4018-008-008	1939	7R	C	
	126-36	E Florence Ave	Inglewood	X	X		?	7R	C	
House	708-710	E Florence Ave	Inglewood	X	X	4015-022-012	1937	7R	C	
	701	Augusta St	Inglewood	X	X	4018-002-051	1963	7R	C	
Classic Flowers	707	Augusta St	Inglewood	X	X	4018-002-052	1969	7R	C	
Warehouse	647	Augusta St	Inglewood	X	X	4018-002-001	1952	7R	C	
Eubank Products	433	W Florence Ave	Inglewood	X	X	4020-004-033	1942 ?	7R	C	

**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
 (June 2008 Alternatives Analysis) (continued)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
	500	W Florence Ave	Inglewood	X	X	4018-007-019	1962	7R	C	
Unitron	420	W Florence Ave	Inglewood	X	X	4020-004-032	1964	7R	C	
Trinity Bldg (now Faithful Central Bible Church)	311	W Florence Ave	Inglewood	X	X	4020-005-011	1975 ?	7R	C	
Store	235	W Florence Ave	Inglewood	X	X	4020-021-007	1929	7R	C	
Auto Shop	300	W Florence Ave	Inglewood	X	X	4020-006-001	1960	7R	C	
Southern California Edison Substation		W Florence/ Fir	Inglewood	X	X	4020-021-810	?	3S	C	
Furniture Outlet	217	N La Brea Ave	Inglewood	X	X	4015-029-003	1926	7R	C	
Hotel	201	N La Brea Ave	Inglewood	X	X	4015-029-004	1925	7R	C	
Coley's Jamaican Restaurant	300	E Florence Ave	Inglewood	X	X	4015-027-031	1967	7R	C	
Salon Ambiance	317	E Florence Ave	Inglewood	X	X	4015-019-001	1946	7R	C	
	319	E Florence Ave	Inglewood	X	X	4015-019-002	1930	7R	C	
	321-25	E Florence Ave	Inglewood	X	X	4015-019-003	1946	7R	C	
	333	E Florence Ave	Inglewood	X	X	4015-019-005	1943	7R	C	
VFW Post 2122	335	E Florence Ave	Inglewood	X	X	4015-019-006	1953	7R	C	
Ber Mar Pet Hospital	349	E Florence Ave	Inglewood	X	X	4015-019-007	1935	7R	C	
Mini Vans	403	E Florence Ave	Inglewood	X	X	4015-019-021	1937	7R	C	
	405	E Florence Ave	Inglewood	X	X	4015-019-022	1937	7R	C	
Phenomenal Realty	407	E Florence Ave	Inglewood	X	X	4015-019-017	1949	7R	C	
St John's Church	530-538	E Florence Ave	Inglewood	X	X	4015-023-015	1953	7R	C	



Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
(June 2008 Alternatives Analysis) (continued)

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
Church Buildings	540-550	E Florence Ave	Inglewood	X	X	4015-023-016	1964	7R	C	
House	600	E Florence Ave	Inglewood	X	X	4015-022-001	1933	7R	C	
House	608	E Florence Ave	Inglewood	X	X	4015-022-027	1926	7R	C	
House	612	E Florence Ave	Inglewood	X	X	4015-022-004	1938	7R	C	
House	618	E Florence Ave	Inglewood	X	X	4015-022-005	1926	7R	C	
House	700	E Florence Ave	Inglewood	X	X	4015-022-011	1910	7R	C	
House	708	E Florence Ave	Inglewood	X	X	4015-022-012	1937	7R	C	
House	714	E Florence Ave	Inglewood	X	X	4015-022-013	1926	7R	C	
Huntington Browne	455	Prairie Ave	Inglewood	X	X	4015-022-014	1961	7R	C	
Industrial	200	E Beach Ave	Inglewood	X	X	4015-018-004	1958	7R	C	
Industrial	300	E Beach Ave	Inglewood	X	X	4015-017-011	1946	7R	C	
Industrial	308	E Beach Ave	Inglewood	X	X	4015-017-010	1946	7R	C	
NSA	312	E Beach Ave	Inglewood	X	X			7R	C	
Shardz	316	E Beach Ave	Inglewood	X	X			7R	C	
Very Healthy	322	E Beach Ave	Inglewood	X	X			7R	C	
House	375	La Colina Dr	Inglewood	X	X	4015-017-020	1922	7R	C	
House	373	La Colina Dr	Inglewood	X	X	4015-017-019	1955	7R	C	
House	367	La Colina Dr	Inglewood	X	X	4015-017-018	1923	7R	C	
House	355	La Colina Dr	Inglewood	X	X	4015-017-021	1923	7R	C	
House	341	La Colina Dr	Inglewood	X	X	4015-017-016	1940	7R	C	
House	337	La Colina Dr	Inglewood	X	X	4015-017-015	1922	7R	C	

**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
 (June 2008 Alternatives Analysis) (continued)**

Location Information							Historic Property Evaluation			
Resource Name	Number	Street	City	BRT	Base LRT	APN	Year Built	CHR Status Code	NRHP Criteria (ABC)	Date of Evaluation
House	333	La Colina Dr	Inglewood	X	X	4015-017-014	1925	7R	C	
House	377	La Colina Dr	Inglewood	X	X	4015-016-016	1922	7R	C	
House	381	La Colina Dr	Inglewood	X	X	4015-016-017	1952	7R	C	
House	401	La Colina Dr	Inglewood	X	X	4015-016-018	1954	7R	C	
House	405	La Colina Dr	Inglewood	X	X	4015-016-019	1922	7R	C	
House	411	La Colina Dr	Inglewood	X	X	4015-016-020	1954	7R	C	
House	415	La Colina Dr	Inglewood	X	X	4015-016-021	1952	7R	C	
House	419	La Colina Dr	Inglewood	X	X	4015-016-022	1953	7R	C	
House	423	La Colina Dr	Inglewood	X	X	4015-016-023	1922	7R	C	
Commercial Bldg	1101	E Redondo Blvd	Inglewood	X	X	4013-007-028	1920	7R	C	
Commercial Bldg	1113	E Redondo Blvd	Inglewood	X	X	4013-007-026	1947	7R	C	
Commercial Bldg	1115	E Redondo Blvd	Inglewood	X	X			7R	C	
Commercial Bldg	1133	E Redondo Blvd	Inglewood	X	X	4013-007-021	1953	7R	C	
Commercial Bldg	6907	West Blvd	Inglewood	X	X	4013-008-001	1949	7R	C	
Commercial Bldg	1145	E Florence Ave	Inglewood	X	X	4013-008-002	1957	7R	C	
Commercial Bldg	1135	E Florence Ave	Inglewood	X	X	4013-008-003	1948	7R	C	
Commercial Bldg	1131	E Florence Ave	Inglewood	X	X	4013-008-005	1949	7R	C	
Commercial Bldg	6819	West Blvd	Inglewood	X	X	4013-007-030	1951	7R	C	
Commercial Bldg	6813	West Blvd	Inglewood	X	X	4013-007-031	1948	7R	C	
Commercial Bldg	6811	West Blvd	Inglewood	X	X		1949	7R	C	

Source: Jones and Stokes, 2008

APN = Assessors Parcel Number, CR – California Register, NR – National Register



**Table 4-58. Crenshaw Transit Corridor: NHPA Section 106 Historic Properties
(June 2008 Alternatives Analysis) (continued)**

CHR Status Codes:

1S - Individual property listed in NR by the Keeper. Listed in the CR.

3S - Appears eligible for NR as an individual property through survey evaluation.

7R - Identified in Reconnaissance Level Survey: Not evaluated.

1CS - Listed in the CR as individual property by the SHRC.

5S2 - Individual property that is eligible for local listing or designation.

6Y - Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.

1CL - Automatically listed in the CR – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

5S1 - Individual property that is listed or designated locally.

7N - Needs to be reevaluated (Formerly NR Status Code 4)

2S2 - Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.

6U - Determined ineligible for NR pursuant to Section 106 without review by SHPO.

NRHP Listing Criteria:

A – Associated with events that have made a significant contribution to the broad patterns of our history.
C – Embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master, or possessing high artistic value, or representing a significant and distinguishable entity whose components may lack individual distinction.

The records search, field surveys, and subsequent research identified the following, which are described in further detail in subsequent subsections:

- Seven individual properties were previously listed in the NRHP (California Historical Resource [CHR] status code of 1S).
- Pellissier Building and Wiltern Theater
- Angelus Mesa Branch Library
- Hangar One at Los Angeles International Airport in the City of Los Angeles
- Centinela Springs
- Veterans’ Building
- Rancho Aguajo de Centinela Adobe
- One property previously determined eligible for the NRHP from a previous survey (CHR status code 2S2).
- May Company (known as Robinsons-May when designated, now Macy’s Department Store).



- Forty-nine properties appear NRHP eligible (CHR status code 3S). SHPO Concurrence with eligibility findings will be requested under separate correspondence.
- Five properties that are already locally listed (CHR status code 5S1).
 - ▶ Hyde Park Congregational Church (site of)
 - ▶ Institute of Musical Art
 - ▶ Holiday Bowl Coffee Shop (now Starbuck's) (façade and architectural treatment of the restaurant/café)
 - ▶ Leimert Plaza
 - ▶ Los Altos Apartments
- Approximately two hundred thirty properties that may meet eligibility requirements (CHR status code 7R).

4.11.3.3 Definition of Period of Significance

The period of significance is that period of time in which the property achieved significance. The period may be as short as one year, as in the case of an architecturally-significant property built in a given year. A property can also have achieved significance during several distinct periods of time, as in the case of an archaeological site. In the case of a historic district, or a complex of buildings and features, the date of significance is the date of the oldest building within the boundaries of the property proposed for nomination. The ending date of the period of significance is the time by which significant development of the property, or the property's importance ended. Therefore, significant dates are those that mark pivotal events or eras within the historic period of significance.

4.11.3.4 Paleontological Resources Identified

Paleontological Review

A paleontological review was conducted in January 2008 for the proposed project. Below are the results from research and consultation with Dr. Samuel McLeod, Vertebrate Paleontologist, of the Natural History Museum of Los Angeles County. According to geologic mapping and museum collections records, the proposed project alignment and alternative routes are immediately underlain by Quaternary alluvium of Holocene age (less than 10,000 years before present [BP]) and Pleistocene age (1.8 million years ago [Ma] to 10,000 BP). These geologic sediments, and their paleontological resource potential, are discussed in more detail below.

Quaternary Alluvium

Younger Quaternary alluvium underlies portions of the project area that traverse a southwest-northeast trending drainage in the northernmost project area and along Crenshaw Boulevard between Adams Boulevard and 48th Street. The remainder of the project area is underlain by older Quaternary alluvium of Late Pleistocene age. Surficial deposits of younger Quaternary alluvium consist of unconsolidated gravel, sand, silt, and clay deposited in modern stream channels and fluvial slope wash. These young sediments may overlie "older alluvium" of Pleistocene age at varying depths. Older



alluvial sediments may be too moderately consolidated but are generally only distinguishable through relative dating and stratigraphic position. Holocene-aged deposits contain the remains of modern organisms and are too young to contain fossils. Fossil localities in older Quaternary alluvium deposits throughout southern California have yielded terrestrial vertebrates such as mammoths, mastodons, ground sloths, dire wolves, short-faced bears, saber-toothed cats, horses, camels, and bison. Fossilized invertebrates and plant remains have also been collected from this unit. Younger alluvium is determined to have a low potential for paleontological resources but is often underlain by older alluvium, which is determined to have a high potential for paleontological resources.

Project Area

According to geologic mapping, the proposed project area is underlain by older and younger Quaternary alluvium. Museum collection records maintained by the Natural History Museum of Los Angeles County (LACM) were searched and 11 previously recorded vertebrate fossil localities were discovered within a 1-mile radius of the project area (Table 4-59). With the exception of a slight southwesterly drainage that occurs from Western Avenue and Wilshire Boulevard to approximately the intersection of Vineyard and Venice Avenues, and the area south of the intersection of Adams Boulevard and the Santa Monica Freeway (I-10 Freeway), the project area is considered an area with high paleontological sensitivity. The drainage area is considered to have a low paleontological sensitivity. The project area, starting at the Crenshaw Boulevard/Exposition Boulevard intersection, southward to just east of the Baldwin Hills at Crenshaw Boulevard, is considered an area with low paleontological sensitivity and the area from Baldwin Hills south to the terminus of the mid-corridor is considered an area with high paleontological sensitivity. Based upon the results of the paleontological research the entire project area is considered an area with high paleontological sensitivity.

4.11.4 Environmental Impacts/Environmental Consequences**4.11.4.1 Methodology**

Potential impacts were determined by comparing the effects of the proposed Metro Crenshaw Transit Corridor Project to historic properties against NEPA/Section 106 and Section 4(f) and CEQA criteria. These criteria are defined in the following subsections.

NEPA/Section 106 and Section 4(f) Impacts***NEPA Impact Criteria***

In order to comply with Section 106 of the National Historic Preservation Act, any effects of the proposed undertaking on properties listed in or determined eligible for inclusion in the NRHP must be analyzed by applying the Criteria of Adverse Effect [36 CFR Part 800.5(a)], as follows:

(1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original

Table 4-59. Paleontological Localities Located Within a 1-mile Radius of the Project Area

LACM Locality Number (s) and Approximate Location	Geologic Formation	Age	Taxa
LACM 6204; near the intersection of Wilshire Blvd & Western Ave	Quaternary deposits	Late Pleistocene	<i>Mammuthus</i> (mammoth)
LACM 7137; Venice Blvd & Vineyard Ave	Quaternary deposits	Late Pleistocene	<i>Mammutidae</i> (mastodon), <i>Camelidae</i> (camel), <i>Bison</i> (bison)
LACM 1198, 1814, 5599; La Brea Ave & Wilshire Blvd	Asphalt deposits	Late Pleistocene	<i>Mammut</i> (mastodon), <i>Preptoceras sinclairi</i> (bovid), <i>Camelops</i> (camel)
LACM 1159; along Rodeo Rd near the intersection with Buckingham Rd west of Crenshaw Blvd	Quaternary deposits	Late Pleistocene	Fossil vertebrates, invertebrates
LACM 3252; south of Hyde Park Blvd and east of Crenshaw Blvd west of 8th Ave	Quaternary deposits	Late Pleistocene	<i>Bison</i> (bison), <i>Camelops</i> (camel)
LACM 1170; in Centinela Park, east of Centinela Ave & Florence Ave	Quaternary deposits (sands)	Late Pleistocene	<i>Fulica americana</i> (coot), <i>Megalonyx jeffersoni</i> (ground sloth), <i>Mammut americana</i> (mastodon), <i>Rodentia</i> (rodent), <i>Mustela frenata</i> (weasel), <i>Smilodon californicus</i> (saber-tooth cat), <i>Equus</i> (horse), <i>Platygonus</i> (peccary), <i>Camelops hesternus</i> (camel), <i>Capromeryx minor</i> (pronghorn antelope), <i>Odocoileus hemionus</i> (deer), <i>Bison antiquus</i> (bison)
LACM 1180; near the intersection of Manchester Ave and Airport Blvd	Quaternary deposits	Late Pleistocene	<i>Mammuthus</i> (mammoth), <i>Equus</i> (horse)
LACM 4942; near the intersection of Manchester Ave and Airport Blvd	Quaternary deposits	Late Pleistocene	<i>Bison</i> (bison)
LACM 3789; south of Manchester Ave and east of Bellanca Ave	Quaternary deposits	Late Pleistocene	<i>Citharichthys stigmaeus</i> (speckled sanddab), <i>Mammuthus</i> (mammoth), <i>Rodentia</i> (rodent)
LACM 7332; north of Century Blvd and east of Airport Blvd	Quaternary deposits	Late Pleistocene	<i>Mammuthus</i> (mammoth)
LACM 3264;LAX	Quaternary deposits	Late Pleistocene	<i>Proboscidea</i> (fossil elephant)

Source: Jones and Stokes, 2008



evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

(2) Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:

(i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;

(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Section 106 criteria apply to archaeological, historic and architectural resources that are listed in or eligible for listing in the NRHP. The Section 106 criteria do not apply to paleontological resources.

In addition, as defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., "temporary use").
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

A direct use of a Section 4(f) resource takes place when property is permanently incorporated into a proposed transportation project (23 CFR Section 771.135[p][1]). This



may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed regulatory limits noted below (23 CFR Section 771.135[p][7]).

A temporary use of a Section 4(f) resource occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. Under the FTA/FHWA regulations (23 CFR Section 771.135[p][7]), a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy must be of temporary duration (i.e., shorter than the period of construction) and not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There are no permanent adverse physical effects on the protected resource, and there will be no temporary or permanent interference with activities or purpose of the resource.
- The property being used must be fully restored to a condition that is at least as good as that which existed prior to the proposed project.
- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

A constructive use of a Section 4(f) resource happens when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (i.e., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR Section 771.135[p][2]). Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made through the following practices:

- Identification of the current activities, features, or attributes of the resource that may be sensitive to proximity impacts;
- Analysis of the potential proximity impacts on the resource;
- Consultation with the appropriate officials having jurisdiction over the resource (23 CFR Section 771.135[p][6]).

4.11.4.2 No Build Alternative

The No Build Alternative would include all existing highway and transit services and facilities, the committed highway and transit projects in Metro's current LRTP, and the committed highway and transit projects in SCAG's 2008 RTP. Although the No Build Alternative would include construction, the location of the projects under this alternative would not disturb archaeological or paleontological resources, or to demolish or alter historic or architectural resources within the APE. In addition, the projects under the No Build Alternative will undergo project-specific environmental review, as appropriate.

**4.11.4.3 TSM Alternative**

The TSM Alternative enhances the No Build Alternative and improves upon the existing Metro Rapid bus services (Metro Rapid Lines 710 and 740) along Crenshaw Boulevard, La Brea Avenue, and Hawthorne Boulevard. The alternative emphasizes more frequent service and intersection improvements to reduce delay. There would not be a substantial permanent change to the physical environment or a direct physical effect on the cultural resources within the APE. Because no construction is associated with the TSM Alternative, there would be no potential to disturb archaeological or paleontological resources, or to demolish or alter historic or architectural resources.

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).

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.

Where the BRT Alternative has construction components that require excavation, or where new land may be taken, the BRT alternative has the potential to affect archaeological resources, historic and architectural resources, or paleontological resources as discussed below.

Archaeological Resources

No new surficial archaeological resources were identified within the project area. The locations of the pre-recorded sites within the project area boundaries have been developed and no surficial evidence of the sites were observed during the archaeological reconnaissance survey. The majority of the project area is developed (residential, retail, industrial) and disturbed from existing roads, railroad alignments and landscape vegetation. There is little to no visible land surface and the few vacant lots that are located along the project route are gated, inaccessible and appear to be disturbed from past development. However, shallow archaeological deposits may exist beneath the disturbed land surface. Of the pre-recorded sites, one was identified at 11 feet below the surface; therefore, even with the majority of the project area developed, there is the potential for buried archaeological deposits beneath the developed land surface. Of the nineteen previous cultural resource studies conducted within the project area, only nine were conducted within the past eight years, and of those nine studies, only three cover portions of the linear project route.

Most of the construction of the BRT Alternative would be surface changes to pavement, sidewalks, and curbs, which have little potential to affect previously undisturbed archaeological resources. However, archaeological resources could be affected by elevated

guideway segments that require footings, if grading is required, if property takes include previously undisturbed ground, or if excavation is required for building foundations. Mitigation Measure **CR1**, as described below, would be implemented to insure no adverse impact would occur to archaeological resources.

No known archaeological resources listed in or eligible for listing in the NRHP would be affected by the BRT Alternative. However, discovery of archaeological resources is possible during construction, and if a NRHP-eligible archaeological resource is damaged or destroyed, construction of the BRT Alternative would result in an adverse effect under Section 106 and NEPA.

Historic and Architectural Resources

The BRT Alternative is not expected to adversely affect the vast majority of historical and architectural resources identified in Table 4-58. Most of the construction would occur within areas currently paved with asphalt, concrete sidewalk or railroad right-of-way. The platform stations and pavement construction would have a negligible visual effect on this heavily developed urban corridor. While there may be minor indirect impacts to other historic properties within the APE, they are not expected to be adverse, would not require mitigation and do not warrant detailed analysis in this document.

However, there is one architectural resource where the BRT Alternative would have an indirect effect, the Edison Transformer House, and one with a direct physical effect, the Century Lounge (formerly Carolina Lanes Bowling Center).

The **Edison Transformer House**, Figure 4-32, is an early example of a small-scale power distribution station/transformer house for the Edison power company. It retains a high level of integrity from the period of significance. The exact construction date for the building is not known; however, it appears to date to the early 1920s. The Edison Transformer House appears eligible for listing in the NRHP under Criterion C, as a good, intact example of a type: electric power generating and distribution station.

The BRT running way follows an elevated structure approximately 38 feet high where it passes the Edison Transformer House which would introduce a visual change in the setting of the property. The building is distanced from the elevated section of the BRT by approximately 115 feet. The primary character defining elevation of the building faces south onto Florence Avenue, with secondary character defining elevations facing east and west. The elevated structure would be north of the rear facing elevation, which is not a primary character defining elevation. Due to the distance from the proposed elevated section of the right-of-way, and the orientation of the building, effects on the Edison Transformer House would not be adverse, and no mitigation would be required.

The Century Lounge (formerly Carolina Lanes Bowling Center, Figure 4-33) is a good and increasingly rare example of Googie architecture as applied to a bowling center. The building has undergone exterior alterations; however, it still retains sufficient integrity to convey its significance from the period of significance, and appears eligible for the NRHP under Criterion C. The period of significance for the property is 1959–1965.



Figure 4-32. Edison Transformer House – 200 Block of West Florence Avenue



Figure 4-33. Century Lounge (formerly Carolina Lanes Bowling Center) – 5601 West Century Boulevard



Construction of the BRT would introduce an elevated station and approach that would run immediately adjacent to the existing elevated BNSF railroad right-of-way and bridge. Construction of the elevated structure would require a property take and potential demolition of the Century Lounge (formerly Carolina Lanes Bowling Center). If demolition of the building occurs, it would be an adverse effect under Section 106 Criteria of Adverse Effect (i), “damage to all or part of a property” and would be a Direct Use under Section 4(f).

The other NRHP-eligible historic properties listed in Table 4-57 would not result in a direct use (acquisition or permanent easement); temporary occupancy resulting in use (long term occupancy of site, change in ownership, permanent easement and/or involves major amount of land); and constructive use (proximity impacts i.e., visual and/or noise that would result in substantial impairment of contributing features of the resource).

Therefore, Century Lounge (formerly Carolina Lanes Bowling Center) is the only historic site that would have a Section 4(f) use under the BRT Alternative.

An avoidance alternative that allows the station to be built in the parking lot, but does not require demolition of the building shall be developed. If the building continues operating in its current capacity, or is incorporated into the project and is adaptively reused in consultation with SHPO and in accordance with the Secretary of the Interior's Standards for Rehabilitation, then harm to the resource would have been minimized.

Consultation with the SHPO and other cultural resources stakeholders has been initiated, and is described in this section. Metro and FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect for these resources. In addition, Mitigation Measures **CR2** through **CR4** and **CR7** would be implemented to reduce impacts to historic properties and structures.

Paleontological Resources

Based upon the results of the paleontological research the entire project area is considered an area with high paleontological sensitivity. Implementation of Mitigation Measure **CR5**, as described below, would be implemented as appropriate to ensure no adverse impact would occur.

4.11.4.4 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.

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.

Archaeological Resources

No new surficial archaeological resources were identified within the proposed project area. The locations of the pre-recorded sites within the proposed project boundaries have been developed and no surficial evidence of the sites were observed during the archaeological reconnaissance survey. The majority of the project area is developed (residential, retail, industrial) and disturbed from existing roads, railroad alignments and landscape vegetation. There was little to no visible land surface and the few vacant lots that are located along the project route are gated, inaccessible and appear to be disturbed from past development. However, shallow archaeological deposits may exist beneath the disturbed land surface. Of the pre-recorded sites, one was identified eleven feet below the surface; therefore, even with the majority of the project area developed, there is the potential for buried archaeological deposits beneath the developed land surface. Of the 19 previous cultural resource studies conducted within the proposed project area, only nine were conducted within the past eight years, and of those nine studies, only three cover portions of the linear project route.



The Base LRT Alternative has the potential to affect archaeological sites where excavation or grading is needed for below grade configuration, footings for the aerial configuration, or foundations for traction power substations, other buildings or station platforms.

No known archaeological resources listed in or eligible for listing in the NRHP would be affected by the Base LRT Alternative. However, discovery of archaeological resources is possible during excavation activities. Mitigation Measure **CR1**, as described below, would be implemented to insure no adverse impact would occur to archaeological resources. If a NRHP-eligible archaeological resource is damaged or destroyed, construction of the Base LRT Alternative would result in an adverse effect under Section 106 and NEPA.

Historic and Architectural Resources

The Base LRT Alternative effects on historic and architectural resources are focused on an evaluation of potentially direct impacts, buildings close to major excavation, and the introduction of major visual elements such as elevated guideways and support columns, stations, traction power substations, properties to be acquired and where major permanent changes are made to the setting. The portions of the Base LRT Alternative that are at-grade in the existing street or rail right-of-way are not expected to introduce elements that are out of character with this heavily developed urban corridor. Rail transit in the project area had a historic precedent with the Los Angeles Railway (LARy) trolleys that ran along Crenshaw Boulevard, south of Leimert Park Boulevard. The LARy trolleys featured tracks and overhead wires, which would be re-introduced in this area with the Base LRT Alternative, which involves the reinstallation of trackwork and an overhead contact system (OCS). The OCS poles would be approximately 25 feet tall, would be installed at intervals of 90 to 170 feet, and would generally be located in the center of the right of way between the two tracks, wherever possible, thereby having little long term visual effect on the buildings along either side of the street. Rail transit and activity is also compatible with the historic operations of the Atchison, Topeka and Santa Fe Railway that has long operated along the Harbor Subdivision in the project area. While there may be minor indirect impacts to other historic properties within the APE (refer back to Table 4-58), they are not expected to be adverse, would not require mitigation, and do not warrant further detailed analysis in this section of the environmental document. While more than 250 potentially eligible properties were identified through the survey effort, the following historic and architectural resources appear to be most likely affected by the proposed Base LRT Alternative:

The **Crenshaw Square**, Figure 4-34, was constructed in 1959 by Japanese American business owners as a shopping center catering to a rapidly emerging Japanese American customer base within the Crenshaw District. The increase in Japanese American residents into the Crenshaw district during the early Post World War II period spurred the development of community resources, including professional businesses, retail, recreation and places of worship. The Crenshaw Square is significant for its role in the development of the Japanese American community of the Crenshaw District during the Post World War II years. The Crenshaw Square appears to be eligible for the National Register under Criterion A for its association with the development of the Japanese American community in the Crenshaw District during the Post World War II years. The period of significance for the property is 1959–1965.

Figure 4-34. Crenshaw Square – 3860 Crenshaw Boulevard



At this point in the corridor, the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. Construction period effects could include restriction of access to the businesses and, therefore, negatively affect their economic viability. Crenshaw Square has dedicated off-street parking that is accessible from the frontage road along Crenshaw Boulevard and Bronson Avenue. As described in the Transportation section under Mitigation Measures **T8** and **T11**, Metro will maintain access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption at a single location is likely to extend for one to two years. It is not anticipated that access to this adjacent property would be severely restricted, and as a result, it would be unlikely that all access to this adjacent property would be eliminated, to the extent that the economic viability of the historic property would be adversely affected and to the extent there would physical deterioration of property during the period of construction. Under Section 106, “change of the character of the property’s use” and “neglect of a property which causes its deterioration” both could be considered an “adverse effect” if they were to occur during cut-and-cover construction (Criteria of Adverse Effect (iv), and (vi), respectively). Crenshaw Square would be unlikely to experience either a change of the character of the property’s use or physical deterioration during construction and, therefore, no adverse effects are anticipated related to historic and architectural resources.

Angelus Funeral Home, Figure 4-35, was founded in 1922 by Fred Shaw in a home located at 1030 East Jefferson Boulevard, Los Angeles. In 1924, Louis George Robinson purchased the business and partnered with Lorenzo Bowdoin and John L. Hill. In 1934, the institution retained the services of master architect Paul Revere Williams, one of the



Figure 4-35. Angelus Funeral Home – 3886 Crenshaw Boulevard



most prolific and successful African American architects practicing in the United States during the mid-twentieth century, to design a new facility at the original address (Negro, 1948). That building still stands today. While it is not clear exactly when the Angelus Funeral Home relocated to the site at 3886 Crenshaw Boulevard, it appears that John L. Hill was the assessed owner by 1961. A Safeway Supermarket, which had occupied the site since 1951, was remodeled between 1967 and 1968, and converted for use as a funeral home. Williams was chosen to design the New Formalist style complex. The property may be eligible for listing in the NRHP under Criteria A and C if it also meets Criteria Consideration G for properties achieving significance within the last 50 years. It would be eligible for listing in the CR under Criteria 1 and 3 for its association with the social history of the African American community in Los Angeles and as a stylistic example of the work of Paul R. Williams from the latter period of his career.

At this point in the corridor, the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. Construction period effects could include restriction of access to the businesses and, therefore, negatively affect their economic viability. Angelus Funeral Home has dedicated off-street parking that is accessible from the frontage road along Crenshaw Boulevard and Bronson Avenue. As described in the Transportation section under Mitigation Measures **T8** and **T11**, Metro will maintain access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption at a single location is likely to extend for one to two years. It is not anticipated that



access to this adjacent property would be severely restricted, and as a result, it would be unlikely that all access to this adjacent property would be eliminated, to the extent that the economic viability of the historic property would be adversely affected and to the extent there would physical deterioration of property during the period of construction. Under Section 106, “change of the character of the property’s use” and “neglect of a property which causes its deterioration,” both could be considered an “adverse effect” if they occur during cut-and-cover construction (Criteria of Adverse Effect (iv), and (vi), respectively).

With implementation of Traffic Mitigation Measures **T8** and **T11**, Angelus Funeral Home would be unlikely to experience either a change of the character of the property’s use or physical deterioration during construction and, therefore, no adverse effects are anticipated related to historic and architectural resources.

A TPSS site would be required between Martin Luther King Jr. Boulevard and Rodeo Road which is located in the area of the Angelus Funeral Home, and would have little or no set back from the sidewalk. If the TPSS site were placed next to Angelus Funeral Home, the introduction of a large transformer structure could be considered an “adverse effect” under Section 106, (Criterion of Adverse Effect (v) “Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features”).

The **Department of Water and Power Building**, Figure 4-36, is eligible for listing in the NRHP under Criterion C, as a good example of Post World War II Modern institutional architecture, which retains a high level of integrity from the period of significance. The period of significance for the property is 1955.

At this point in the corridor, the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. The Department of Water and Power Building, which is currently used as a district office, is located immediately adjacent to the sidewalk on Crenshaw Boulevard, and while there would be no direct major change to the historic property or its setting, there is a risk of settlement and damage that may result during excavation. In addition, construction period effects could include restriction of access to the Department of Water and Power Building, which may result in its closure during the construction period. The Department of Water and Power has dedicated off-street parking that is accessible from the frontage road along Crenshaw Boulevard and the alley behind the building to the east. As described in the Transportation section under Mitigation Measures **T8** and **T11**, Metro will maintain access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption at a single location is likely to extend for one to two years. It is not anticipated that access to this adjacent property would be severely restricted, and as a result, it would be unlikely that all access to this adjacent property would be eliminated, to the extent that the economic viability of the historic property would be adversely affected and to the extent there would physical deterioration of property during the period of construction.

Under Section 106, “damage to all or part of a property”, “change of the character of the property’s use” and “neglect of a property which causes its deterioration” all could be considered an “adverse effect” if they occur during cut-and-cover construction (Criteria of Adverse Effect (i), (iv), and (vi), respectively). With implementation of Traffic Mitigation Measures **T8** and **T11** and Mitigation Measure **CR3**, the Department of Water and Power

Figure 4-36. Department of Water and Power – 4030 Crenshaw Boulevard

would be unlikely to experience physical damage, a change of the character of the property's use, or physical deterioration during construction. Therefore, no adverse effects are anticipated related to historic and architectural resources.

The **May Company Department Store**, Figure 4-37, was officially determined eligible for the NRHP through a survey effort in March 2004. The building was designed by architect Albert C. Martin, who is recognized for his contribution to commercial, institutional and civic architecture/buildings throughout Los Angeles during the Post World War II period. The building retains integrity from the period of significance. The period of significance for the property is 1947.

The May Company Department store is located at the Crenshaw Boulevard/Martin Luther King Jr. Boulevard intersection where the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way and where a subterranean station is proposed. While there would be no direct major change to the historic property or its setting, there is a risk of settlement and damage that may result from both tunnel and station construction. In addition, construction period effects could include restriction of access to the businesses and, therefore, negatively affect their economic viability. The May Company Department Store (now Macy's) has dedicated off-street parking that is accessible from Crenshaw Boulevard, Marlton Avenue and Martin Luther King Jr. Boulevard. As described in the Transportation section under Mitigation Measures **T8** and **T11**, Metro will maintain

Figure 4-37. May Company Department Store (now Macy's) – 4005 Crenshaw Boulevard



access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption at a single location is likely to extend for one to two years. It is not anticipated that access to this adjacent property would be severely restricted, and as a result, it would be unlikely that all access to this adjacent property would be eliminated, to the extent that the economic viability of the historic property would be adversely affected and to the extent there would physical deterioration of property during the period of construction. Under Section 106, “damage to all or part of a property”, “change of the character of the property’s use” and “neglect of a property which causes its deterioration” all could be considered an “adverse effect” if they occur during cut-and-cover construction (Criteria of Adverse Effect (i), (iv), and (vi), respectively). With implementation of Traffic Mitigation Measures **T8** and **T11** and Mitigation Measure **CR3**, the May Company Department Store would be unlikely to experience physical damage, a change of the character of the property’s use, or physical deterioration during construction. Therefore, no adverse effects are anticipated related to historic and architectural resources.

The **Broadway Department Store**, Figure 4-38, was designed by architect Albert B. Gardner in the Streamline Moderne style, and constructed between 1945 and 1947 as the major anchor in the Broadway-Crenshaw Square as it was originally called. Broadway’s new store was the largest in the nation at the time with 208,000 square feet of retail space and, combined with the adjacent retail stores and supermarket represented almost 550,000 square feet of enclosed space. All of this was carefully integrated with 13 acres of

Figure 4-38. Broadway Department Store (now Wal-Mart) – 4101 Crenshaw Boulevard

parking lot designed to hold 2,500 cars at a time (Longstreth, 1997). A May Company department store was constructed across the street from the Broadway store, expanding the scope of the shopping center. In the 1980s, all of the smaller and ancillary retail structures surrounding the Broadway store were demolished, and in the early 1990s, a new enclosed shopping mall was constructed immediately behind. While the setting has changed somewhat, the Broadway store still retains sufficient integrity to be eligible for listing in the NRHP under Criterion C, as an important early example of Modern suburban department store design in the early Post World War II period. The period of significance for the property is 1947.

The Broadway Department store is located at the intersection of Crenshaw Boulevard and Martin Luther King Jr. Boulevard where the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way and where a subterranean station is proposed. While there would be no direct major change to the historic property or its setting, there is a risk of settlement and damage that may result from both tunnel and station construction. In addition, construction period effects could include restriction of access to the businesses and therefore negatively affect their economic viability.

The Broadway Department Store (now WalMart) has dedicated off-street parking that is accessible from Crenshaw Boulevard, Stocker Street and Santa Rosalia Drive. As described in the Transportation section under Mitigation Measures **T8** and **T11**, Metro will maintain access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption at a single location is likely to extend for one to two years. It is not anticipated that access to this adjacent property would be severely restricted, and as a result, it would be unlikely that all access to this adjacent property would be eliminated, to the extent that the economic viability of the historic property would be adversely affected and to the extent there would physical deterioration of property during the period of construction.

Under Section 106, “damage to all or part of a property”, “change of the character of the property’s use” and “neglect of a property which causes its deterioration” all could be considered an “adverse effect” if they occur during cut-and-cover construction (Criteria of Adverse Effect (i), (iv), and (vi), respectively). With implementation of Traffic Mitigation Measures **T8** and **T11** and Mitigation Measure **CR3**, the Broadway Department Store would be unlikely to experience physical damage, a change of the character of the property’s use, or physical deterioration during construction. Therefore, no adverse effects are anticipated related to historic and architectural resources.

Maverick’s Flat, Figure 4-39, is significant as one of the most influential and pioneering live music venues showcasing established and emerging Soul and Rhythm & Blues artists during the mid-1960s through the 1970s. The club attracted a diverse audience of both African American and white youth during the period. It is eligible for listing in the NRHP under Criterion A for its association with the popular Soul and Rhythm & Blues music scene in Los Angeles during the mid 1960s. The property was established as Los Angeles City Historic-Cultural Monument #679 on April 25, 2000; therefore, it is a historical resource for the purposes of CEQA. The period of significance for the property is 1966.

Figure 4-39. Maverick’s Flat - 4225 Crenshaw Boulevard



Maverick’s Flat is located immediately adjacent to the sidewalk on Crenshaw Boulevard with a zero setback. The proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. While there would be no direct major change to the historic property or its setting, there is a risk of settlement and damage that may result during excavation. In addition, construction period effects could include restriction of access to the businesses and therefore negatively affect its economic



viability. Maverick’s Flat has dedicated off-street parking that is accessible from Crenshaw Boulevard, and the alley directly behind to the west. As described in the Transportation section under Mitigation Measures **T8** and **T11**, Metro will maintain access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption at a single location is likely to extend for one to two years. It is not anticipated that access to this adjacent property would be severely restricted, and as a result, it would be unlikely that all access to this adjacent property would be eliminated, to the extent that the economic viability of the historic property would be adversely affected and to the extent there would physical deterioration of property during the period of construction. Under Section 106, “damage to all or part of a property”, “change of the character of the property’s use” and “neglect of a property which causes its deterioration” all could be considered an “adverse effect” if they occur during cut-and-cover construction (Criteria of Adverse Effect (i), (iv), and (vi), respectively). With implementation of Traffic Mitigation Measures **T8** and **T11** and Mitigation Measure **CR3**, Maverick’s Flat would be unlikely to experience physical damage, a change of the character of the property’s use, or physical deterioration during construction. Therefore, no adverse effects are anticipated related to historic and architectural resources.

Great Western Savings & Loan (now Chase), Figure 4-40, is eligible for listing in the NRHP under Criterion C, as a significant example of Post World War II Modern bank architecture, and as a good representative example of the work of the Bank Building and Equipment Corporation of America, a master architectural firm. The period of significance for the property is 1955.

Figure 4-40. Great Western Savings & Loan – 4401 Crenshaw Boulevard



The Great Western Savings & Loan Building is located immediately adjacent to the sidewalk on Crenshaw Boulevard where the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. In addition, the

building is also located at the intersection of Vernon Avenue where a subterranean station is proposed, increasing the risk of settlement on both the east and west sides of the property, and any damage that may result.

Furthermore, construction period effects could include restriction of access to the business and therefore negatively affect the economic viability. Great Western Savings & Loan (now Chase) has dedicated off-street parking that is accessible from Crenshaw Boulevard, Vernon Avenue and Victoria Avenue. As described in the Transportation section under Mitigation Measures **T8** and **T11**, Metro will maintain access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption at a single location is likely to extend for one to two years. It is not anticipated that access to this adjacent property would be severely restricted, and as a result, it would be unlikely that all access to this adjacent property would be eliminated, to the extent that the economic viability of the historic property would be adversely affected and to the extent there would physical deterioration of property during the period of construction. Under Section 106, “damage to all or part of a property”, “change of the character of the property’s use” and “neglect of a property which causes its deterioration” all could be considered an “adverse effect” if they occur during cut-and-cover construction (Criteria of Adverse Effect (i), (iv), and (vi), respectively). With implementation of Traffic Mitigation Measures **T8** and **T11** and Mitigation Measure **CR3**, Great Western Savings & Loan would be unlikely to experience physical damage, a change of the character of the property’s use, or physical deterioration during construction. Therefore, no adverse effects are anticipated related to historic and architectural resources.

Leimert Park, Figure 4-41, is significant as one of the most influential planned communities in Pre-World War II Los Angeles, and for its association with community builder and developer Walter Leimert. Leimert Park appears eligible for listing in the NRHP under Criteria A and B as a historic district. The period of significance is 1928–1941.

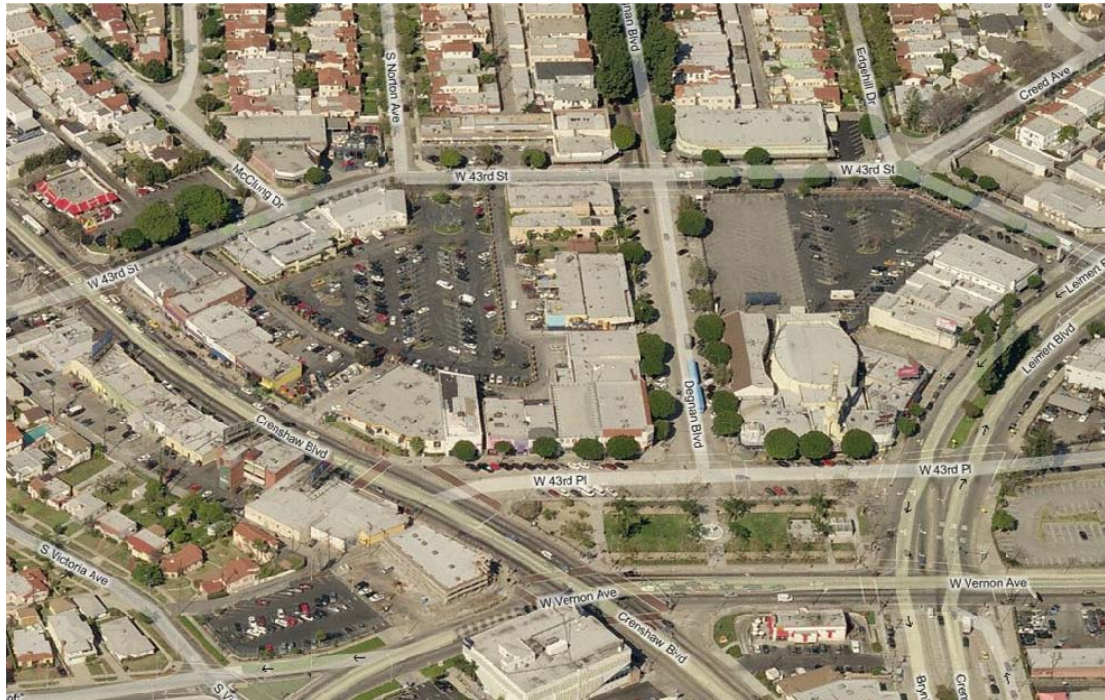
The Leimert Park, which is bounded by 43rd Place on the north, West Vernon Avenue on the south, Leimert Boulevard on the east and Crenshaw Boulevard on the west, was designed by the important landscape and planning firm the Olmsted Brothers. The park appears to retain integrity from the period of significance.

Commercial Buildings

The commercial buildings along the north side of 43rd Place between Crenshaw and Leimert Boulevards, and a series of commercial buildings along the 4300 block on the west side Crenshaw Boulevard, within the APE for the proposed project, are associated with the development of Leimert Park, and may contribute to the district pending further research.

The Leimert Park and the potential contributing commercial buildings may be affected by the cut-and-cover tunnel construction and the proposed subterranean station construction spanning the area along Crenshaw Boulevard between West Vernon Avenue and West 43rd Place.

There is a risk of settlement and any damage that may result to any of the properties, for the properties on the west side of Crenshaw Boulevard as well as the western edge of the park, and potentially some of the buildings along the north side of West 43rd Place. In addition, construction period effects could include restriction of access to the businesses and,

Figure 4-41. Leimert Park

therefore, negatively affect their economic viability. The commercial buildings along the north side of 43rd Place have dedicated off-street parking that is accessible from 43rd Street. As described in the Transportation section under Mitigation Measures **T8** and **T11**, Metro will maintain access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption at a single location is likely to extend for one to two years. It is not anticipated that access to this adjacent property would be severely restricted, and as a result, it would be unlikely that all access to this adjacent property would be eliminated, to the extent that the economic viability of the historic property would be adversely affected and to the extent there would physical deterioration of property during the period of construction. Under Section 106, “damage to all or part of a property”, “change of the character of the property’s use” and “neglect of a property which causes its deterioration” all could be considered an “adverse effect” if they occur during cut-and-cover construction (Criteria of Adverse Effect (i), (iv), and (vi), respectively). With implementation of Traffic Mitigation Measures **T8** and **T11** and Mitigation Measure **CR3**, the commercial buildings along the north side of 43rd Place between Crenshaw and Leimert Boulevards would be unlikely to experience physical damage, a change of the character of the property’s use, or physical deterioration during construction. Therefore, no adverse effects are anticipated related to historic and architectural resources.

St. John the Evangelist Catholic Church, Figure 4-42, appears to be eligible for listing in the NRHP under Criterion C, as a good intact example of late Modern architecture as applied to a religious building. The period of significance is 1946–1964.

Figure 4-42. St. John the Evangelist Catholic Church – 6028 South Victoria Avenue



The Base LRT Alternative would travel along an elevated structure where it passes the St. John the Evangelist Catholic Church, which would introduce a visual change in the setting of the property; however, the building is located at the far western side of the block where it is distanced from the Crenshaw Boulevard street right-of-way and the proposed elevated section of the LRT by a city block. The primary character defining elevation for the church building faces West 60th Street. Due to the distance from the proposed elevated section and the orientation of the church building, effects would not be adverse and no mitigation would be required.

The **Department of Water and Power (DWP) Transformer Station #18**, Figure 4-43, appears eligible for listing in the NRHP under Criterion C, as an early example of an electric power distribution station in what was an emerging suburban neighborhood of the City of Los Angeles. The building is in disrepair and in poor condition; however, it retains a high level of integrity from its period of significance. The period of significance is 1910-1920.

The Base LRT Alternative would travel along an elevated structure where it passes DWP Transformer Station #18, which would introduce a visual change in the setting of the property; however, the building is distanced from the Crenshaw Boulevard street right-of-way and the proposed elevated section of the LRT by approximately 60 feet. The primary character defining elevation for the building faces West 60th Street. Due to the distance from the proposed elevated section and the orientation of the building, effects would not be adverse and no mitigation would be required.

Figure 4-43. DWP Transformer Station #18 – 3316 West 60th Street

As previously described and shown in Figure 4-32, the **Edison Transformer House** building is an early example of a small-scale power distribution station/transformer house for the Edison power company. It retains a high level of integrity from the period of significance. The exact construction date for the building is not known; however, it appears to date to the early 1920s. The Edison Transformer House appears eligible for listing in the NRHP under Criterion C, as a good, intact example of a type: electric power generating and distribution station.

The LRT would travel along an elevated structure approximately 38 feet high, where it passes the Edison Transformer House, which would introduce a visual change in the setting of the property. The building is distanced from the elevated section of the LRT by approximately 115 feet. The primary character defining elevation of the building faces south onto Florence Avenue, with secondary character defining elevations facing east and west. The elevated structure would be north of the rear facing elevation, which is not a primary character defining elevation. Due to the distance from the proposed elevated section of the right-of-way, and the orientation of the building, effects on the Edison Transformer House would not be adverse, and no mitigation would be required.

As previously described, the Century Lounge (formerly Carolina Lanes Bowling Center), as shown in Figure 4-33, is adjacent to the Base LRT Alternative. The Century Lounge is a good and increasingly rare example of Googie architecture as applied to a bowling center. The building has undergone exterior alterations; however, it still retains sufficient integrity to convey its significance from the period of significance, and appears eligible for the NRHP under Criterion C. The period of significance for the property is 1959.

Construction of the Base LRT Alternative would introduce an elevated station and approach that would run immediately adjacent to the existing elevated BNSF railroad right-of-way and bridge. Construction of the elevated structure would require a property take from the Century Lounge (formerly Carolina Lanes Bowling Center). Although no demolition of the building is anticipated, acquisition would result in a direct use under Section 4(f).

The other NRHP-eligible historic properties listed in Table 4-58 would not result in a direct use (acquisition or permanent easement); temporary occupancy resulting in use (long term occupancy of site, change in ownership, permanent easement and/or involves major amount of land); and constructive use (proximity impacts i.e., visual and/or noise that would result in substantial impairment of contributing features of the resource). Therefore, Century Lounge (formerly Carolina Lanes Bowling Center) is the only historic site that would have a Section 4(f) use under the Base LRT Alternative.

Consultation with the SHPO and other cultural resources stakeholders has been initiated, and is described in this section. Metro and FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect for these resources. In addition to Mitigation Measures **T8** and **T11** from the Transportation section, Mitigation Measures **CR2** and **CR3**, **CR5**, and **CR6** would be implemented to reduce potential impacts to historic properties and structures.

Paleontological Resources

Based upon the results of the paleontological research the entire project area is considered an area with high paleontological sensitivity. Implementation of Mitigation Measure **CR4**, as described below, would be implemented as appropriate to ensure no adverse impact would occur.

Design Options

Similar to the Base LRT Alternative, no known archaeological resources would be affected by the LRT Alternative design options. However, discovery of archaeological resources is possible during excavation activities associated with the columns. Mitigation Measure **CR1**, as described below, would be implemented to insure no adverse impact would occur to archaeological resources. In addition, the potential impacts to paleontological resources for all the design options are similar to the Base LRT Alternative. Implementation of Mitigation Measure **CR4**, as described below, would be implemented as appropriate to ensure no adverse impact would occur.

LRT Alternative Design Option 1 would introduce an elevated station and approach that would run immediately adjacent to the existing elevated BNSF railroad right-of-way and bridge. Construction of the elevated structure would require a property take (associated with the aerial stations columns). However, no demolition of the Century Lounge (formerly Carolina Lanes Bowling Center) would occur. Therefore, this option would result in a direct use under Section 4(f). An avoidance alternative could consist of design of the station and placement of the columns in an area farthest from the building. If the building continues operating in its current capacity, or is incorporated into the project and is adaptively reused in consultation with SHPO and in accordance with the Secretary of the Interior's Standards for Rehabilitation, then harm to the resource would have been



minimized. In addition, Mitigation Measures **CR2** and **CR6** would be implemented to reduce potential impacts to the Century Lounge (formerly Carolina Lanes).

While there may be minor indirect impacts to historic properties within the APE that are in the vicinity of LRT Alternative Design Options 2 and 3 (refer back to Table 4-58), they are not expected to be adverse, would not require mitigation, and do not warrant further detailed analysis. Therefore, these options are not anticipated to have an adverse impact on historic and architectural resources.

Unlike the Base LRT alignment, LRT Alternative Design Option 4 would travel below grade when it is in the vicinity of potentially historic structures (i.e., St John the Evangelist Catholic Church, St. John Catholic School, and Department of Water and Power Transformer Station #18); therefore, no visual change in the setting of the properties would occur. While there may be minor indirect impacts to historic properties within the APE that are in the vicinity of this option (refer back to Table 4-58), they are not expected to be adverse, would not require mitigation, and do not warrant further detailed analysis. Therefore, this option is not anticipated to have an adverse impact on historic and architectural resources.

LRT Alternative Design Option 5 proposes a below-grade station near Vernon Avenue in the community of Leimert Park. A potential configuration for this optional station would be below Crenshaw Boulevard in the vicinity of Leimert Park, but immediately across Crenshaw Boulevard from the park and nearby historic structures (along 43rd Place and the Great Western Savings & Loan on Crenshaw Boulevard). Similar to the Base LRT Alternative, this option would not affect historic properties. Therefore, this option would not result in any direct or indirect adverse effect on Section 4(f) resources. In addition, Mitigation Measures **T8 and T11** from the Traffic section and Mitigation Measure **CR3** would be implemented to reduce potential impacts to historic properties and structures.

Similar to the Base LRT Alignment, LRT Alternative Design Option 6 proposes a below-grade alignment between 39th and Exposition Boulevard with a below-grade station at Martin Luther King Jr. Boulevard. As with the Base LRT Alignment, while there would be no direct major change to the adjacent historic properties (i.e., former Broadway and May Company Department Stores, Department of Water and Power Building, Angelus Funeral Home, and Crenshaw Square) or their setting, there is a risk of settlement and damage that may result from both tunnel and station construction. In addition, construction period effects could include restriction of access to the businesses and therefore negatively affect their economic viability. These buildings are all located in areas where cut and cover below-grade construction techniques may be employed. Cut and cover construction typically requires surface land area located within the public right of way to allow for excavation, equipment and adjacent lay down and spoil areas. Cut and cover construction sites may limit pedestrian, vehicular and parking access to adjacent land uses and businesses. Each of the properties of concern have dedicated off-street parking accessible from both Crenshaw Boulevard as well as an adjacent side street or alley. As discussed under the Base LRT Alternative, Metro will maintain access as well as provide way finding signage to these parking areas during construction. Cut and cover disruption a single location is likely to extend for one to two years. It is not anticipated that access to these adjacent properties would be severely restricted, and as a result, it

would be unlikely that all access to adjacent properties would be eliminated, to the extent that the economic viability of the historic property would be adversely affected to the extent there would be physical deterioration of property during the period of construction. Under Section 106, “damage to all or part of a property”, “change of the character of the property’s use” and “neglect of a property which causes its deterioration” all could be considered an “adverse effect” if they occur during cut-and-cover construction (Criteria of Adverse Effect (i), (iv), and (vi), respectively). Mitigation Measures **T8** and **T11** from the Transportation section and Mitigation Measures **CR3**, and **CR5** would be implemented to reduce potential impacts to historic properties and structures.

4.11.4.5 Maintenance and Operations Facility Sites

The operation of the BRT or Base LRT Alternative 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. Two County of Los Angeles Department of Public Works maintenance facilities, along with numerous privately owned industrial businesses, are currently located on Site B. These existing buildings would be demolished and relocated with the implementation of a rail or bus maintenance and operations facility on the site.

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.

Archeological Resources

No known archaeological resources listed in or eligible for listing in the NRHP would be affected by the construction of maintenance and operations facilities to support the operation of the BRT or Base LRT Alternative. Therefore, no adverse effect under Section 106 and NEPA would occur.

Historic and Architectural Resources

The **Kaiser Homes**’, Figure 4-44, production plant was first established in 1946 and it played a fundamental role in the development of techniques and methods for the manufacturing of the mass produced single-family house, known at the time as the “Minimum House” type. The materials including pre-cut lumber and pre-assembled sections of houses that were produced at the plant were utilized in the on-site construction of thousands of housing units at Kaiser Homes’ planned communities in the Los Angeles region, including Westchester (adjacent), Panorama City, and others. It appears from review of historic aerial photographs that some of the original buildings within the complex are no longer extant; however, additional research would need to be

Figure 4-44. Kaiser Homes' production plant, 83rd Street and Osage Avenue

conducted to determine which buildings date to the period of significance for the property. It appears that the original complex of buildings extended from Manchester Boulevard on the south, 83rd Street on the north, Osage Avenue on the west and the project right-of-way on the east. The complex appears to be eligible for listing in the NRHP under Criterion A, for its association with the Kaiser Homes production plant and Kaiser Homes' influence on post World War II housing development in Southern California. The period of significance for the property is approximately 1946-1952.

A portion of the original Kaiser Homes production plant would be demolished for BRT or LRT maintenance yard/shops (Site B). In the absence of avoidance or adaptive reuse and incorporation into the project, the demolition would be an adverse effect under Section 106 Criteria of Adverse Effect (i), "damage to all or part of a property" and would result in a Direct Use under Section 4(f).

The other NRHP-eligible historic properties listed in Table 4-58 would not result in a direct use (acquisition or permanent easement); temporary occupancy resulting in use (long term occupancy of site, change in ownership, permanent easement and/or involves major amount of land); and constructive use (proximity impacts i.e., visual and/or noise that would result in substantial impairment of contributing features of the resource). Therefore, Kaiser Homes' production plant is the only historic site that would have a Section 4(f) use associated with the construction of the BRT or LRT maintenance yard/shops.

An avoidance alternative that allows the station to be built on the site but does not require demolition of the historic buildings on the site should be developed. If the historic buildings continue to operate in their current capacity, or are incorporated into the project and are adaptively reused in consultation with SHPO and in accordance with the Secretary of the Interior's Standards for Rehabilitation, then harm to the resource would have been minimized.

Consultation with the SHPO and other cultural resources stakeholders has been initiated, and is described in this section. Metro and FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect for these resources. In addition, Mitigation Measure **CR7** would be implemented for Site B to reduce impacts to the historic property.

Paleontological Resources

Based upon the results of the paleontological research the entire project area is considered an area with high paleontological sensitivity. Implementation of Mitigation Measure **CR4**, as described below, would be implemented as appropriate to ensure no adverse impact would occur.

4.11.5 Mitigation Measures

CR1 Archaeological Monitoring

No new surficial archaeological resources were identified within the proposed project area. The locations of the pre-recorded sites within the proposed project boundaries have been developed and no surficial evidence of the sites were observed during the archaeological reconnaissance survey. The majority of the project area is developed (residential, retail, industrial) and disturbed from existing roads, railroad alignments and landscape vegetation. However, shallow archaeological deposits may exist beneath the disturbed land surface. Of the pre-recorded sites, one was identified eleven feet below the surface; therefore, even with the majority of the project area developed there is the potential for buried archaeological deposits beneath the developed land surface. Of the 19 previous cultural resource studies conducted within the proposed project area, only nine were conducted within the past eight years and of those nine studies only three cover portions of the linear project route. Due to the potential for buried archaeological deposits and the sporadic cover of cultural resource studies of the proposed project route, archaeological monitoring by a qualified archaeologist shall be conducted for the entire project area during all ground-disturbing activities.

Archaeological monitoring by a qualified archaeologist is recommended during initial ground disturbance (a qualified archaeologist has at least a Bachelor's degree in anthropology and experience, and is supervised by a registered professional archaeologist). If buried cultural resources—such as flaked or ground stone, historic debris, building foundations, or non-human bone—are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated. If cultural resources are discovered during



construction activities, the construction contractor will verify that work is halted until appropriate site-specific treatment measures—such as those listed above—are implemented.

Due to the potential for buried archaeological deposits and the sporadic cover of cultural resource studies of the proposed project route, archaeological monitoring by a qualified archaeologist shall be conducted for the entire project area during all ground-disturbing activities. If buried cultural resources—such as flaked or ground stone, historic debris, building foundations, or non-human bone—are inadvertently discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist shall specify that monitoring be reduced or eliminated.

Additionally, there remain two gated and locked vacant parcels to be surveyed that were inaccessible at the time of this current survey. Historic boundaries of the Inglewood Park Cemetery need to be researched and confirmed due to the potential for uncovering burial sites during construction activities.

If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment should occur as prescribed by law. If the coroner determines the remains to be Native American, the coroner must contact the NAHC.

If Native American human remains are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials that are under the jurisdiction of the NAHC (PRC Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until: the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in the PRC Section 5097.98; or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 24 hours after being notified by the Commission. In consultation with the most likely descendant, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation will be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist

and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, which will be submitted to the NAHC for review prior to implementation.

CR2 HABS/Historic American Engineering Record (HAER) Documentation-- Century Lounge (formerly Carolina Lanes Bowling Center) – 5601 West Century Boulevard
Documentation of the building to Historic American Buildings Survey (HABS) archival standards shall be prepared, submitted to SHPO for review and approval, and donated to a suitable repository, such as the Los Angeles Public Library. The documentation would not mitigate the demolition of the buildings to less than adverse or less than significant.

CR3 Monitoring of Settlement During Construction

Although settlement adjacent to cut-and-cover construction is not anticipated, monitoring of soil settlement shall be conducted where historic buildings are in close proximity to cut-and-cover construction. If settlement is detected, steps shall be taken to stop the settlement before damage to historic buildings occurs. If historic buildings are damaged, they shall be repaired in accordance with the Secretary of the Interior's Standards. Monitoring of potential settlement shall be undertaken at the following locations:

- Department of Water and Power – 4030 Crenshaw Boulevard
- May Company Department Store – 4005 Crenshaw Boulevard
- Broadway Department Store – 4101 Crenshaw Boulevard
- Maverick's Flat – 4225 Crenshaw Boulevard
- Great Western Savings & Loan – 4401 Crenshaw Boulevard
- Leimert Park – Commercial Buildings.

CR4 Paleontological Monitoring

A qualified paleontological monitor shall monitor all excavation in areas identified as likely to contain paleontological resources below 5 feet. These areas are defined as all areas within the Metro Crenshaw Transit Corridor where excavation would exceed 5 feet in depth (i.e., tunnel boring, cut-and-cover construction, deep footings).

The qualified paleontological monitor shall retain the option to reduce monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not present or, if present, are determined by qualified paleontological personnel to have a low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a



professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared and will signify completion of the program to mitigate impacts on paleontological resources.

CR5 TPSS Setback or Design

The TPSS near the Angelus Funeral Home at 3886 Crenshaw Boulevard shall be designed and/or set back to minimize the visual effect on the historic building and its setting. Consultation with a qualified architectural historian or historic preservation architect shall be conducted and their comments implemented in the design or location of the TPSS site. SHPO will be given an opportunity for review, comment, and approval.

CR6 Design of LRT and BRT Elevated Section and Station at Carolina Lanes Site

The LRT and BRT station(s) at the Century Lounge (formerly Carolina Lanes Bowling Center) at 5601 West Century Boulevard shall be designed to minimize the permanent visual effect on the historic building and its setting. Consultation with a qualified architectural historian or historic preservation architect shall be conducted and their comments implemented. SHPO will be given an opportunity for review, comment, and approval.

CR7 HABS/HAER Documentation and Adaptive Reuse--Kaiser Homes Production Plant

The buildings that comprised the Kaiser Homes Production Plant shall be photographed and documented in their current location according to HABS standards, reviewed and approved by SHPO, and the resulting documentation shall be donated to a suitable repository, such as the Los Angeles Public Library. The National Park Service's website, www.nps.gov, defines the HABS standards as the following: The Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation define the products acceptable for inclusion in the Heritage Documentation Programs (HABS/Historic American Engineering Record [HAER]/Historic American Landscapes Survey [HALS]) collections in the Library of Congress as measured drawings, large-format black and white photographs, and written histories. They require that the documentation captures the significance of the site or structure, is accurate and verifiable, has archival stability, and is clear and concise. "The Guidelines provide advice and technical information on meeting the standards. Most importantly, they outline an approach to historic architecture, engineering and landscapes that helps ensure the documentation will meet the Secretary of the Interior's Standards while creating a comprehensive understanding of the site or structure. They also provide recommendations on research methods and report organization, line weight and sheet layout, photographic paper and negative preparation, and the disposition of field notes."

A qualified architectural historian or historic preservation architect shall prepare an adaptive reuse plan for the extant significant buildings on the Kaiser Homes Production Plant site that would incorporate them into the proposed project reuse of the site. The adaptive reuse plan shall be submitted to SHPO for review and approval. If the significant extant buildings are adaptively reused in

accordance with the Secretary of the Interior's Standards, then the project impacts will be mitigated to less than significant. Both Section 106 and CEQA allow buildings to be altered in accordance with the Secretary of the Interior's Standards without resulting in an adverse effect under Section 106 or a significant effect under CEQA.

If an adaptive reuse plan cannot be developed to achieve the project objectives while mitigating the effects on historic properties, then the effect will be adverse under Section 106 and significant under CEQA. Documentation of the buildings to HABS standards without the adaptive reuse of the significant buildings would not mitigate the demolition of the buildings to less than adverse or less than significant.

4.11.6 CEQA Determination

4.11.6.1 CEQA Impact Criteria

According to relevant part of the State CEQA Guidelines, CCR Title 14, Chapter 3, Part 15064.5:

(b) a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. [§15064.5 (b)(1)].

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources determined by a lead agency for purposes of CEQA.



The CEQA criteria apply to archaeological, historic and architectural resources, and paleontological resources that are historical resources according to the definitions in Section 15064.5(a) of the CEQA Guidelines.

The impacts analysis for archaeological and historical architectural resources is included in the NEPA/Section 106 Impacts sub-section above. The CEQA Impacts conclusion is provided below.

No Build Alternative

Although the No Build Alternative would include construction, the location of the projects under this alternative would not disturb archaeological or paleontological resources, or demolish or alter historic or architectural resources within the APE. In addition, the projects under the No Build Alternative will undergo project-specific environmental review, as appropriate.

TSM Alternative

Because no construction is associated with the TSM Alternative, there is no potential to disturb archaeological or paleontological resources, or to demolish or alter historic or architectural resources.

BRT Alternative

Where the BRT Alternative has construction components that require excavation, or where new land may be taken, the BRT alternative has the potential to affect archaeological resources, historic and architectural resources, or paleontological resources as discussed below.

Archaeological Resources

No known archaeological resources listed in or eligible for listing in the NRHP would be affected by the BRT Alternative. However, discovery of archaeological resources is possible during construction, and if an archaeological resource that is a CEQA historical resource is damaged or destroyed, construction of the BRT Alternative would result in a significant effect under CEQA.

Historic and Architectural Resources

There is one architectural resource where the BRT Alternative would have a direct physical effect on a historic property, the former Century Lounge (formerly Carolina Lanes Bowling Center). Construction of the BRT would introduce an elevated station and approach that would run immediately adjacent to the existing elevated BNSF railroad right-of-way and bridge. Construction of the elevated structure would require a property take and potential demolition of the Century Lounge (formerly Carolina Lanes Bowling Center). If demolition of the building occurs, it would “demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance,” which would be a significant effect under CEQA.

Paleontological Resources

Based upon the paleontological review, the majority of the project area has a high level of sensitivity for paleontological resources, especially at depths below 5 feet. The only component of the BRT Alternative where excavation during construction would possibly exceed 5 feet would be elevated guideways and station locations. If construction of the

BRT or Base LRT Alternatives destroys a significant paleontological resource, it would be a significant effect under CEQA.

Base LRT Alternative

Archaeological Resources

No known archaeological resources listed in or eligible for listing in the NRHP would be affected by the Base LRT Alternative. However, discovery of archaeological resources is possible during excavation activities. If an archaeological resource that is a CEQA-historical resource is damaged or destroyed, construction of the Base LRT Alternative would result in a significant effect under CEQA.

Historic and Architectural Resources

While more than 250 potentially eligible resources were identified through the survey effort, the following historic and architectural resources appear to be most likely affected by the proposed Base LRT Alternative.

Crenshaw Square – 3860 Crenshaw Boulevard. At this point in the corridor, the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. The buildings at this location are set back; accordingly, there is little or no potential for “destruction” of the historical resources, under CEQA Guidelines Section 15064.5(b). Therefore, there would not be a significant effect under CEQA.

Angelus Funeral Home – 3886 Crenshaw Boulevard. At this point in the corridor, the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. However, a TPSS site is proposed immediately to the north of the Angelus Funeral Home, with a little or no set back from the sidewalk. The introduction of a large transformer structure could be considered a significant effect under CEQA because there would be an “alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

Department of Water and Power – 4030 Crenshaw Boulevard. At this point in the corridor, the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. The Department of Water and Power Building is located immediately adjacent to the sidewalk on Crenshaw Boulevard, and while there would be no direct major change to the historic property or its setting, there is a risk of settlement and damage that may result during excavation. If there were damage to the building resulting from cut-and-cover construction, it may “demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance,” which would be a significant effect under CEQA.

May Company Department Store (now Macy’s Department Store) – 4005 Crenshaw Boulevard. The May-Company Department Store is located at the intersection of Crenshaw Boulevard and Martin Luther King Jr. Boulevard where the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way and where a subterranean station is proposed. While there would be no direct major change to the historic property or its setting, there is a risk of settlement and damage that may result from both tunnel and station construction. If there were damage to the building resulting from cut-and-cover construction, it may “demolish or materially



alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance,” which would be a significant effect under CEQA.

Broadway Department Store (now Wal-Mart) – 4101 Crenshaw Boulevard. The Broadway Department Store is located at the intersection of Crenshaw Boulevard and Martin Luther King Jr. Boulevard where the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way and where a subterranean station is proposed. While there would be no direct major change to the historic property or its setting, there is a risk of settlement and damage that may result from both tunnel and station construction. If there were damage to the building resulting from cut-and-cover construction, it may “demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance,” which would be a significant effect under CEQA.

Maverick’s Flat - 4225 Crenshaw Boulevard. Maverick’s Flat is located immediately adjacent to the sidewalk on Crenshaw Boulevard with a zero set back. The proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. While there would be no direct major change to the historic property or its setting, there is a risk of settlement and damage that may result during excavation. If there were damage to the building resulting from cut-and-cover construction, it may “demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance,” which would be a significant effect under CEQA.

Great Western Savings & Loan – 4401 Crenshaw Boulevard. The Great Western Savings & Loan Building is located immediately adjacent to the sidewalk on Crenshaw Boulevard where the proposed LRT tracks would be located within a cut-and-cover tunnel within the center of the street right-of-way. In addition, the building is also located at the intersection of Vernon Avenue, where a subterranean station is proposed, increasing the risk of settlement on both the east and west sides of the property, and any potential damage that may result during excavation. If there were damage to the building resulting from cut-and-cover construction, it may “demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance,” which would be a significant effect under CEQA.

Leimert Park. Leimert Park and the potential contributing commercial buildings may be affected by the cut-and-cover tunnel construction and the proposed subterranean station construction spanning the area along Crenshaw Boulevard between West Vernon Avenue and West 43rd Place. There is a risk of settlement and any damage that may result to any of the properties, for the properties on the west side of Crenshaw Boulevard as well as the western edge of the park, and potentially some of the buildings along the north side of West 43rd Place. If there were damage to the buildings or the park resulting from cut-and-cover construction, it may “demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance,” which would be a significant effect under CEQA.

St. John the Evangelist Catholic Church – 6028 South Victoria Avenue. The Base LRT Alternative would travel along an elevated structure where it passes St. John the

Evangelist Catholic Church, which would introduce a visual change in the setting of the property; however, the building is located at the far western side of the block where it is distanced from the Crenshaw Boulevard street right-of-way and the proposed elevated section of the LRT by a city block. The primary character defining elevation for the church building faces West 60th Street. Due to the distance from the proposed elevated section and the orientation of the church building, effects would not be significant under CEQA and no mitigation would be required.

DWP Transformer Station #18 – 3316 West 60th Street. The Base LRT Alternative would travel along an elevated structure where it passes DWP Transformer Station #18, which would introduce a visual change in the setting of the property; however, the building is distanced from the Crenshaw Boulevard right-of-way and the proposed elevated section of the LRT by approximately 60 feet. The primary character defining elevation for the building faces West 60th Street. Due to the distance from the proposed elevated section and the orientation of the building, effects would not be significant under CEQA, and no mitigation would be required.

Edison Transformer House. The Base LRT Alternative would travel along an elevated structure approximately 38 feet high where it passes the Edison Transformer House, which would introduce a visual change in the setting of the property. The building is distanced from the elevated section of the Base LRT Alternative by approximately 115 feet. The primary character defining elevation of the building faces south onto Florence Avenue, with secondary character defining elevations facing east and west. The elevated structure would be north of the rear facing elevation, which is not a primary character defining elevation. Due to the distance from the proposed elevated section of the right-of-way, and the orientation of the building, effects on the Edison Transformer House would not be significant under CEQA, and no mitigation would be required.

Century Lounge (formerly Carolina Lanes Bowling Center) – 5601 West Century Boulevard. Construction of the Base LRT Alternative would introduce an elevated station and approach that would run immediately adjacent to the existing elevated BNSF railroad right-of-way and bridge. Construction of the elevated structure would require a property take of the Century Lounge (formerly Carolina Lanes Bowling Center). The property acquisition for aerial columns for the station would not be significant under CEQA, and no mitigation would be required.

Paleontological Resources

Based upon the paleontological review, the majority of the project area has a high level of sensitivity for paleontological resources, especially at depths below 5 feet. The only component of the BRT Alternative where excavation during construction would possibly exceed 5 feet would be elevated guideways and station locations. If construction of the BRT or Base LRT Alternative destroys a significant paleontological resource, it would be a significant effect under CEQA.

Design Options

The LRT Alternative Design Options would have similar impacts to archaeological, historic and architectural, and paleontological resources as the Base LRT Alternative. Unlike the Base LRT alignment, LRT Alternative Design Option 3 (a cut and cover



crossing at Centinela Avenue) would travel below grade when it is in the vicinity of potentially historic structures (i.e., St John the Evangelist Catholic Church, St. John Catholic School, and Department of Water and Power Transformer Station #18). As with the Base LRT Alternative, due to the distance from the proposed alignment and the orientation of the buildings, effects would not be significant under CEQA and no mitigation would be required.

Maintenance and Operations Facility Sites

The operation of the BRT or Base LRT Alternative 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.

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.

Archaeological Resources

Discovery of archaeological resources is possible during construction of maintenance and operations facilities to support the operation of the BRT or Base LRT Alternative. If an archaeological resource that is a CEQA historical resource is damaged or destroyed, construction of maintenance and operations facilities would result in a significant effect under CEQA.

Historic and Architectural Resources

Kaiser Homes' production plant, 83rd Street and Osage Avenue. Site B would require that a portion of the original Kaiser Homes production plant be demolished for BRT or LRT maintenance yard/shops. In the absence of avoidance or adaptive reuse and incorporation into the project, construction of the proposed yard shops would "demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance," which would be a significant effect under CEQA.

Paleontological Resources

Based upon the paleontological review, the majority of the project area has a high level of sensitivity for paleontological resources, especially at depths below 5 feet. The only component of the BRT Alternative where excavation during construction would possibly exceed 5 feet would be elevated guideways and station locations. If construction of the BRT or Base LRT Alternative destroys a significant paleontological resource, it would be a significant effect under CEQA.

Cumulative Impacts

No related projects have been identified for this environmental document. Effects on cultural resources are identified above, and most can be mitigated to a level of less than significant. Therefore, the effects are on individual resources and not cumulative.

4.11.7 Impacts Remaining After Mitigation

With implementation of Mitigation Measure **CR1**, construction period impacts for both build alternatives would be reduced to less than adverse under NEPA and less than significant by compliance with accidental find provisions (regulatory compliance). No further mitigation would be required and there would be no remainder adverse effects under NEPA and no remainder significant impacts under CEQA.

Even with implementation of Mitigation Measure **CR2**, demolition of the Century Lounge (formerly Carolina Lanes Bowling Center), 5601 West Century Boulevard, would not be mitigated to a level less than adverse under Section 106 or less than significant under CEQA with the mitigation of HABS/HAER documentation.

With implementation of Mitigation Measure **CR3**, as long as damage to historic buildings from settlement is minimized and if it does occur, the repairs are made in accordance with the Secretary of the Interior's standards, there would be no adverse or significant effect with mitigation.

With implementation of Mitigation Measure **CR4**, construction period impacts to paleontological resources during construction of the Build Alternatives would be eliminated or reduced by complying with the local, state and/or federal regulatory requirements and/or permits for potential paleontological resources. Therefore, no additional measures to mitigate impacts are required.

With implementation of Mitigation Measure **CR5**, design and setback of the TPSS that minimizes the visual effect on the Angelus Funeral Home at 3886 Crenshaw Boulevard and its setting will reduce the impact to less than adverse under Section 106 and less than significant under CEQA.

With implementation of Mitigation Measure **CR6**, design of the LRT Ramp and Alternative Station near the Century Lounge (formerly Carolina Lanes Bowling Center) at 5601 West Century Boulevard that minimizes the permanent visual effect on the historic building and its setting will reduce the impact to less than adverse under Section 106 and less than significant under CEQA.

With implementation of Mitigation Measure **CR7**, documentation of the buildings to HABS standards would not mitigate the demolition of the buildings to less than adverse or less than significant. If the significant extant buildings are adaptively reused in accordance with the Secretary of the Interior's Standards, then the project impacts will be mitigated to less than significant. Both Section 106 and CEQA allow buildings to be altered in accordance with the Secretary's Standards without resulting in an adverse effect under Section 106 or a significant effect under CEQA. If an adaptive reuse plan cannot be developed to achieve the project objectives while mitigating the effects on historic properties, then the effect will be adverse under Section 106 and significant under CEQA.

With implementation of Mitigation Measures **T8 and T11**, as long as traffic flow and access to historic commercial businesses allows for continued economic viability of historic commercial businesses during the construction period, there would be no adverse or significant effect with mitigation.



4.12 Parklands and Community Facilities

This section presents information on existing parklands and community facilities that are located along and/or within 0.25-mile of either side of the project alignments, stations, and maintenance and operations facility sites. Parklands include parks and outdoor recreational facilities, while community facilities include police and fire departments, libraries, educational facilities (including day-cares), churches, cemeteries, hospitals, and convalescent homes.

Information in this section is based primarily on the following sources:

- Planning documents for Los Angeles County and the Cities of Los Angeles, Inglewood, and El Segundo
- Various internet sites for Federal, State, and local agencies (i.e., the Los Angeles County Fire Department) and information from non-county and non-city sites (i.e., the California Office of Public School Construction, Los Angeles Unified School District, and Inglewood Unified School District)
- A field review of parklands and community facilities within 0.25-mile of either side of the project alignments, stations, and maintenance and operations facility sites

Typically, transit improvements have the potential to enhance accessibility to parklands and community facilities, particularly for those individuals who are transit dependent. However, the physical features associated with the operation of the transit improvements can also have adverse effects through the acquisition of physical property or the disruption to users of parklands and other community facilities and their associated services.

4.12.1 Regulatory Framework

A brief discussion of the regulatory framework used to guide development related to parklands and community facilities in each of the study area jurisdictions is provided below.

4.12.1.1 Federal Parklands and Schools

USDOT Act of 1966. Section 4(f) of the USDOT Act of 1966 (recodified as amended at 49 USC Section 303) affords special protection to public recreational lands and facilities, including local parks and school facilities, that are open and available to the general public for recreational purposes, significant cultural resources, and natural wildlife refuges. Federally-funded transportation improvement projects are prohibited from the encroachment (direct or constructive use, or a take) of Section 4(f) lands unless it can be demonstrated that no other alternative exists. Parks and recreational Section 4(f) lands within or adjacent to the corridor are discussed herein. A discussion of Section 4(f) related to historical resources is provided in Section 4.11 Historical, Archaeological, & Paleontological Impacts.

Since 1966, Section 4(f) has undergone several changes. In August 2005, Section 6009(a) of the SAFETEA-LU, made the first substantive revision to Section 4(f) since the 1966 USDOT Act. Section 6009, which amended existing Section 4(f) legislation at both Title 49 USC Section 303 and Title 23 USC Section 138, simplified the process and approval of projects that have only *de minimis* impacts on lands impacted by Section 4(f). Under the new provisions, once the FTA determines that a transportation use of Section 4(f) property results in a *de minimis* impact, analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

Fire Services

Uniform Fire Code. The *Uniform Fire Code* (UFC) contains regulations relating to the construction and maintenance of buildings and to the use of their premises. Topics addressed in the UFC include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements, for new and existing buildings and their premises. The UFC contains specialized technical regulations related to fire and human safety.

4.12.1.2 State

Fire Services

California Code of Regulations (CCR) Title 24 of the CBC is a compilation of building standards. State fire regulations set forth in Section 13000 et seq. of the California Health and Safety Code, include regulations for building standards (as also set forth in the CBC), fire protection and notification systems, fire protection devices, such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. In the case where there is no local fire authority, and in all state-owned and state-occupied facilities, the California State Fire Marshall has full enforcement jurisdiction of state fire regulations.

Educational Facilities

California Education Code (CEC). Each of the state school districts is subject to the regulations of the CEC and the governance of the California State Board of Education, relative to funding, school curriculum, operations, and facilities (including location considerations).

4.12.1.3 Local

Parklands, public services (i.e., police and fire protection), libraries, and other community facilities (i.e., educational facilities) are generally regulated by local agencies. Therefore, these components and the project alternatives are regulated primarily by the policies and agencies of Los Angeles County and the Cities of Los Angeles, Inglewood, and El Segundo, wherever the components of the proposed project alternatives are located. In addition, public schools within 0.25-mile of either side of the project alignments, stations, and maintenance and operations facility sites, are within various school districts (i.e., the Los Angeles Unified School District and the Inglewood School District), which have their own policies and procedures. Specific policies that pertain to other community facilities are regulated through land use and zoning (refer to Section 4.1, Land Use and



Development, of this Draft EIS/EIR). The following is a summary of many of the applicable local policies, listed by jurisdiction:

Los Angeles County (View Park/Windsor Hills)

View Park/Windsor Hills is an unincorporated community of Los Angeles County. Parklands and community facilities are subject to the guidelines set forth in the Los Angeles County General Plan. The Los Angeles County General Plan has existing policies that also affect park and recreation facilities and police and fire services in the study area, including the following:

Parks and Recreation: Policy C/OS 1.1 requires the promotion for acquisition and preservation of open space areas throughout the county.

Police Services: Policy PS 8.1 promotes phased development, whereby land use proposals are developed in conjunction with approved law enforcement capabilities.

Fire Services: The Los Angeles County Fire Code and the general plan safety element establish the standards, policies, and goals for fire suppression facilities within the county. In addition, the general plan includes policies (such as Policy PS 7.1) that promote phased development, whereby land use proposals are developed in conjunction with approved fire protection capabilities.

City of Los Angeles***Citywide Level***

Parks and Recreation: Recreational planning is accomplished through various land use plans, including the City of Los Angeles General Plan, and various community plans, specific plans, and recreational use plans, which are developed by the City of Los Angeles Department of Recreation and Parks. The City of Los Angeles periodically updates its general plan and other elements, such as the public recreation element, which is still under development (City of Los Angeles, December 28, 2007).

According to the existing City of Los Angeles Public Recreation Plan, a satisfactory recreation system must measure up to accepted standards in three respects: sufficient land area must be set aside for recreation; recreation areas must be properly distributed in residential areas throughout the city; and, facilities must meet different recreation needs, including both active and passive recreation, and provisions for all ages (City of Los Angeles, 1980).

Police Services: While there are no specific local or regional plans that address police services, the city's citywide general plan framework and specific community plan documents do contain policies and objectives that deal with ensuring adequate police service infrastructure.

Fire Services: The City of Los Angeles both surrounds and adjoins other cities, counties, and state and federally-controlled lands; therefore, it has joined a variety of mutual aid agreements with other jurisdictions for the cooperative response and management of fires and other emergency incidents. The Los Angeles Fire Department (LAFD) participates in automatic response agreements with the county, as well as the City of El Segundo. LAX has an on-site fire fighting operation and special equipment designed for

the unique needs of airport facilities. The City of Los Angeles General Plan, the City of Los Angeles Fire Code (part of the city's municipal code), and the general plan safety element contain the goals, objectives, and policies related to fire prevention and suppression services.

Community Level

There are four designated City of Los Angeles communities within the study area: Wilshire, West Adams-Baldwin Hills-Leimert, Westchester-Playa Del Rey, and LAX. All four of these communities have community plans, which have applicable policies regarding existing parklands and community facilities. These policies are discussed below.

Wilshire Community

The Wilshire Community is a community within the City of Los Angeles located within the northern portion of the study area. The following is a summary of the applicable Wilshire Community Plan policies, listed by community facility:

Police Services: Policy 8-1.1 requires consultation with the Los Angeles Police Department (LAPD) in the review of development projects and land use changes, to determine law enforcement needs and requirements.

Fire Services: Policy 9-1.1 requires coordination with the LAFD during the review of significant development projects and general plan amendments, which effect land use, to determine the impacts on fire service demand. Programs complimenting this policy include: requiring decision-makers to continue to include findings on fire service demand, as a result of development projects and general plan amendments, and, by continuing to encourage consultation with the LAFD.

Libraries: Policy 7-1.1 encourages support for the construction of new libraries and the rehabilitation and expansion of existing libraries.

Educational Facilities: Policy 6-3.1 seeks to encourage the placement of public schools and other neighborhood facilities, at or near a transit station, transit center, or in a mixed-use area, in order to maximize the most efficient use of the land and neighborhood services. Placing educational facilities near transit stations, transit centers, and mixed-use districts, allows students to use the transit system to get to and from school. Additionally, Policy 6-3.1 encourages public and private redevelopment of existing public school sites in the immediate vicinity of transit stations and transit centers, so that the existing low-density land use would be replaced by a high-density, mixed-use development that would incorporate school facilities.

West Adams-Baldwin Hills-Leimert Community

The West Adams-Baldwin Hills-Leimert Community is a community within the City of Los Angeles located within the middle portion of the study area. The following is a summary of the applicable Adams-Baldwin Hills-Leimert Community Plan policies, listed by community facility:



Parks and Recreation: Policy 1-1.1 seeks to preserve the existing recreational facilities and park space by changing the existing zoning, as applicable to the open space zone, which provides such protection.

Police Services: Policy 5-1.1 requires coordination with the LAPD during the review of significant development projects and general plan amendments that effect land use, to determine the impacts on police service demand. This policy will require a decision-maker to include a finding, which considers the impact on police service demands of a proposed project or land use plan change. This consultation with the LAPD is currently in effect for plan amendments, which must be reviewed by the General Plan Advisory Board, which includes representation from the LAPD.

Fire Services: Policy 6-1.1 requires coordination with the LAFD as part of the review of significant development projects and general plan amendments that effect land use, to determine the impact on service demands. This policy requires a decision-maker to include a finding as to the impact on fire service demands of a proposed project or land use plan change. This coordination with the LAFD is currently in effect for projects, which are subject to the subdivision process, and for plan amendments, which must be reviewed by the General Plan Advisory Board, which includes representation from the LAFD.

Libraries: Policy 4-1.1 encourages support for the construction of new libraries and the rehabilitation and expansion of existing libraries, as required to meet the changing needs of the community. In addition, the community plan designates the existing library sites within the Public Facilities (PF) category, and changes the zoning to PF as well. This new designation provides more protection to retain the existing uses on site, which allows for greater certainty for needed city approvals when rehabilitating or expanding structures on site.

Educational Facilities: Policy 3-1.2 requires that existing school sites be retained within the community plan area. This policy designates the existing school sites in the PF category and changes the zone to PF. This new designation provides more protection to retain the existing uses on site, which allows for greater certainty for needed city approvals when rehabilitating or expanding structures on site.

Westchester-Playa Del Rey Community

The Westchester-Playa Del Rey Community is a community within the City of Los Angeles located within the southern portion of the study area. The following is a summary of the applicable Westchester-Playa Del Rey Community Plan policies, listed by community facility type:

Parks and Recreation: Policy 4-1.1 seeks to preserve and improve the existing recreational and park facilities. This policy designates all existing recreation and park facilities as Open Space (OS), and supports the designation of all parklands acquired in the future as OS, through city-initiated plan amendments or future updates to the community plan. The OS designation corresponds to the OS zone in the municipal code, which prohibits most types of structures or other uses of the land. Therefore, recreation and park facilities are protected by this policy.

Police Services: Policy 8-1.1 requires consultation with the LAPD in the review of development projects and land use changes to determine law enforcement needs and requirements. The city's discretionary approval process implements this.

Fire Services: Policy 9-1.1 requires coordination with the LAFD during the review of significant development projects and general plan amendments that effect land use, to determine the impacts on service demands. The city's discretionary review process requires the notification of, and consideration of, comments provided by the LAFD in the review of most discretionary projects, and supports more extensive coordination by decision-makers, whenever possible. City regulations require clearance from the LAFD prior to the issuance of most types of building permits.

Libraries: Policy 7-1.1 encourages support for the construction of new libraries and the rehabilitation and expansion of existing libraries, as required to meet the changing needs of the community. In addition, the community plan map designates existing library sites as PF, to be zoned PF, and also indicates their locations with a library symbol on the map. This gives the libraries additional protection to retain their existing use and allows a greater certainty in obtaining the necessary city approvals when rehabilitating or expanding.

Educational Facilities: Policy 6-1.2 requires that the expansion of existing public school facilities be considered prior to the acquisition of new sites. The Los Angeles Unified School District is responsible for providing public school facilities and coordinating possible school site locations within the Westchester-Playa Del Rey Community Plan area. Policy 6-1.3 seeks to encourage public school design that buffers classrooms from noise sources.

LAX Community

The LAX Community is a community within the City of Los Angeles located within the southern portion of the study area. The following is a summary of the applicable LAX Community Plan policies, listed by community facility type:

Police Services: Policy P4 requires consultation with the LAPD, the Los Angeles World Airports police department, other law enforcement agencies, and security experts, as appropriate, during the facility planning, design, and review phase. This consultation is required so that potential environmental contributors to criminal activity are reduced and to ensure the security of the airport, airline passengers, and the surrounding community.

Fire Services: Policy P6 requires consultation with the LAFD during the design phase of facilities to review plans and incorporate recommendations that enhance airport safety.

City of Inglewood

Parks and Recreation: The City of Inglewood Parks, Recreation, and Community Services Department is guided by the open space element of the *1995 City of Inglewood General Plan*. This document outlines the goals and policies for parks and recreational facilities in the city, as well as various sources for department funding. The policies of the *1995 City of Inglewood General Plan*, pertaining to parks and recreational facilities, as related to the proposed project alternatives, involve the priority to provide additional parks (policies one and four of the general plan).



Police Services: The safety element of the *1995 City of Inglewood General Plan* identifies provisions to provide sufficient manpower and the necessary special equipment to respond to emergencies of unlawfulness.

Fire Services: Fire safety policies in the City of Inglewood are governed by the UFC and the Inglewood Municipal Code (Chapter 6), which includes the Los Angeles Fire Code. In addition, the following measure was identified in the *1995 City of Inglewood General Plan* safety element: conducting pre-planning exercises for emergencies, for all significant fire hazards, which involve dangers to large numbers of persons or residential neighborhoods.

Educational Facilities: The City of Inglewood is serviced by the Inglewood Unified School District, which is discussed under a separate heading below.

City of El Segundo

Parks and Recreation: Policy OS1-1.8 prohibits all existing publicly-owned parkland that is open to the general public from being converted into other land uses.

Los Angeles Unified School District

The Los Angeles Unified School District (LAUSD) provides public education for kindergarten through grade 12 (K-12) in the study area. The LAUSD has various programs (such as the District Facilities Goals and Guidelines) that are used to guide the planning and construction of new schools. In addition, the LAUSD must meet the provisions and obligations associated with various state-funded programs and propositions (both state and local).

When the LAUSD proposes a new school, they consider a variety of potential safety factors, such as geological hazards and proximity to airports, high voltage power transmission lines, hazardous land uses (including uses that could pose a threat to the health and safety of students and staff, including, but not limited to, facilities within 0.25-mile of the proposed school sites that might reasonably be anticipated to emit hazardous air emissions), railroad tracks, and major roadways (California Office of Public School Construction, 2006).

Inglewood Unified School District

The Inglewood Unified School District (IUSD) provides services to the City of Inglewood. Although there are currently no plans for new school construction within the city, the IUSD has long-term plans to replace one-story classroom facilities with two-story buildings on each school site, except kindergarten sites, in order to create more open space for play areas (California Office of Public School Construction, 2006). The IUSD Facilities Master Plan describes the district's anticipated school facilities needs and priorities, funding sources, and timelines for building. The plan also details the district goals, objectives, policies, and community input regarding district facilities. Objectives include the consideration of locating schools within the community, adequate sound control, and safety (IUSD, Regulation 7110).

4.12.2 Affected Environment/Existing Conditions

4.12.2.1 General Setting

The study area encompasses a number of jurisdictions and agencies, including the unincorporated portions of the Los Angeles County (View Park/Windsor Hills) and the Cities of Los Angeles, Inglewood, and El Segundo. The following provides a general description of the parklands and community facilities under these jurisdictions. Figure 4-45 through Figure 4-48 show the locations of the various types of facilities that are in proximity to the project.

Los Angeles County (View Park/Windsor Hills)

Parks and Recreation: Los Angeles County offers its residents an array of parks, gardens, and beaches. There are no county parks or recreational facilities within 0.25-mile of the project in the View Park/Windsor Hills area.

Police Services: The Los Angeles County Sheriff's Department (LACSD) currently employs approximately 9,474 sworn peace officers and 7,738 professional staff. The LACSD is comprised of 11 divisions, which provides law enforcement services to 40 contract cities, 90 unincorporated communities, 9 community colleges, Metro, and 48 superior courts (County of Los Angeles, 2007). There are no LACSD stations located within 0.25-mile of the project.

Fire Services: The LACFD provides fire and safety services to the unincorporated areas of Los Angeles County, to contract cities, and to cities that are under an agreement for the cooperative response and management of fires and other emergency incidents, such as the City of Los Angeles. The LACFD currently employs over 4,500 personnel, ranging from firefighters and paramedics to lifeguards and pilots. The LACFD operates 165 fire stations and several fire prevention offices (County of Los Angeles, 2007). There are no county fire stations within 0.25-mile of the project in the View Park/Windsor Hills area.

Libraries: Los Angeles County provides library services to residents living in the unincorporated areas of the county. There are no Los Angeles County libraries located within 0.25-mile of the project.

Educational Facilities: The local school district for the community of View Park/Windsor Hills is LAUSD. There are no LAUSD schools located within 0.25-mile of the project.

City of Los Angeles

Wilshire Community

Parks and Recreation: The City of Los Angeles Department of Recreation and Parks operates 20 public parks and recreational facilities in the Wilshire Community Plan area. One of these parks, the Harold A. Henry Park, lies within 0.25-mile of the project (specifically the TSM and BRT Alternatives along Crenshaw Boulevard, north of Olympic Boulevard).

Police Services: The LAPD provides police protection services in the City of Los Angeles, which is an area of approximately 473 square miles, with 19 communities representing approximately four million residents (LAPD, July 2005). In addition to administrative and special investigative units, the City of Los Angeles is divided into four smaller operational

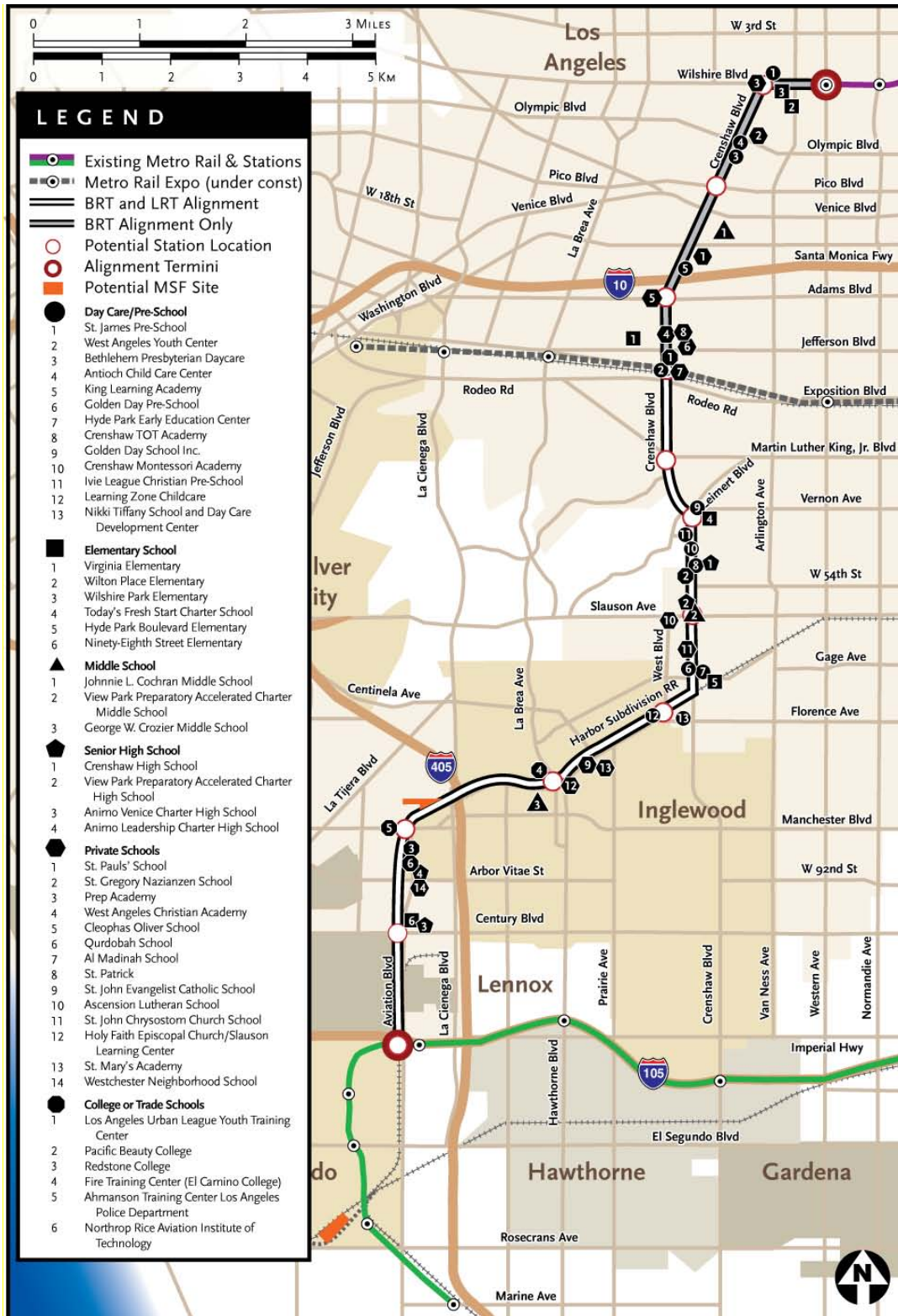


Figure 4-45. Parklands and Public Service



Source: ESRI Basemap Data (ArcView 9.1) and field survey (January 12, 2008)

Figure 4-46. Educational Facilities



Source: ESRI Basemap Data (ArcView 9.1) and field survey (January 12, 2008)



Figure 4-47. Religious Facilities



Source: ESRI Basemap Data (ArcView 9.1) and field survey (January 12, 2008)

Figure 4-48. Hospital/Convalescent



Source: ESRI Basemap Data (ArcView 9.1) and field survey (January 12, 2008)

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units or bureaus: the Central Bureau, the South Bureau, the West Bureau, and the Valley Bureau. To facilitate response times, the LAPD has approximately 19 individual police stations located throughout the bureaus. The LAPD employs approximately 10,000 sworn and 3,000 civilian personnel, providing an average of approximately 2.5 sworn officers per 1,000 people (LAPD, July 2005). Although there are two LAPD stations which serve the study area (Wilshire and Southwest Community), there are no LAPD stations located within 0.25-mile of the project (specifically the TSM and BRT Alternatives).

Fire Services: The LAFD provides fire suppression, emergency medical care, technical rescue, hazardous materials handling, disaster response, and community services to the City of Los Angeles. The LAFD has 3,594 uniformed personnel and 346 non-sworn support personnel, located at 106 neighborhood fire stations, serving a 471-square-mile jurisdiction (LAFD Homepage www.lafd.org, August 2008). A total of 1,101 uniformed firefighters, including 226 firefighter/ paramedics, are always on duty throughout the city. The location and number of stations that would be called in the event of a fire or other emergency depends on a number of factors, including: the type of emergency, the severity of the emergency, and the availability of the nearest fire station. In actuality, the resources of the entire LAFD force could be available collectively. There are six fire stations within the Wilshire Community Plan area. One of these fire stations, Fire Station #29, lies within 0.25-mile of the TSM Alternative and proposed BRT alignment (along Wilshire Boulevard) and station (the proposed BRT station at Wilshire/Crenshaw Boulevards).

Libraries: There are six community branch libraries within the Wilshire Community Plan area, none of which are located within 0.25-mile of the project.

Educational Facilities: The LAUSD is the primary school district within the City of Los Angeles. The LAUSD encompasses a service area of almost 704 square miles, which is broken into eight local districts. In addition to the City of Los Angeles, the LAUSD serves all, or portions of, several incorporated cities and portions of the county (including View Park/Windsor Hills), thus representing a total population of approximately 4.5 million residents. The LAUSD operates approximately 1,190 schools, including kindergarten through grade 12 (K-12), community and occupational centers, and charter schools (LAUSD, 2008). The LAUSD is undergoing a \$19.3 billion voter-approved transformation to build new schools and improve existing facilities, in order to reduce overcrowding throughout the district. Since the program began in 2000: 67 new schools have been constructed, 12 new schools are currently under construction, 19 projects are under construction, and 171 projects have been completed (LAUSD, 2008). Within the Wilshire Community Plan area, there are 21 public elementary schools, three public middle schools, and one public high school (City of Los Angeles, September 2001). Two LAUSD elementary schools lie within 0.25-mile of the proposed TSM Alternative and BRT alignment and station at Wilshire/Crenshaw Boulevards. There are two private schools located within 0.25-mile of the proposed TSM and BRT Alternatives.

Other Community Facilities: Within the Wilshire Community Plan area one convalescent hospital, three day-care facilities, and numerous religious facilities lie within 0.25-mile of the proposed TSM and BRT Alternatives alignments.

West Adams-Baldwin Hills-Leimert Community

Parks and Recreation: The City of Los Angeles Department of Recreation and Parks operate two community parks and nine neighborhood parks in the West Adams – Baldwin Hills - Leimert Community Plan area. One of these neighborhood parks, Leimert Park (historic), is located adjacent to the project (along Crenshaw Boulevard at Leimert Boulevard and Vernon Avenue).

Police Services: Police protection services are provided by the LAPD (refer to the Wilshire Community Police Services subsection above for detailed LAPD personnel and services information). There are four police stations serving the study area. Within the West Adams – Baldwin Hills- Leimert Community Plan area there are no police stations located within 0.25-mile of the project alignment.

Fire Services: Fire services are provided by the LAFD (refer to Wilshire Community Fire Services subsection above for detailed LAFD personnel and services information). Fire protection in the community plan area is provided by one single-engine company station (Fire Station #94), which does not lie within 0.25-mile of the project alignment.

Libraries: The study area is serviced by four community branch libraries. There are no libraries that lie within 0.25-mile of the project alignment.

Educational Facilities: The LAUSD is the primary school district servicing the West Adams-Baldwin Hills-Leimert Community (refer to Wilshire Community Educational Facilities subsection above for detailed LAUSD personnel and services information). Within the community plan area are several LAUSD schools (two elementary schools, two middle schools, and one high school) that lie within 0.25-mile of the project (generally along Crenshaw Boulevard). Several private education facilities are located within 0.25-mile of either side of the project. One private school is located near the proposed Crenshaw/Adams Boulevard Station (BRT Alternative) and one day-care facility is located near the proposed Harbor Subdivision/West Boulevard Station.

Other Community Facilities: There is a private museum located adjacent to the project alignment (along Crenshaw Boulevard, north of Martin Luther King Jr. Boulevard) and the proposed station at Crenshaw/Martin Luther King Jr. Boulevards.

Westchester-Playa Del Rey Community

Parks and Recreation: The City of Los Angeles Department of Recreation and Parks operates the following public parks and recreational facilities in the Westchester-Playa Del Rey Community Plan area: a regional park (the beach area west of Vista Del Mar), a community park (the Westchester Recreation Center), and a neighborhood park (Del Rey Lagoon). There are no parks or recreation facilities within the study area or within 0.25-mile of the project.

Police Services: Police protection services are provided by the LAPD (refer to Wilshire Community Police Services subsection above for detailed LAPD personnel and services information). The LAPD facility that serves the Westchester-Playa Del Rey area is the Pacific Division Police Station, which is located approximately 1 mile north of the community plan area; therefore, there is no police station within the study area or within 0.25-mile of the project. However, the LAPD's Ahmanson Recruit Training Center is



located at the northwest corner of Manchester/Osage Avenues, which is located within 0.25-mile of the project (specifically the proposed BRT Harbor Subdivision/Manchester Avenue Station, and the proposed Site B maintenance and operations facility site.

Fire Services: Fire services are provided by the LAFD (refer to Wilshire Community Fire Services subsection above for detailed LAPD personnel and services information). The LAFD has two fire stations (Fire Station #5 and Fire Station #67) that provide fire and emergency services for the Westchester-Playa Del Rey Community Plan area. Neither fire station is located within the study area or within 0.25-mile of the project alignment.

Libraries: There are two branch libraries within the Westchester-Playa Del Rey Community Plan area. Neither of these libraries is located within 0.25-mile of the project alignment.

Educational Facilities: The LAUSD is the primary school district servicing the Westchester-Playa Del Rey Community (refer to Wilshire Community Educational Facilities subsection above for detailed LAUSD personnel and services information). There are seven public elementary schools, one public middle school, and one public high school within the Westchester-Playa Del Rey Community Plan area. Within 0.25-mile of either side of the project (along Aviation Boulevard) are two public high schools and one public elementary school. Two of the schools (one high school and one elementary school) are located within 0.25-mile of the proposed station at Century/Aviation Boulevards. Two private colleges lie within 0.25-mile of the project. The LAPD Ahmanson Recruit Training Center lies within 0.25-mile of the project and the Harbor Subdivision/Manchester Avenue Station.

Other Community Facilities: The Daniel Freeman Memorial Hospital is a 24-hour acute care facility located within 0.25-mile of the project, the Manchester/Aviation Boulevards Station and the proposed maintenance and operations facility site (Site B) are also located within 0.25-mile of the project alignment.

LAX Community

Parks and Recreation: There are no parklands or recreational facilities in the LAX Community Plan area that are located within 0.25-mile of the project alignment.

Police Services: Police protection services are provided by the LAPD (refer to Wilshire Community Police Services subsection above for detailed LAPD personnel and services information). There are no police facilities in the LAX Community Plan area; therefore, there are no facilities located within 0.25-mile of the project alignment.

Fire Services: Fire services are provided by the LAFD (refer to Wilshire Community Fire Services subsection above for detailed LAPD personnel and services information). The LAFD has one fire station (Fire Station #95) located within the LAX Community Plan area that provides fire and emergency services for the LAX Community Plan area. This station is located on the south side of Century Boulevard and is within 0.25-mile of the proposed project alignments and Century/Aviation Boulevards Station.

Libraries: There are no libraries in the LAX Community Plan area located within 0.25-mile of the project.



Educational Facilities: The LAUSD is the primary school district servicing the LAX Community (refer to Wilshire Community Educational Facilities subsection above for detailed LAUSD personnel and services information). There are no educational facilities in the LAX Community Plan area located within 0.25-mile of the project.

Other Community Facilities: There are no other community facilities (i.e., hospitals, convalescent homes, etc.) in the LAX Community Plan area located within 0.25-mile of the project.

City of Inglewood

Parks and Recreation: The City of Inglewood's Parks, Recreation, and Community Services Department is responsible for maintaining city parks, parkways, center medians, islands, and trees in the jurisdiction. The department is divided into four divisions: parks administration, recreation and cultural services, human services, and community services. Approximately 100 acres of open space, including parks, medians, and parkways, is located within the City of Inglewood. The city also contains two recreation centers that provide a variety of parks and recreational opportunities in the community. There are three public parks in the City of Inglewood that are located within 0.25-mile of the project alignments – Grevillea Park, Rogers Park Recreation/Community Center, and Edward Vincent Jr. (Centinela) Park (specifically the BRT and Base Light Rail Transit [LRT] Alternatives). The Edward Vincent Jr. Park is located directly adjacent to the Harbor Subdivision right-of-way. In addition, the Grevillea Park is located within 0.25-mile of the proposed Harbor Subdivision/La Brea Avenue Station.

Police Services: The Inglewood Police Department (IPD), which provides services in the City of Inglewood, operates one police station. The IPD has approximately 196 actual sworn officers and approximately 60 civilian personnel (IPD website, August 06, 2008). In 2005, the city had a ratio of approximately one officer per 1,000 residents (City of Inglewood, August 2006). However, the City of Inglewood does not utilize a standard personnel-to-population ratio to determine department needs; rather, additions to the police department are determined by the number of calls the department handles per year and at the recommendation of the department heads, on an as-needed basis. The IPD station is located within 0.25-mile of the project alignments and the proposed Harbor Subdivision/La Brea Avenue Station.

Fire Services: The City of Inglewood receives fire protection and paramedic services from the LACFD. The City of Inglewood belongs to Battalion 20, within Division 6, of the county's Consolidated Fire Protection District (City of Inglewood, August 2006). Battalion 20 operates a total of six stations, five of which serve the City of Inglewood. Of these stations, four are located within the City of Inglewood. As of March 2006, Battalion 20 employed approximately 75 full-time staff among the five different fire stations that serve the City of Inglewood (City of Inglewood, August 2006). One of the Battalion 20 fire stations, Fire Station #171, lies within 0.25-mile of the project alignments and the proposed Harbor Subdivision/La Brea Avenue Station.

Libraries: The Inglewood Library Department currently manages and operates three libraries; the Inglewood Main Library, the Morningside Park Branch Library, and the Crenshaw-Imperial Branch Library. The Inglewood Main Library is located within 0.25-mile of the project alignments and the proposed Harbor Subdivision/La Brea Avenue Station.



Educational Facilities: The City of Inglewood has a total of 39 schools, 20 of which are served by the IUSD, 14 are private schools, four are charter schools, and one school is within the LAUSD (City of Inglewood, August 2006). George W. Crozier Middle School is located within 0.25-mile of the project alignments and the proposed Harbor Subdivision/La Brea Avenue Station and the Learning Zone Childcare day care/pre-school is also located within 0.25-mile of the project alignments and the proposed Harbor Subdivision/West Boulevard Station.

The City of Inglewood’s downtown area also has several trade schools and private education facilities that are located within 0.25-mile of the project alignments and the proposed Harbor Subdivision/La Brea Avenue Station.

Other Community Facilities: The Inglewood Park Cemetery is located within the City of Inglewood and is located within 0.25-mile of the project alignment and the Harbor Subdivision/West Boulevard Station.

City of El Segundo

Although the City of El Segundo lies within 0.25-mile of the proposed project alignments (along Aviation Boulevard) and the Metro Green Line Aviation/LAX Station, no parklands or community facilities are located within 0.25-mile of the proposed project alignments or stations.

4.12.2.2 4.12.1.2 Summary of General Setting

An inventory of the existing parklands and community facilities within the study area is provided below. The parklands and community facilities that service the study area or are within 0.25-mile of the proposed project alignments, stations, and maintenance and operations facility sites are detailed in Figure 4-45 through Figure 4-48 above and Table 4-60 through Table 4-63.

Table 4-60 provides a summary of the number of parklands and community facilities located within approximately 0.25-mile of the project.

Table 4-61 lists the parklands and other recreational resources within 0.25-mile of the proposed BRT (including TSM) and Base LRT Alternatives.

Table 4-62 lists public service facilities within 0.25-mile of the proposed BRT (including TSM) and Base LRT Alternatives.

Table 4-63 describes other community facilities within 0.25-mile of the proposed BRT (including TSM) and Base LRT Alternatives, including educational facilities, religious facilities, cemeteries, hospitals, and convalescent facilities.

Table 4-60. Summary of the Number of Parklands and Community Facilities Located within 0.25-mile of Project

Facility	Project Alternatives			
	TSM	BRT	Base LRT	MOF
Parks	6	6	4	0
Police Services	1	1	1	0
Fire Services	4	4	3	0
Public Elementary Schools	6	6	3	0
Public Middle Schools	3	3	2	0
Public High Schools	4	4	3	0
Colleges, Universities & Trade Schools	6	6	6	1
Other Recreation	1	1	1	0
Private Schools	14	14	7	0
Libraries	2	2	1	0
Religious Facilities	60	60	34	0
Hospitals	2	2	2	1
Convalescent	4	4	3	0
Cemeteries	1	1	1	0
Day-Care and Pre-School	13	13	9	0

Source: CDM, 2008

Note: The LAPD Wilshire Police Station and LAFD Fire Station #94 are not within 0.25-mile of the project and are therefore not included in this table; however these stations serve the project area.

MOF = Maintenance and Operations Facility



Table 4-61. Parklands and Recreation Resources within 0.25-mile of the Proposed Project

Map No ¹	Name	Type of Facility	Approx. Size (acres)	Location	Regulatory Agency	Proximity to Alignment (miles) ²
1	Harold A. Henry Park	Children’s play area and picnic tables	3	890 S. Lucerne Blvd	City of Los Angeles	0.20 BRT
2	Washington Irving Pocket Park	Park only - no buildings or equipment	0.1	4103 E. Washington Blvd	City of Los Angeles	0.08 BRT
3	Leimert Park	Park with picnic tables, benches and decorative fountain	1.9	4395 Leimert Blvd	City of Los Angeles	0.05 BRT
4	Grevillea Park	Park only - no buildings or equipment	1.5	231 So. Grevillea Ave	City of Inglewood	0.10 BRT 0.18 LRT
5	Rogers Park Recreation/Community Center	Buildings: 1 Multipurpose Recreation Building, 33,500 square feet, including gymnasium/basketball court with bleachers, auditorium for classes/productions, portable boxing ring, weight room, pool room, table tennis, meeting rooms, handball court, snack bar/kitchen, park office, restroom, and outdoor preschool area. Equipment: 1 playground 2 lighted tennis courts 1 picnic area 1 full basketball court 1 lighted Little League baseball field 1 lighted football/soccer field 1 wading pool 1 restroom skate park (future)	9	400 West Beach Ave	City of Inglewood	0.15

Table 4-61. Parklands and Recreation Resources within 0.25-mile of the Proposed Project (continued)

Map No ¹	Name	Type of Facility	Approx. Size (acres)	Location	Regulatory Agency	Proximity to Alignment (miles) ²
6	Edward Vincent Jr. (Centinela) Park	Buildings: 1 Veteran’s Memorial Building, 1 pool complex (Olympic size adult pool, 3-foot-deep youth training pool, toddler’s wading pool, renovated bathhouse with ADA restrooms), 1 ramped community playhouse with restrooms, 1 ramped multipurpose/Girl Scout facility with restrooms, 1 outdoor Amphitheater, 1 park maintenance building. Equipment: 5 playgrounds 8 tennis courts 3 picnic areas 2 basketball courts 2 lighted and fenced softball fields 2 lighted and fenced football/soccer fields 1 pool complex (1 Olympic regulation-size swimming pool, 1 training pool, 1 wading pool, ADA-compliant bathhouse) 6 freestanding restroom facilities 3 parking lots	55	700 Warren Ln	City of Inglewood	0.02
1	Museum of African-American Art	Museum	--	4005 Crenshaw Blvd	Private	0.03

Source: CDM, 2008

¹ Map numbers correspond to Figure 4-45

² Distance to both BRT (and TSM) and Base LRT alignments unless otherwise noted.



Table 4-62. Public Services Within 0.25-mile of the Project

Map No ¹	Station	Address	Area of Project Served	Proximity to Alignment (miles) ²
Police Services³				
1	LAPD Southwest Community Police Station	1546 W. Martin Luther King Jr. Blvd, Los Angeles	Crenshaw and Leimert Park communities of Los Angeles	1.72
2	Inglewood Police Station	1 West Manchester Blvd, Inglewood	City of Inglewood	0.05 BRT 0.11 LRT
Fire Services⁴				
1	LAFD Fire Station Number 29	4029 Wilshire Blvd, Los Angeles	Wilshire Center and Hancock Park communities of Los Angeles	0.00 BRT
3	LAFD Fire Station Number 95	10010 International Rd, Los Angeles	LAX area of Los Angeles	0.15
4	LACoFD Fire Station Number 171	141 West Regent St, Inglewood	City of Inglewood and LA County	0.05
Libraries				
1	City of Los Angeles - Washington Irving Branch Public Library	4117 W. Washington Blvd, Los Angeles	City of Los Angeles	0.06 BRT
2	City of Inglewood Public Library	101 W. Manchester Blvd, Inglewood	City of Inglewood	0.11 BRT

Source: CDM, 2008

¹ Map numbers correspond to Figure 4-45

² Distance to both BRT (and TSM) and Base LRT alignments unless otherwise noted.

³ LAPD Wilshire Police Stations is not within 0.25-mile of the project and is therefore not included in this table; however the station serves the project area.

⁴ LAFD Fire Station #94 is not within 0.25-mile of the project and is therefore not included in this table; however the station serves the project area.

LAPD – Los Angeles Police Department

LAFD – Los Angeles Fire Department

LACFD – Los Angeles County Fire Department

Table 4-63. Other Community Facilities within 0.25 of the Project

Map No. ¹	Name	Location	Proximity to Alignment (miles) ²
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 E Redondo Blvd, Inglewood	0.10
13	Nikka Tiffany School and Day Care	7112 S Victoria Ave, Los Angeles	0.07 LRT
Elementary Schools			
1	Virginia Elementary School	30th/Virginia, Los Angeles	0.23 BRT
2	Wilton Place Elementary School	745 S. Wilton Pl, Los Angeles	0.25 BRT
3	Wilshire Park Elementary School	4063 Ingraham St, Los Angeles	0.07 BRT
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 BRT
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



Table 4-63. Other Community Facilities within 0.25 of the Project (continued)

Map No. ¹	Name	Location	Proximity to Alignment (miles) ²
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 Blvd, Los Angeles	0.15
8	St. Patrick	3583 30th Street, 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
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

Table 4-63. Other Community Facilities within 0.25 of the Project (continued)

Map No. ¹	Name	Location	Proximity to Alignment (miles) ²
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	.02
21	Vijaya Dharma Buddhist Vihara	1847 Crenshaw Blvd, Los Angeles	.03 BRT
22	Nazarite Presbyterian Church	1722 Crenshaw Blvd, Los Angeles	.02 BRT
23	New Zion Church – God in Christ	1523 Crenshaw Blvd, Los Angeles	.03 BRT
24	CA Bible Baptist Church	1187 Crenshaw Blvd, Los Angeles	.02 BRT
25	Sungbalsa Buddhist Temple	1135 Crenshaw Blvd, Los Angeles	.02 BRT
26	Beta Israeli Temple	1101 Crenshaw Blvd, Los Angeles	.02 BRT
27	Universal Metaphysical Church	1101 Crenshaw Blvd, Los Angeles	.02 BRT
28	Antioch Christian Community	1060 Crenshaw Blvd, Los Angeles	.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

CRENSHAW TRANSIT CORRIDOR PROJECT



Table 4-63. Other Community Facilities within 0.25 of the Project (continued)

Map No. ¹	Name	Location	Proximity to Alignment (miles) ²
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, 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	.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
Cemeteries			
1	Inglewood Park Cemetery	720 E Florence Ave, Inglewood	0.07
Hospitals			
1	Daniel Freeman Memorial Hospital	333 N Prairie Ave, Inglewood	0.24
2	Airport Urgent Care	1117 W Manchester Blvd, Inglewood	0.08 BRT 0.04 LRT
Convalescent			
1	Windsor Garden Convalescent Hospital	915 Crenshaw Blvd, Los Angeles	0.01 BRT
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: CDM, 2008

¹ Map numbers correspond to Figure 4-46 through Figure 4-48

² Distance to both BRT (and TSM) and Base LRT alignments unless otherwise noted.

4.12.3 Environmental Impacts/Environmental Consequences

4.12.3.1 Methodology

Potential impacts to parkland and community facilities were assessed by conducting an inventory of all facilities located within 0.25-mile of either side of the project alignments, stations, and maintenance and operations facility sites, and identifying those that are in closest proximity to determine facilities that would be directly or indirectly impacted the proposed transit improvements. Direct impacts involve physical acquisition, displacement or relocation of parkland or a community facility, and indirect impacts involve changes to pedestrian or vehicular access. Direct impacts would only occur at facilities located adjacent to the alignments. Similarly, indirect impacts would be most likely to occur at facilities adjacent to or in closest proximity to the project alignments.

Pedestrian and vehicular access is further discussed in Section 3.0 Transportation Impacts and Mitigation. Existing and future safety and security issues for motorists and the surrounding community are discussed in Section 4.14 Safety and Security. Other potential indirect impacts related to air quality and noise impacts are addressed in Sections 4.5 Air Quality and 4.6 Noise and Vibration.

4.12.3.2 Parklands

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. In addition, the projects/components under the No Build Alternative will undergo project-specific environmental review, as appropriate. Due to the various locations and distance from the proposed project and additional project-specific environmental review, the projects/components under the No Build Alternative are not anticipated to result in direct or indirect adverse impacts on parklands or other Section 4(f) lands (i.e., wildlife areas).

TSM Alternative

The TSM Alternative would operate within existing public road right-of-ways and it is not anticipated to have any adverse direct or indirect impact on parklands or other Section 4(f) lands (i.e., wildlife areas).

BRT Alternative

Table 4-64 summarizes the impacts to parkland located within 0.25-mile of the BRT Alternative. The BRT Alternative is located within 0.25-mile of six existing parklands. Two of the parks (Edward Vincent Jr. Park and Leimert Park) are located along the alignment.

Acquisition

The BRT exclusive busway would be located along the southern edge of the Edward Vincent Jr. Park. The busway would be located at-grade along the existing railroad right-of-way. Acquisition of a strip of parkland adjacent to the existing railroad would be required to provide the needed width for the exclusive busway and separation from the existing railroad. This would entail removal of two rows of existing palm trees located north and south of the Harbor Subdivision. The area within the park to be acquired



Table 4-64. Summary of Impacts to Parklands and Other Recreational Facilities within 0.25-mile of the Proposed BRT Alternative

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
Parklands								
1	Harold A. Henry Park	890 S. Lucerne Blvd, Los Angeles	0.20	No	No	No	No	No
2	Washington Irving Pocket Park	4103 E. Washington Blvd, Los Angeles	0.08	No	No	No	No	No
3	Leimert Park	4395 Leimert Blvd, Los Angeles	0.05	Yes	No	Yes (a)	No	No
4	Grevillea Park	231 S. Grevillea Ave, Inglewood	0.10	Yes	No	No	No	No
5	Rogers Park Recreation/Community Center	400 West Beach Ave, Inglewood	0.15	No	No	No	No	No
6	Edward Vincent Jr. (Centinela) Park	700 Warren Ln, Inglewood	0.01	Yes	Yes	No	No	No
Other Recreation								
1	Museum Of African-American Art	4005 Crenshaw Blvd, Los Angeles	0.03	Yes	No	Yes (b)	No	No

Source: CDM, 2008

¹ Map numbers correspond to Figure 4-45.

(a) Street parking would be prohibited along Crenshaw Boulevard during peak hours.

(b) Parking is reduced from both sides of the Crenshaw Boulevard frontage road to only one side.

consists primarily of a heavily landscaped edge that is not suitable for recreational uses. Use of the amenities adjacent to the area to be acquired (tennis courts and playfields) would not be adversely impacted.

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.¹³ In addition, as detailed in Chapter 4.6, Noise and Vibration, the anticipated noise increase adjacent to the Edward Vincent Jr. Park from the operation of the BRT Alternative would not exceed 3 dBA; therefore, a constructive use under Section 4(f) would not occur.

Access

Adjacent to Leimert Park, the BRT Alternative would operate in a dedicated lane during peak periods within the existing roadway and no direct acquisition, displacement or relocation of Leimert Park would occur. Further operation of the dedicated BRT lane adjacent to Leimert Park would not obstruct vehicle or pedestrian access as right turns would be allowed. Therefore, the proposed BRT Alternative would not result in any direct or indirect adverse effect on Section 4(f) parkland.

The Vernon Station would be located in close proximity to Leimert Park, which could potentially provide a benefit by increasing the park's accessibility.

The proposed West Station would be located less than 0.25-mile from the northeastern portion of Edward Vincent Jr. Park, thereby potentially increasing the park's accessibility. The proposed station would not result in any direct or indirect adverse effects on the Edward Vincent Jr. Park; therefore, no adverse effects are anticipated on Section 4(f) parkland.

The remaining four parks within 0.25-mile of the BRT alignment would not be adversely affected. The proposed La Brea Station, located within 0.25-mile, may benefit Grevillea Park by increasing accessibility to the park. The proposed station would not result in any direct or indirect adverse effects on Grevillea Park; therefore, no adverse effects are anticipated on Section 4(f) parkland.

Parking

Parking on Crenshaw Boulevard would be restricted during peak periods; however, parking for Leimert Park located along 43rd Place would not be affected. Parking would continue to be allowed along Crenshaw Boulevard during non-peak hours, which are likely the periods of highest park uses (i.e., weekends). Therefore, parking associated with the BRT Alternative would not result in any direct or indirect adverse effects on Leimert Park; or any other park along the alignment; therefore, no adverse effects are anticipated on Section 4(f) parkland.

Base LRT Alternative

Table 4-65 summarizes the impacts to parklands located within 0.25-mile of the Base LRT Alternative. The Base LRT Alternative is located within 0.25-mile of four existing parklands. As with the BRT Alternative, two parks (Edward Vincent Jr. Park and Leimert Park) are located along the Base LRT alignment. Adjacent to Leimert Park, the proposed Base LRT Alternative would be located below-grade and would have no potential operational impacts on the park.

¹³ Coordination is ongoing with the City of Inglewood Department of Parks and Recreation to determine if they concur with this finding.



Table 4-65. Summary of Impacts to Parklands and Other Recreational Facilities within 0.25-mile of the Proposed Base LRT Alternative

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
Parklands								
3	Leimert Park	4395 Leimert Blvd, Los Angeles	0.05	Yes	No	No	No	No
4	Grevillea Park	231 S. Grevillea Ave, Inglewood	0.18	Yes	No	No	No	No
5	Rogers Park Recreation/Community Center	400 W Beach Ave, Inglewood	0.15	No	No	No	No	No
6	Edward Vincent Jr. (Centinela) Park	700 Warren Ln, Inglewood	0.01	Yes	No	No	No	No
Other Recreation								
1	Museum Of African-American Art	4005 Crenshaw Blvd, Los Angeles	0.03	Yes	No	Yes (a)	No	No

Source: CDM, 2008

¹ Map numbers correspond to Figure 4-45.

(a) Parking is reduced from both sides of the Crenshaw Boulevard frontage road to only one side.

Acquisition

As with the BRT Alternative, the Base LRT alignment would extend along the southern edge of Edward Vincent Jr. Park at-grade along the existing Harbor Subdivision. The Base LRT alignment would occur entirely within the existing railroad right-of-way and no acquisition of parkland would be required. Therefore, the proposed Base LRT Alternative would not result in any direct or indirect adverse effect on Section 4(f) parkland. In addition, as detailed in Chapter 4.6, Noise and Vibration, the anticipated noise increase adjacent to the Edward Vincent Jr. Park from the operation of the Base LRT Alternative would not exceed 3 dBA; therefore, a constructive use under Section 4(f) would not occur.

Access

The Base LRT Alternative is located along Metro right-of-way adjacent to Edward Vincent Jr. Park. The Base LRT Alternative would not obstruct pedestrian or vehicle access to Edward Vincent Jr. Park. The West Station would be located less than 0.25-mile from the northeastern portion of the Edward Vincent Jr. Park, thereby potentially increasing the park’s accessibility. The proposed station would not result in any direct or indirect adverse effects on the Edward Vincent Jr. Park; therefore, no adverse effects are anticipated on Section 4(f) parkland.

The La Brea Station, located within 0.25-mile, would potentially benefit Grevillea Park by increasing the park’s accessibility. The proposed station would not result in any direct or

indirect adverse effects on Grevillea Park; therefore, no adverse effects are anticipated on Section 4(f) parkland.

The remaining three parks within 0.25-mile of the Base LRT Alternative would not be adversely impacted.

Parking

Park-and-ride lots would be provided near four proposed stations. The park-and-ride lots at the Crenshaw/Martin Luther King Jr. Boulevards Station would be located in the vicinity of the Museum of African American Art. It is anticipated that the park-and-ride facility would not be located on the museum site and no acquisition would be required. It is also anticipated that museum access and on-site parking would not be affected. Therefore, the park-and-ride lots would not adversely impact recreational facilities. Therefore, parking associated with the Base LRT Alternative would not result in any direct or indirect adverse effects on any park or recreational facility along the alignment; therefore, no adverse effects are anticipated on Section 4(f) public park or recreational land.

Design Options

There are no parklands located within 0.25-mile of LRT Alternative Design Options 1, 2, 4 and 6. Therefore, these options would not result in any direct or indirect adverse effect related to acquisition, access or parking to Section 4(f) parkland in the vicinity.

Similar to the Base LRT Alternative, LRT Alternative Design Option 3 is located along Metro right-of-way adjacent to Edward Vincent Jr. Park. This option would place the LRT alignment below-grade in the vicinity of the park. However, similar to the BRT Alternative, this option could require acquisition of a strip of parkland adjacent to the existing railroad to provide the needed width for the cut and cover construction. This would entail removal of existing palm trees located north and south of the Harbor Subdivision. The area within the park to be acquired consists primarily of a heavily landscaped edge that is not suitable for recreational uses. Use of the amenities adjacent to the area to be acquired (tennis courts and playfields) would not be adversely impacted.

In addition, this option would not result in any direct or indirect adverse effect related to access or parking to Edward Vincent Jr. Park (the Section 4(f) parkland adjacent to the option). Furthermore, as detailed in Chapter 4.6, Noise and Vibration, the anticipated noise increase adjacent to the Edward Vincent Jr. Park from the operation of this option (similar to the Base LRT Alternative) would not exceed 3 dBA; therefore, a constructive use under Section 4(f) would not occur.

LRT Alternative Design Option 5 is proposed below Crenshaw Boulevard in the vicinity of Leimert Park, which would potentially provide a benefit to the park through increased access. Portals associated with this below-grade segment and station would be located between Vernon Avenue and 43rd Place, immediately across Crenshaw Boulevard from the park. Therefore, similar to the Base LRT Alternative, this option would be located below-grade and no portals would affect access to the park. Therefore, this option would not result in any direct or indirect adverse effect on Section 4(f) parkland.



In addition, this option would not result in any direct or indirect adverse effect related to access or parking to Leimert Park (the Section 4(f) parkland adjacent to the option).

Maintenance and Operations Facility Sites

Neither of the two proposed maintenance and operations facility locations is within 0.25-mile of parkland, and therefore the maintenance and operations facilities sites would have no adverse impact on parklands. In addition, no direct or indirect adverse effect is anticipated on Section 4(f) parkland.

4.12.3.3 Community Facilities

No Build Alternative

Community facilities within the corridor would not be affected by the proposed project. In addition, the projects/components under the No Build Alternative will undergo project-specific environmental review, as appropriate. Due to the various locations and distance from the proposed project and additional project-specific environmental review, the projects/components under the No Build Alternative are not anticipated to result in any adverse impacts on community facilities (including emergency response times or access). In addition, no direct or indirect adverse impacts on Section 4(f) lands (i.e., public school facilities open for use for public recreation) are anticipated.

TSM Alternative

The TSM Alternative would operate within existing public right-of-ways and it is not anticipated to have any adverse direct or indirect impact on community facilities (including emergency response times or access) and Section 4(f) lands (i.e., public school facilities).

BRT Alternative

Table 4-66 summarizes the impacts to community facilities within 0.25-mile of the BRT Alternative. The proposed BRT Alternative is located within 0.25-mile of numerous public service facilities (4) and community facilities (114). Of these, approximately four public service facilities and 61 community facilities are within approximately 0.05 miles of the alignment. Fifty-one of the community facilities and public services are within 0.25-mile of a proposed station location and would benefit from enhanced access to public transit.

Acquisition

Acquisition of a portion of one community facility would be required along the BRT alignment. The Family of Faith – Faithful Central Bible Church building is located adjacent to the existing Harbor Subdivision. This building houses the church’s main administrative office, and is the site of education and training activities. The BRT Exclusive Busway would require the acquisition of a linear strip of property totaling approximately 7,100 square feet at the rear of the site, paralleling the existing Harbor Subdivision right-of-way. This would result in the elimination of parking and other pavement area as well as a thin strip of landscaping that currently separates the church site from the railroad right-of-way. While it would eliminate a portion of the existing parking on-site, the proposed acquisition would not preclude continuation of the existing use of the site, nor would it obstruct access to the site. For discussion of potential adverse impacts related to a reduction of on-site parking, see Section 3.0 Transportation,

Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within 0.25 mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
Police Stations								
3	Inglewood Police Station	1 W Manchester Blvd, Inglewood	0.05	Yes	No	No	No	No
Fire Stations								
1	LAFD Fire Station Number 29	4029 Wilshire Blvd, Los Angeles	0.00	Yes	No	No	No	No
3	LAFD Fire Station Number 95	10010 International Rd, Los Angeles	0.15	Yes	No	No	No	No
4	LACoFD Fire Station Number 171	141 W Regent St, Inglewood	0.05	Yes	No	No	No	No
Libraries								
1	City of Los Angeles - Washington Irving Branch Public Library	4117 W. Washington Blvd, Los Angeles	0.06	No	No	No	No	No
2	City of Inglewood Public Library	101 W. Manchester Blvd, Inglewood	0.11	No	No	No	No	No
Day Care/Pre-School								
1	St. James Pre-School	4270 W 6th St, Los Angeles	0.10	Yes	No	No	No	No
2	West Angeles Youth Center	3623 Crenshaw Blvd, Los Angeles	0.03	Yes	No	No	No	No
3	Bethlehem Presbyterian Daycare	1128 Crenshaw Blvd, Los Angeles	0.02	No	No	No	No	No
4	Antioch Child Care Center	1060 Crenshaw Blvd, Los Angeles	0.04	No	No	No	No	No
5	King Learning Academy	2250 Crenshaw Blvd, Los Angeles	0.02	No	No	No	No	No
6	Golden Day Pre-School	6420 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (a)	No	No
8	Crenshaw TOT Academy	5148 Crenshaw Blvd, Los Angeles	0.02	No	No	Yes (b)	No	No



Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
9	Golden Day School Inc.	4476 Crenshaw Blvd, Los Angeles	0.05	Yes	No	Yes (b)	No	No
10	Crenshaw Montessori Academy	4914 Crenshaw Blvd, Los Angeles	0.02	No	No	Yes (b)	No	No
11	Ivie League Christian Pre-School	4827 Crenshaw Blvd, Los Angeles	0.05	No	No	Yes (b)	No	No
12	Learning Zone Childcare	901 E Redondo Blvd, Inglewood	0.10	Yes	No	No	No	No
13	Nikka Tiffany School and Day Care	7112 S Victoria Ave, Los Angeles	0.07	Yes	No	No	No	No
Elementary Schools								
1	Virginia Elementary School	30th/Virginia, Los Angeles	0.23	No	No	No	No	No
2	Wilton Place Elementary School	745 S. Wilton Pl, Los Angeles	0.25	No	No	No	No	No
3	Wilshire Park Elementary School	4063 Ingraham St, Los Angeles	0.07	Yes	No	No	No	No
4	Today's Fresh Start Charter School	4514 Crenshaw Blvd, Los Angeles	0.06	Yes	No	Yes (b)	No	No
5	Hyde Park Blvd Elementary School	3140 Hyde Park Blvd, Los Angeles	0.19	No	No	No	No	No
6	Ninety-Eighth St Elementary School	5431 W. 98th St, Los Angeles	0.11	Yes	No	No	No	No
Middle School								
1	Johnnie L. Cochran (Mt. Vernon) Middle School	4066 W 17th St, Los Angeles	0.16	No	No	No	No	No

Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
2	View Park Preparatory Accelerated Charter Middle School	5749 Crenshaw Blvd, Los Angeles	0.03	Yes	No	Yes (b)	No	No
3	George W Crozier Middle School	210 W Regent St, Inglewood	0.12	Yes	No	No	No	No
Senior High Schools								
1	Crenshaw High School	5010 11th Ave, Los Angeles	0.16	No	No	No	No	No
2	View Park Preparatory Accelerated Charter High School	5701 Crenshaw Blvd, Los Angeles	0.03	Yes	No	Yes (b)	No	No
3	Animo Venice Charter High School	5431 W 98th St, Los Angeles	0.16	Yes	No	No	No	No
4	Animo Leadership Charter High School	1155 W Arbor Vitae St, Inglewood	0.06	No	No	No	No	No
Private Schools								
1	Saint Paul's School	1920 S Bronson Blvd, Los Angeles	0.17	No	No	No	No	No
2	St. Gregory Nazianzen School	911 S Norton Ave, Los Angeles	0.16	No	No	No	No	No
3	Prep Academy	4201 Wilshire Blvd, Los Angeles	0.03	Yes	No	No	No	No
4	West Angeles Christian Academy	3010 S Crenshaw Blvd, Los Angeles	0.02	No	No	No	No	No
5	Cleophas Oliver School	4449 W. Adams Blvd, Los Angeles	0.09	Yes	No	No	No	No
6	Qurdobah School	3420 Jefferson Blvd, Los Angeles	0.12	No	No	No	No	No
7	Al Madinah School	3510 Exposition Pl, Los Angeles	0.15	Yes	No	Yes (a)	No	No



Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
8	Saint Patrick Elementary School	3583 30th Street, Los Angeles	0.11	No	No	No	No	No
9	Saint John Evangelist Catholic School	530 E Florence Ave, Inglewood	0.04	No	No	No	No	No
10	Ascension Lutheran Elementary School	5820 West Blvd, Los Angeles	0.24	Yes	No	No	No	No
11	Saint John Chrysostom Church School	530 E Florence Ave, Inglewood	0.02	No	No	No	No	No
12	Holy Faith Episcopal Church /Slauson Learning Center	260 N Locust St, Inglewood	0.08	Yes	No	No	No	No
13	St. Mary's Academy	701 Grace Ave, Inglewood	0.10	No	No	No	No	No
14	Westchester Neighborhood School	5520 Arbor Vitae, Westchester	0.15	No	No	No	No	No
College or Trade Schools								
1	Los Angeles Urban League Youth Training Center	5414 Crenshaw Blvd, Los Angeles	0.04	Yes	No	No	No	No
2	Pacific Beauty College	5345 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (b)	No	No
3	Redstone College	8911 Aviation Blvd, Inglewood	0.03	No	No	No	No	No
4	Fire Training Center (for El Camino College)	206 W Beach St, Inglewood	0.13	Yes	No	No	No	No
5	Ahmanson Training Center Los Angeles Police Department	5651 Manchester Ave, Los Angeles	0.15	Yes	No	No	No	No

Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
6	Northrop Rice Aviation Institute of Technology	8911 Aviation Blvd, Inglewood	.05	No	No	No	No	No
Religious Facilities								
1	Hope Memorial Lutheran Church	3401 Somerset Dr, Los Angeles	0.14	Yes	No	No	No	No
2	Messiah Baptist Church	4500 W. Adams Blvd, Los Angeles	0.20	Yes	No	No	No	No
3	Berean Seventh Day Adventist Church	4211 W. Adams Blvd, Los Angeles	0.24	Yes	No	No	No	No
4	Saint Paul's Catholic Church	1920 S. Bronson, Los Angeles	0.10	No	No	No	No	No
5	West Angeles Church of God in Christ	3045 Crenshaw Blvd, Los Angeles	0.03	No	No	No	No	No
6	First Presbyterian Church	1809 West Blvd, Los Angeles	0.24	No	No	No	No	No
7	Saint Gregory's Catholic Church	900 S. Bronson Ave., Los Angeles	0.14	No	No	No	No	No
8	Wilshire United Methodist Church	4350 Wilshire Blvd, Los Angeles	0.20	No	No	No	No	No
9	Dios International Missionary Church	4335 W. Adams, Los Angeles	0.12	Yes	No	No	No	No
10	Happy Life with Jesus	4120 W Pico Blvd, Los Angeles	0.08	Yes	No	No	No	No
11	Hungarian Reformed Church	751 Crenshaw Blvd, Los Angeles	0.02	Yes	No	No	No	No
12	Iglesias Restauracion "Elim"	4409 W. Adams Blvd, Los Angeles	0.03	Yes	No	No	No	No
13	Korean Eastern Presbyterian Church	4270 W. 6th St, Los Angeles	0.11	Yes	No	No	No	No



Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
14	LOGOS Methodist Church	1718 Crenshaw Blvd, Los Angeles	0.03	No	No	No	No	No
15	Mission of Christ	1228 Crenshaw Blvd, Los Angeles	0.02	Yes	No	No	No	No
16	Morris Memorial Full Gospel Church	4450 W. Adams Blvd, Los Angeles	0.07	Yes	No	No	No	No
17	New World Vision Church	1171 Crenshaw Blvd, Los Angeles	0.01	Yes	No	No	No	No
18	USA Buddhism	2324 S. Crenshaw Blvd, Los Angeles	0.03	No	No	No	No	No
19	West Angeles Cathedral	3600 Crenshaw Blvd, Los Angeles	0.02	Yes	No	No	No	No
20	Masjid Abu Bakr As-Siddiq	3611 Crenshaw Blvd, Los Angeles	0.02	Yes	No	No	No	No
21	Vijaya Dharma Buddhist Vihara	1847 Crenshaw Blvd, Los Angeles	0.03	No	No	No	No	No
22	Nazarite Presbyterian Church	1722 Crenshaw Blvd, Los Angeles	0.02	No	No	No	No	No
23	New Zion Church – God in Christ	1523 Crenshaw Blvd, Los Angeles	0.03	Yes	No	No	No	No
24	CA Bible Baptist Church	1187 Crenshaw Blvd, Los Angeles	0.02	Yes	No	No	No	No
25	Sungbalsa Buddhist Temple	1135 Crenshaw Blvd, Los Angeles	0.02	No	No	No	No	No
26	Beta Israeli Temple	1101 Crenshaw Blvd, Los Angeles	0.02	No	No	No	No	No
27	Universal Metaphysical Church	1101 Crenshaw Blvd, Los Angeles	0.02	No	No	No	No	No
28	Antioch Christian Community	1060 Crenshaw Blvd, Los Angeles	0.03	No	No	No	No	No
29	Love Lifted Me Missionary Baptist Church	6510 Crenshaw Blvd, Los Angeles	0.01	No	No	Yes (a)	No	No

Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
30	St. Mark Baptist Church	5969 Crenshaw Blvd, Los Angeles	0.03	Yes	No	Yes (b)	No	No
31	Hyde Park Church of God	6315 Crenshaw Blvd. Los Angeles	0.03	No	No	Yes (a)	No	No
32	Saint John the Evangelist Roman Catholic Church	6028 S. Victoria Ave, Los Angeles	0.08	No	No	No	No	No
33	Christ the Good Shepherd Episcopal Church	3303 Vernon Ave, Los Angeles	0.14	No	No	No	No	No
34	All Souls Christian Center	5125 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (b)	No	No
35	Apostolic Faith Church of Los Angeles	6641 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (a)	No	No
36	Bethel Chapel Community Church	5879 Crenshaw Blvd Los Angeles	0.02	Yes	No	Yes (b)	No	No
37	Bethesda Temple Apostolic	4909 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (b)	No	No
38	Egyptian Temple No. 5 P. H. A.	5324 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (b)	No	No
39	Faith Love Christian Center	5400 11th Ave., Los Angeles	0.09	No	No	No	No	No
40	First African Presbyterian Church of North America	6825 Crenshaw Blvd, Los Angeles	0.03	No	No	No	No	No
41	Galilee Baptist Church	3220 W. 48th St, Los Angeles	0.12	No	No	No	No	No
42	Great Bethlehem Temple Church #2 Crenshaw Faith Temple	4812 Crenshaw Blvd, Los Angeles	0.01	No	No	Yes (b)	No	No
43	Greater Deliverance C.O.G.I.C.	6741 West Blvd, Inglewood	0.17	Yes	No	No	No	No



Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
44	Love and Order Christian Fellowship	5428 Leimert Blvd, Los Angeles	0.07	No	No	No	No	No
45	Misión Cristiana El Amor De	6419 Crenshaw Blvd, Los Angeles	0.02	No	No	Yes (a)	No	No
46	Arms of Grace Christian Center	5700 Crenshaw Blvd, Los Angeles	0.02	Yes	No	Yes (b)	No	No
47	Iglesia De Pentecostal	5460 Crenshaw Blvd, Los Angeles	0.02	Yes	No	Yes (b)	No	No
48	Masjid Bilal Ibn Rabah	5450 Crenshaw Blvd, Los Angeles	0.02	No	No	Yes (b)	No	No
49	Church of the Anointing	4343 Crenshaw Blvd, Los Angeles	0.02	Yes	No	Yes (a)	No	No
50	Family of Faith - Faithful Central Bible Church	333 W. Florence Ave, Inglewood	0.02	No	Yes (parking area only).	Yes	No	No
51	Family of Faith - The Tabernacle	321 N. Eucalyptus Ave, Inglewood	0.03	No	No	No	No	No
52	First United Church of Christ	3511 W. Florence Ave, Inglewood	0.09	Yes	No	No	No	No
53	Kingdom Hall of Jehovah's Witnesses	411 Centinela Ave, Inglewood	0.09	No	No	No	No	No
54	Trinity Church	1100 W Florence, Inglewood	0.03	Yes	No	No	No	No
55	Committed Christian Life Church	216 West Florence, Inglewood	0.06	No	No	No	No	No
56	First Evangelical Lutheran Church	600 W. Queen St, Inglewood	0.16	No	No	No	No	No
57	Soka Gakkai International	8881 Aviation Blvd, Inglewood	0.05	Yes	No	No	No	No
58	Church of the Holy Faith	260 N. Locust St, Inglewood	0.05	Yes	No	No	No	No
59	Saint John Chrysostom Roman Catholic Church	530 E. Florence Ave, Inglewood	0.04	No	No	No	No	No

Table 4-66. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the BRT Alternative (continued)

Map No ¹	Name	Location	Proximity to Alignment (miles)	Within ¼ mile of station	Land Acquisition	Loss of supporting street parking	Affect vehicle access	Barrier to Pedestrian Access
60	Church of Jesus Christ of Latter Day Saints	400 W. Centinela Ave, Inglewood	0.15	No	No	No	No	No
Cemeteries								
1	Inglewood Park Cemetery	720 E Florence Ave, Inglewood	0.07	Yes	No	No	No	No
Hospitals								
1	Daniel Freeman Memorial Hospital	333 N Prairie Ave, Inglewood	0.24	No	No	No	No	No
2	Airport Urgent Care	1117 W Manchester Blvd, Inglewood	0.08	Yes	No	No	No	No
Convalescent Homes								
1	Windsor Garden Convalescent Hospital	915 Crenshaw Blvd, Los Angeles	0.01	No	No	No	No	No
2	Hyde Park Convalescent Hospital	3737 Don Felipe Dr, Los Angeles	0.23	No	No	No	No	No
3	Centinela Park Convalescent Hospital	515 Centinela Ave, Inglewood	0.08	No	No	No	No	No
4	Saint Erne Sanitarium (Health Care Center)	527 W. Regent, Inglewood	0.02	No	No	No	No	No

Source: CDM, 2008

¹ Map numbers correspond to Figure 4-45 through Figure 4-48

(a) Street parking would be prohibited along Crenshaw Boulevard during peak hours.

(b) Parking is reduced from both sides of the Crenshaw Boulevard frontage road to only one side.



Impacts and Mitigation Measures. As discussed further in Section 4.2 Displacement and Relocation of Existing Uses, property acquisition would occur with all federal, state, and local requirements, including the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1070 and California Relocation Act.

Acquisition associated with the BRT Alternative is not anticipated to have a direct or indirect adverse impact on Section 4(f) lands (i.e., public school facilities open for use for public recreation).

Access

The BRT Alternative would occur within the existing street system and along the existing Harbor Subdivision right-of-way and would not affect vehicle or pedestrian access to community facilities. Any sidewalks to be removed as part of the roadway widening or station construction will be reconstructed or reconfigures, thereby continuing to provide access for pedestrians.

The existing grade crossings associated with the Harbor Subdivision currently have railroad gates and flashing lights. Under the BRT Alternative, the existing railroad tracks, as well as the gates and lights, would be relocated. The busway would be operated within the Harbor Subdivision right-of-way area, adjacent to the relocated railroad (freight train) tracks, and additional railroad gates and flashing lights (separate from the freight train operation) would be operated for the busway. The modifications to accommodate the busway would ensure safe crossing for pedestrians.

Since the BRT Alternative would occur within the existing street system and along the existing Harbor Subdivision right-of-way, which would not affect vehicle or pedestrian access to community facilities, no impact to emergency response times for police and fire stations or access to their stations is anticipated. For additional discussion regarding circulation and safety, see Section 3.0 Transportation Impacts and Mitigation and Section 4.14 Safety and Security.

In addition, no direct or indirect adverse impacts on access to Section 4(f) lands (i.e., public school facilities open for use for public recreation) are anticipated.

Parking

Seven community facilities are located adjacent to Crenshaw Boulevard street segments with a dedicated BRT lane, resulting in the loss of parking during peak hours. The facilities include one day-care, one private school, and five religious facilities. The loss of parking along Crenshaw Boulevard during peak hours is not anticipated to adversely impact the seven community facilities given that each facility has on-site parking facilities and existing street parking on other surrounding roadways will not be affected. Further, it is anticipated that periods of greatest parking demand associated with the five religious facilities would occur outside of peak hours, when parking is allowed along Crenshaw Boulevard.

Eighteen facilities are located adjacent to Crenshaw Boulevard frontage roads, where parking would be eliminated on one side of the road, primarily in the vicinity of the proposed stations. The 18 facilities include one museum, eight schools, and nine religious facilities. As discussed above, the loss of parking along one side of the frontage road (primarily in the area

of the proposed stations) is not anticipated to adversely impact the eighteen facilities given that each facility has on-site parking facilities and existing street parking on other surrounding roadways will not be affected. For further discussion on parking impacts associated with the BRT Alternative, see Section 3.0 Transportation Impacts.

In addition, no direct or indirect adverse impacts on Section 4(f) lands (i.e., public school facilities open for use for public recreation) are anticipated.

Base LRT Alternative

Table 4-67 summarizes the impacts to community facilities within 0.25-mile of the Base LRT Alternative. The Base LRT Alternative is located within 0.25-mile of numerous public service facilities (3) and community facilities (72). Of these, one public service facility and 39 community facilities are within approximately 0.05 miles of the alignment. Thirty-three of the community facilities and public services are within 0.25-mile of a proposed station location and would benefit from enhanced access to public transit.

Table 4-67. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the Proposed Base LRT Alignment

Map No ¹	Name	Location	Proxim-ity to Align-ment (miles) ²	Within 0.25 mile of station	Land Acqui-sition	Loss of support-ing street parking	Affect vehicle access	Barrier to Pedes-trian Access
Police Stations								
3	Inglewood Police Station	1 W Manchester Blvd, Inglewood	0.11	Yes	No	No	No	No
Fire Stations								
3	LAFD Fire Station Number 95	10010 International Rd, Los Angeles	0.15	Yes	No	No	No	No
4	LACoFD Fire Station Number 171	141 W Regent St, Inglewood	0.05	Yes	No	No	No	No
Libraries								
2	City of Inglewood Public Library	101 W. Manchester Blvd, Inglewood	0.11	Yes	No	No	No	No
Day Care/Pre-School								
2	West Angeles Youth Center	3623 Crenshaw Blvd, Los Angeles	0.1	Yes	No	No	No	No
6	Golden Day Pre-School	6420 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes	No	No
7	Hyde Park Early Education Center	6428 11th Ave, Los Angeles	0.10	No	No	No	No	No



Table 4-67. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the Proposed Base LRT Alignment (continued)

Map No ¹	Name	Location	Proxim-ity to Align-ment (miles) ²	Within 0.25-mile of station	Land Acqui-sition	Loss of support-ing street parking	Affect vehicle access	Barrier to Pedes-trian Access
8	Crenshaw TOT Academy	5148 Crenshaw Blvd, Los Angeles	0.02	No	No	Yes (a)	No	No
9	Golden Day School Inc.	4476 Crenshaw Blvd, Los Angeles	0.09	No	No	No	No	No
10	Crenshaw Montessori Academy	4914 Crenshaw Blvd, Los Angeles	0.02	No	No	Yes (a)	No	No
11	Ivie League Christian Pre-School	4827 Crenshaw Blvd, Los Angeles	0.05	No	No	Yes (a)	No	No
12	Learning Zone Childcare	901 East Redondo Blvd, Inglewood	0.10	Yes	No	No	No	No
13	Nikka Tiffany School and Day Care	7112 S Victoria Ave, Los Angeles	0.07	No	No	No	No	No
Elementary Schools								
4	Today's Fresh Start Charter School	4514 Crenshaw Blvd, Los Angeles	0.03	Yes	No	No	No	No
5	Hyde Park Blvd Elementary School	3140 Hyde Park Blvd, Los Angeles	0.19	No	No	No	No	No
6	Ninety-Eighth St Elementary School	5431 W. 98th St, Los Angeles	0.11	Yes	No	No	No	No
Middle Schools								
2	View Park Preparatory Accelerated Charter Middle School	5749 Crenshaw Blvd, Los Angeles	0.03	Yes	No	Yes (a)	No	No
3	George W Crozier Middle School	210 W Regent St, Inglewood	0.12	Yes	No	No	No	No

Table 4-67. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the Proposed Base LRT Alignment (continued)

Map No ¹	Name	Location	Proxim-ity to Align-ment (miles) ²	Within 0.25-mile of station	Land Acqui-sition	Loss of support-ing street parking	Affect vehicle access	Barrier to Pedes-trian Access
Senior High Schools								
1	Crenshaw High School	5010 11th Ave, Los Angeles	0.16	No	No	No	No	No
2	View Park Preparatory Accelerated Charter High School	5701 Crenshaw Blvd, Los Angeles	0.03	Yes	No	Yes (a)	No	No
2	Animo Venice Charter High School	5431 W 98th St, Los Angeles	0.16	Yes	No	No	No	No
3	Animo Leadership Charter High School	1155 W Arbor Vitae St, Inglewood	0.06	No	No	No	No	No
Private Schools								
7	Al Madinah School	3510 Exposition Pl, Los Angeles	0.01	Yes (d)	No	Yes	Yes	Yes
9	Saint John Evangelist Catholic School	530 E Florence Ave, Inglewood	0.04	No	No	No	No	No
10	Ascension Lutheran Elementary School	5820 West Blvd, Los Angeles	0.24	Yes	No	No	No	No
11	Saint John Chrysostom Church School	530 E Florence Ave, Inglewood	0.02	No	No	No	No	No
12	Holy Faith Episcopal Church /Slauson Learning Center	260 N Locust St, Inglewood	0.08	Yes	No	No	No	No
13	St. Mary's Academy	701 Grace Ave, Inglewood	0.10	No	No	No	No	No
14	Westchester Neighborhood School	5520 Arbor Vitae, Westchester	0.15	No	No	No	No	No



Table 4-67. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the Proposed Base LRT Alignment (continued)

Map No ¹	Name	Location	Proxim-ity to Align-ment (miles) ²	Within 0.25-mile of station	Land Acqui-sition	Loss of support-ing street parking	Affect vehicle access	Barrier to Pedes-trian Access
College or Trade Schools								
1	Los Angeles Urban League Youth Training Center	5414 Crenshaw Blvd, Los Angeles	0.04	Yes	No	No	No	No
2	Pacific Beauty College	5345 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes	No	No
3	Redstone College	8911 Aviation Blvd, Inglewood	0.03	No	No	No	No	No
4	Fire Training Center (for El Camino College)	206 W Beach St, Inglewood	0.13	Yes	No	No	No	No
5	Ahmanson Training Center Los Angeles Police Department	5651 Manchester Ave, Los Angeles	0.15	Yes	No	No	No	No
6	Northrop Rice Aviation Institute of Technology	8911 Aviation Blvd, Inglewood	0.05	No	No	No	No	No
Religious Facilities								
19	West Angeles Cathedral	3600 Crenshaw Blvd, Los Angeles	0.02	Yes	No	No	No	No
20	Masjid Abu Bakr As-Siddiq	3611 Crenshaw Blvd, Los Angeles	0.02	Yes	No	No	No	No
29	Love Lifted Me Missionary Baptist Church	6510 Crenshaw Blvd, Los Angeles	0.01	No	No	No	No	No
30	St. Mark Baptist Church	5969 Crenshaw Blvd, Los Angeles	0.03	Yes	No	Yes (a)	No	No
31	Hyde Park Church of God	6315 Crenshaw Blvd. Los Angeles	0.03	No	No	No	No	No
32	Saint John the Evangelist Roman Catholic Church	6028 S. Victoria Ave, Los Angeles	0.08	No	No	No	No	No
33	Christ the Good Shepherd Episcopal Church	3303 Vernon Ave, Los Angeles	0.14	Yes	No	No	No	No

Table 4-67. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the Proposed Base LRT Alignment (continued)

Map No ¹	Name	Location	Proxim-ity to Align-ment (miles) ²	Within 0.25-mile of station	Land Acqui-sition	Loss of support-ing street parking	Affect vehicle access	Barrier to Pedes-trian Access
34	All Souls Christian Center	5125 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (a)	No	No
35	Apostolic Faith Church of Los Angeles	6641 Crenshaw Blvd, Los Angeles	0.03	No	No	No	No	No
36	Bethel Chapel Community Church	5879 Crenshaw Blvd Los Angeles	0.02	Yes	No	Yes (a)	No	No
37	Bethesda Temple Apostolic	4909 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (a)	No	No
38	Egyptian Temple No. 5 P. H. A.	5324 Crenshaw Blvd, Los Angeles	0.03	No	No	Yes (a)	No	No
39	Faith Love Christian Center	5400 11th Ave., Los Angeles	0.09	No	No	No	No	No
40	First African Presbyterian Church of North America	6825 Crenshaw Blvd, Los Angeles	0.03	No	No	No	No	No
41	Galilee Baptist Church	3220 W. 48th St, Los Angeles	0.12	No	No	No	No	No
42	Great Bethlehem Temple Church #2 Crenshaw Faith Temple	4812 Crenshaw Blvd, Los Angeles	0.01	No	No	Yes	No	No
43	Greater Deliverance C.O.G.I.C.	6741 West Blvd, Inglewood	0.17	No	No	No	No	No
44	Love and Order Christian Fellowship	5428 Leimert Blvd, Los Angeles	0.07	Yes	No	No	No	No
45	Misión Cristiana El Amor De	6419 Crenshaw Blvd, Los Angeles	0.02	No	No	No	No	No
46	Arms of Grace Christian Center	5700 Crenshaw Blvd, Los Angeles	0.02	Yes	No	Yes (a)	No	No
47	Iglesia De Pentecostal	5460 Crenshaw Blvd, Los Angeles	0.02	Yes	No	Yes (a)	No	No



Table 4-67. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the Proposed Base LRT Alignment (continued)

Map No ¹	Name	Location	Proxim-ity to Align-ment (miles) ²	Within 0.25-mile of station	Land Acqui-sition	Loss of support-ing street parking	Affect vehicle access	Barrier to Pedes-trian Access
48	Masjid Bilal Ibn Rabah	5450 Crenshaw Blvd, Los Angeles	0.02	No	No	Yes (a)	No	No
49	Church of the Anointing	4343 Crenshaw Blvd, Los Angeles	0.02	Yes	No	No	No	No
50	Family of Faith - Faithful Central Bible Church	333 W. Florence Ave, Inglewood	0.02	No	Yes (parking area only)	Yes	No	No
51	Family of Faith - The Tabernacle	321 N. Eucalyptus Ave, Inglewood	0.03	No	No	No	No	No
52	First United Church of Christ	3511 W. Florence Ave, Inglewood	0.09	Yes	No	No	No	No
53	Kingdom Hall of Jehovah's Witnesses	411 Centinela Ave, Inglewood	0.17	No	No	No	No	No
54	Trinity Church	1100 W Florence, Inglewood	0.03	Yes	No	No	No	No
55	Committed Christian Life Church	216 W Florence, Inglewood	0.06	No	No	No	No	No
56	First Evangelical Lutheran Church	600 W. Queen St, Inglewood	0.16	No	No	No	No	No
57	Soka Gakkai International	8881 Aviation Blvd, Inglewood	0.05	Yes	No	No	No	No
58	Church of the Holy Faith	260 N. Locust St, Inglewood	0.05	Yes	No	No	No	No
59	Saint John Chrysostom Roman Catholic Church	530 E. Florence Ave, Inglewood	0.04	No	No	No	No	No
60	Church of Jesus Christ of Latter Day Saints	400 W. Centinela Ave, Inglewood	0.15	No	No	No	No	No

Table 4-67. Summary of Impacts to Public Service and Other Community Facilities within 0.25-mile of the Proposed Base LRT Alignment (continued)

Map No ¹	Name	Location	Proxim-ity to Align-ment (miles) ²	Within 0.25-mile of station	Land Acqui-sition	Loss of support-ing street parking	Affect vehicle access	Barrier to Pedes-trian Access
Cemetery								
1	Inglewood Park Cemetery	720 E Florence Ave, Inglewood	0.07	Yes	No	No	No	No
Hospitals								
1	Daniel Freeman Memorial Hospital	333 N Prairie Ave, Inglewood	0.24	No	No	No	No	No
2	Airport Urgent Care	1117 W Manchester Blvd, Inglewood	0.04	Yes	No	No	No	No
Convalescent Homes								
2	Hyde Park Convalescent Hospital	3737 Don Felipe Dr, Los Angeles	0.23	No	No	No	No	No
3	Centinela Park Convalescent Hospital	515 Centinela Ave, Inglewood	0.08	No	No	No	No	No
4	Saint Erne Sanitarium (Health Care Center)	527 W. Regent, Inglewood	0.02	No	No	No	No	No

Source: CDM, 2008

¹ Map numbers correspond to Figure 4-45 through Figure 4-48

(a) Parking is reduced from both sides of the Crenshaw Boulevard frontage road to only one side.

Acquisition

Acquisition of a portion of one community facility would be required along the Base LRT alignment. As with the BRT Alternative discussed above, an acquisition of property at the Family of Faith – Faithful Central Bible Church building would be required adjacent to the existing Harbor Subdivision right-of-way. As with the BRT alignment, this would consist of approximately 7,100 square feet in a linear strip at the rear of the property, resulting in the elimination of parking and other pavement area. While this acquisition would eliminate a portion of the existing parking on-site, the proposed acquisition would not preclude continuation of the existing use of the site, nor would it obstruct access to the site. For discussion of potential adverse impacts related to a reduction of on-site parking, see Section 3.0, Transportation Impacts. As discussed further in Section 4.2, Displacement and Relocation of Existing Uses, property acquisition would occur with all federal, state, and local requirements, including the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1070 and California Relocation Act.



Acquisition associated with the Base LRT Alternative is not anticipated to have a direct or indirect adverse impact on Section 4(f) lands (i.e., public school facilities open for use for public recreation).

Access

The Base LRT Alternative would occur within the existing street system and along the existing Harbor Subdivision right-of-way and would not affect vehicle or pedestrian access to community facilities. Any sidewalks impacted (i.e., sidewalks just south of the Exposition Station, on the east side of the street) as part of the project will be reconstructed and reconfigures, thereby continuing to provide access for pedestrians.

The existing grade crossings associated with the Harbor Subdivision currently have railroad gates and flashing lights. Under the Base LRT Alternative, the existing railroad tracks, as well as the gates and lights, would be relocated. The LRT tracks would be operated within the Harbor Subdivision right-of-way, adjacent to the relocated railroad (freight train) tracks, and additional railroad gates and flashing lights (separate from the freight train operation). The modifications to accommodate the Base LRT Alternative would ensure safe crossing for pedestrians.

Since the Base LRT Alternative would occur within the existing street system and along the existing Harbor Subdivision right-of-way, which would not affect vehicle or pedestrian access to community facilities, no impact to emergency response times for police and fire stations or access to their stations, is anticipated. For additional discussion regarding circulation and safety, see Section 3.0 Transportation Impacts and Section 4.14 Safety and Security.

In addition, no direct or indirect adverse impacts on access to Section 4(f) lands (i.e., public school facilities open for use for public recreation) are anticipated.

Parking

Park-and-ride lots would be located near four proposed stations. One of these sites, the station at Exposition to be relocated as part of the Base LRT Alternative is located in the vicinity of several community facilities. It is anticipated that the park and ride lot would not require additional acquisition and that no acquisition of any community facilities in the vicinity would be required. Additionally, it is anticipated that the park-and-ride lot would not obstruct access to or remove on-site parking of any community facility.

In addition, no direct or indirect adverse impacts on Section 4(f) lands (i.e., public school facilities open for use for public recreation) are anticipated.

Design Options

The design options would not result in an affect on vehicle or pedestrian access to community facilities; therefore, no impact to emergency response times for police and fire stations or access to their stations is anticipated. In addition, similar to the Base LRT Alternative, these design options are not anticipated to have a direct or indirect adverse impact on potential acquisition, access, and parking to Section 4(f) lands (i.e., public school facilities open for use for public recreation).

Maintenance and Operations Facilities Sites

Maintenance and operations facility Site B is within 0.25-mile of two community facilities. Site D is not within 0.25-mile of any community facilities. The maintenance and operations facilities site would not require acquisition of community facilities or impede access and parking. Therefore, no adverse impact on community facilities would result. In addition, no direct or indirect adverse effect is anticipated on Section 4(f) lands (i.e., public school facilities open for use for public recreation).

4.12.3.4 Mitigation Measures

No adverse impacts have been identified to parklands and other community facilities, and the project will comply with all applicable regulations; therefore, no mitigation measures are required. Potential adverse impacts to parking and associated mitigation are detailed in Section 3.0 Transportation Impacts.

4.12.4 CEQA Determination

4.12.4.1 Parklands

The *L.A. California Environmental Quality Act Thresholds Guide* addresses impacts to public services under Section K. The *L.A. CEQA Thresholds Guide* (page K.4-1) states that a project would normally have a significant impact on parklands if it could:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks;
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;
- Include recreational facilities or require the construction or expansion of recreational facilities, which might have a physical effect on the environment.

Because there are parklands facilities within 0.25-mile of the project, potential impacts were evaluated for each of the alternatives and the proposed maintenance and operations facility sites.

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 No Build Alternative. In addition, the projects/components under the No Build Alternative will undergo project-specific environmental review, as appropriate. Due to the various locations and distance from the proposed project and additional project-specific environmental review, the projects/components under the No Build Alternative are not anticipated to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance



objectives for parks. In addition, the No Build Alternative would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Finally, the No Build Alternative does not include recreational facilities or require the construction or expansion of recreational facilities, which might have a physical effect on the environment.

TSM Alternative

The TSM Alternative would not result in physical impacts. Therefore, the TSM Alternative would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. In addition, the TSM Alternative would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Finally, the TSM Alternative does not include recreational facilities or require the construction or expansion of recreational facilities, which might have a physical effect on the environment.

BRT Alternative

The proposed BRT Alternative would have the beneficial impact of situating public transit adjacent to parks, and thereby, potentially increasing the public's ability to visit them. As illustrated in Table 4-60, six parks are within 0.25-mile of the proposed alignment. Although the proposed BRT Alternative would potentially make these parklands more accessible, this accessibility would not create such a demand on the parklands that they would need to be expanded or have new facilities constructed. Therefore, the BRT Alternative would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. In addition, the BRT Alternative would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Finally, the BRT Alternative does not include recreational facilities or require the construction or expansion of recreational facilities, which might have a physical effect on the environment. In conclusion, no significant impact to parklands is anticipated from the construction and operation of the BRT Alternative.

Base LRT Alternative

The proposed Base LRT Alternative would have the beneficial impact of situating public transit adjacent to parks, and thereby, potentially increasing the public's ability to visit them. As illustrated in Table 4-60, four parks are within 0.25-mile of the proposed alignment. Although the proposed Base LRT Alternative would potentially make these parklands more accessible, this accessibility would not create such a demand on the parklands that they would need to be expanded or have new facilities constructed. Therefore, the Base LRT Alternative would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios,

response times or other performance objectives for parks. In addition, the Base LRT Alternative would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Finally, the Base LRT Alternative does not include recreational facilities or require the construction or expansion of recreational facilities, which might have a physical effect on the environment. In conclusion, no significant impact to parklands is anticipated from the construction and operation of the Base LRT Alternative.

Design Options

The design options would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. In addition, as with the Base LRT Alternative, these options would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Finally, similar to the Base LRT Alternative, these options do not include recreational facilities or require the construction or expansion of recreational facilities, which might have a physical effect on the environment. In conclusion, no significant impact to parklands is anticipated from these options.

Maintenance and Operations Facility Sites

Neither of the two proposed maintenance and operations facility locations associated with the BRT and Base LRT Alternatives are within 0.25-mile of parkland. The maintenance and operations facilities sites would not increase the demand on parklands. Therefore, the construction and operation of either maintenance and operations facility sites would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. In addition, the construction and operation of either maintenance and operations facility sites would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Finally, neither maintenance and operations facility site includes recreational facilities or requires the construction or expansion of recreational facilities, which might have a physical effect on the environment. Therefore, no significant impact to parklands is anticipated from the construction and operation at either of the maintenance and operations facility sites.

4.12.4.2 Community/Public Facilities

The *L.A. CEQA Thresholds Guide* addresses impacts to public services under Section K. The *L.A. CEQA Thresholds Guide* (pages K.1-1, K.2-1, K.3-1, K.5-1) states that a project would normally have a significant impact on public facilities if it could:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant



environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection;

- For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands;
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection;
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools;
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.

Because there are community/public facilities within 0.25-mile of the project, potential impacts were evaluated for each of the alternatives and the proposed maintenance and operations facility sites.

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 No Build Alternative. In addition, the projects/components under the No Build Alternative will undergo project-specific environmental review, as appropriate. Due to the various locations and distance from the proposed project and additional project-specific environmental review, the projects/components under the No Build Alternative are not anticipated to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection, fire protection, schools, or other public facilities. In addition, the No Build Alternative would not impact airports, physically interfere with an adopted

emergency response plan or evacuation plan, nor would it expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

TSM Alternative

The No Build Alternative would not result in physical impacts. Therefore, the TSM Alternative would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection, fire protection, schools, or other public facilities. In addition, the TSM Alternative would not impact airports, physically interfere with an adopted emergency response plan or evacuation plan, nor would it expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

BRT Alternative

As illustrated in Table 4-60, the BRT Alternative would not displace any existing public services, including police services, fire services, school services, or libraries, nor would it hinder access to any of these facilities. Further, the BRT Alternative would be served by the existing public service facilities and would not generate an increase in the need for new or expanded public services in the vicinity or interfere with response times of police and fire service providers.

The BRT Alternative would provide new transit options in the vicinity of and to LAX. It would not result in an airport safety hazard for transit users or workers, but would potentially provide a benefit through increasing the transit accessibility to LAX. The BRT Alternative would not interfere with an adopted emergency response plan, and emergency evacuation plan. The alignment is not located near any wildlands and therefore would not expose transit users to significant risk involving wildland fires.

The BRT Alternative would not result in the need for new or expanded public services, or hinder implementation of an emergency response plan; therefore, the impact on public service facilities is less than significant.

Base LRT Alternative

As illustrated in Table 4-60, the Base LRT Alternative would not displace any existing public services, such as police services, fire services, school services, or libraries, nor would it hinder access to any of these facilities. The Base LRT Alternative would be served by the existing public service facilities and would not generate an increase in the need for new or expanded public services in the vicinity or interfere with response times of police and fire service providers.

As with the BRT Alternative, the Base LRT Alternative would provide new transit access in the vicinity of and to LAX. The Base LRT Alternative would not result in an airport safety hazard for transit users or workers, and would potentially provide a benefit through increasing the transit accessibility to LAX. The Base LRT Alternative would not



interfere with an adopted emergency response plan or emergency evacuation plan. The alignment is not located near any wildlands and therefore would not expose transit users to significant risk involving wildland fires.

The Base LRT Alternative would not result in the need for new or expanded public services, or hinder implementation of an emergency response plan; therefore, the impact on public service facilities is less than significant.

Design Options

The design options would not displace any existing public services, such as police services, fire services, school services, or libraries, nor would it hinder access to and from any of these facilities or result in the need for new or expanded public services. In addition, as with the Base LRT Alternative, these options would not result in an airport safety hazard for transit users or workers, and would potentially provide a benefit through increasing the transit accessibility to LAX. These options would not interfere with an adopted emergency response plan or emergency evacuation plan and is not located near any wildlands that would expose transit users to significant risk involving wildland fires. Therefore, the impact on public service facilities is less than significant.

Maintenance and Operations Facility Sites

Neither of the maintenance and operations facility site associated with BRT and Base LRT Alternatives would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection, fire protection, schools, or other public facilities. In addition, neither of the maintenance and operations facility sites would impact airports, physically interfere with an adopted emergency response plan or evacuation plan, nor would it expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Therefore, the impact on public service facilities is less than significant.

4.12.5 Impacts Remaining After Mitigation

Impacts are less than significant and no mitigation is required.