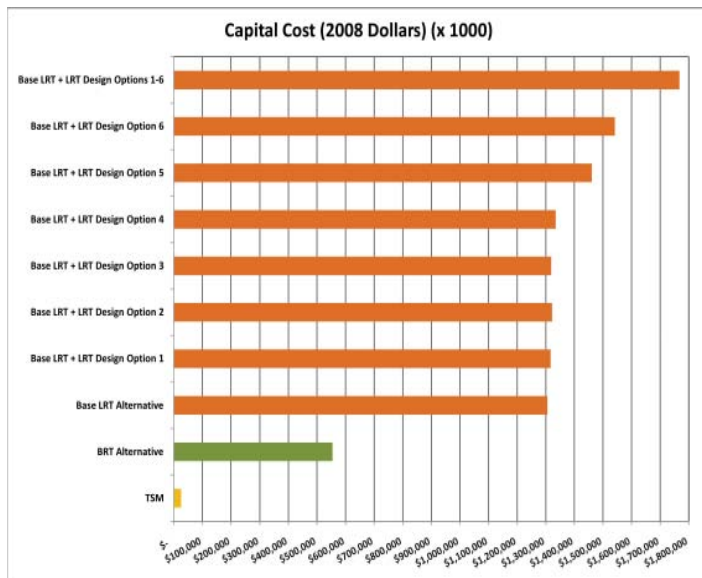


purposes as they are considered in the overall financial capability of Metro along with the other alternatives under consideration. The capital cost methodology and capital cost estimates are found in the Final Capital Cost Report (Parsons Brinckerhoff, March 23, 2009). The TSM Alternative capital cost is estimated at \$25.4 million, the BRT Alternative at \$554 million, and the LRT Alternatives range from \$1.306 billion to \$1.767 billion in 2008 dollars.



Range of Capital Cost. A key consideration is the cost to build the various alternatives under construction. As shown above, the costs range from less than \$100,000 for the TSM Alternative to almost \$1.8 Billion for the LRT Base Alternative inclusive of all six Design Options. The capital cost differential between the BRT Alternative and Base LRT Alternative is approximately \$750,000. The Metro Board will weigh these costs and the benefits of each option as they deliberate on a preferred alternative.

Operating and Maintenance Cost Estimates

This section summarizes the O&M cost estimates for the No-Build, TSM, BRT, and Base LRT Alternatives. The O&M costs were estimated using a resource cost build-up model based on the current Metro heavy rail transit (HRT), LRT, BRT, and bus operating costs and the incremental bus costs for the other municipal bus systems in the study area (Santa Monica, Culver City, Los Angeles Department of Transportation (LADOT) Beach Cities Transit, and Torrance). The operating and maintenance cost methodology and cost estimates are found in the *Final Operating and Maintenance Cost Estimate Report* (PB March 26, 2009).

The LRT Alternatives have the greatest change in O&M compared to the No-Build and TSM Alternatives. The LRT Alternatives will cost an additional \$45 million to \$55 million annually to operate and maintain over the No-Build condition. The BRT Alternative will cost an additional \$20 million annually.

ES.16 Summary of Impacts

Four alternatives are under consideration for the Crenshaw Transit Corridor Project, a No-Build Alternative, a TSM Alternative, a BRT Alternative, and a LRT Alternative. Six LRT Alternative design options are also under consideration. Each alternative represents a different level of transit service within the Crenshaw Transit Corridor.

Table ES-3 summarizes the physical features of the No-Build and three build alternatives. It also compares the benefits, transportation impacts, environmental consequences and costs of the build alternatives to the No-Build Alternative. Table ES-4 presents the potential impacts and benefits relative to the design options and Table ES-5 presents the same information for the two maintenance and operations facility sites analyzed. The circles are an indication of whether or not a particular alternative or design option would have an adverse or potentially adverse effect. An open circle (○) represent a less than adverse effect, or no adverse effect; a semi-open circle (◐) represents a less than adverse effect with implementation of mitigation measures and a closed circle (●) represents a potentially adverse effect or an adverse effect. Tables ES6 through ES8 provide a more detailed description of the impacts. The information presented in these tables is a summary of the analysis contained in this DEIS/DEIR in Sections 1.0 through 4.0.

The selection of a Locally Preferred Alternative (LPA) by the Metro Board considers a wide variety of variables including the performance, ridership, costs, benefits, environmental impacts, and public input.

Table ES.3. Summary of Impacts

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Environmental				
Traffic (without Intersection Analysis)	○	○	⊙	⊙
Traffic (with Intersection Analysis)	○	○	●, ▸	●, ▸
Regional Land Use	○	○	○	○
Local Land Use and Development	●	○	○	○
Division of Established Community	○	○	○	○
Consistency with Local Plans/Policies	●	●	○	○
Displacements and Relocation	○	○	⊙	⊙
Community Cohesion	○	○	○	⊙
Visual	○	○	●, ▸	●, ▸
Air Quality (Operational)	○	○	○	●, ▸
Noise and Vibration	○	○	○	●
Ecosystems and Biological Resources	○	○	⊙	⊙
Geotechnical	⊙	⊙	⊙	⊙
Water	○	○	○	○
Energy	○	○	○	○
Historic, Archaeological, Paleontological	○	○	●, ▸	●, ▸
Parklands and Community Facilities	○	○	○	○
Economic	○	○	○	○
Safety and Security	○	○	⊙	⊙
Construction (without Air Quality)	○	○	⊙	⊙
Construction (with Air Quality)	○	○	●, ▸	●, ▸
Growth Inducing	○	○	○	○
Cumulative (without Air Quality)	○	○	○	○
Cumulative (with Air Quality)	○	○	○	●, ▸
Environmental Justice	●	●	●	●

- Less Than Adverse Effect, or No Adverse Effect
- ⊙ Less Than Adverse Effect with Implementation of Mitigation Measure
- Potentially Adverse Effect or an Adverse Effect
- Significant Impact Under CEQA

Table ES-4. LRT Alternative Design Options and Impacts Summary

Project Goal/Criteria/Measure	LRT Alternative Design Option 1	LRT Alternative Design Option 2	LRT Alternative Design Option 3	LRT Alternative Design Option 4	LRT Alternative Design Option 5	LRT Alternative Design Option 6
Environmental						
Traffic	⊙	⊙	⊙	⊙	⊙	⊙
Regional Land Use	○	○	○	○	○	○
Local Land Use and Development	○	○	○	○	●	○
Division of Established Community	○	○	○	○	○	○
Consistency with Local Plans/Policies	○	○	○	○	○	○
Displacements	○	○	⊙	⊙	⊙	○
Community Cohesion	○	○	○	○	○	○
Visual	○	○	⊙	○	○	○
Air Quality (Operational)	●, ㉿	●, ㉿	●, ㉿	●, ㉿	●, ㉿	●, ㉿
Noise and Vibration	●	●	●	●	●	●
Ecosystems and Biological Resources	⊙	⊙	⊙	⊙	⊙	⊙
Geotechnical	⊙	⊙	⊙	⊙	⊙	⊙
Water	○	○	○	○	○	○
Historic, Archaeological, Paleontological	●, ㉿	●, ㉿	●, ㉿	●, ㉿	●, ㉿	●, ㉿
Parklands and Community Facilities	○	○	○	○	○	○
Economic	○	○	○	○	○	○
Safety and Security	⊙	⊙	⊙	⊙	⊙	⊙
Construction (without Air Quality)	⊙	⊙	⊙	⊙	⊙	⊙
Construction (with Air Quality)	●, ㉿	●, ㉿	●, ㉿	●, ㉿	●, ㉿	●, ㉿
Growth Inducing	○	○	○	○	○	○
Cumulative (without Air Quality)	○	○	○	○	○	○
Cumulative (with Air Quality)	●, ㉿	●, ㉿	●, ㉿	●, ㉿	●, ㉿	●, ㉿
Environmental Justice	○	○	○	○	○	○

- Less Than Adverse Effect, or No Adverse Effect
- ⊙ Less Than Adverse Effect with Implementation of Mitigation Measure
- Potentially Adverse Effect or an Adverse Effect
- ㉿ Significant Impact Under CEQA

Table ES-5. Maintenance and Operations Facilities and Impacts Summary

Project Goal/Criteria/Measure	Maintenance and Operations Facility B	Maintenance and Operations Facility D
Environment		
Traffic	○	○
Regional Land Use	○	○
Local Land Use and Development	○	○
Division of Established Community	○	○
Consistency with Local Land Use Plans/ Policies	○	○
Displacements	●	⊙
Community Cohesion	○	○
Visual Quality	○	○
Air Quality (Operational)	●	●
Noise and Vibration	○	○
Ecosystems and Biological Resources	○	⊙
Geotechnical	⊙	⊙
Water	○	○
Historic, Archaeological, Paleontological	●	○
Parklands and Community Facilities	○	○
Economic	○	○
Safety and Security	○	○
Construction (without Air Quality)	⊙	⊙
Construction (with Air Quality)	●, ㊟	●, ㊟
Growth Inducing	○	○
Cumulative Impacts (without Air Quality)	○	○
Cumulative Impacts (with Air Quality)	●	●
Environmental Justice	○	○

- Less Than Adverse Effect, or No Adverse Effect
- ⊙ Less Than Adverse Effect with Implementation of Mitigation Measure
- Potentially Adverse Effect or an Adverse Effect
- ㊟ Significant Impact Under CEQA

Evaluation Criteria

Below is a discussion of the various project alternatives and how they perform in relation to the following criteria and performance measures.

- Regional Connectivity
- Environmental Effects
- Economic Development/Land Use
- Community Support
- Capital and Operating Costs
- Cost-Effectiveness
- Financial Capability
- Federal New Starts Funding Criteria
- Ridership
- Travel Time Savings

Regional Connectivity – Each of the alternatives, with the exception of the No-Build Alternative would increase regional connectivity and improve access to major activity centers and travel markets in West Los Angeles, Hollywood and Downtown Los Angeles. However, the TSM Alternative would not provide a connection from the airport to other mass transportation facilities, as would be provided under the BRT and LRT Alternatives.

Environmental Effects – The No-Build and TSM Alternatives would not include construction activity, as a result, they would not have impacts related to displacement (no property acquisition or relocation would be necessary), or construction air quality. Both the BRT and LRT Alternatives would require mitigation for temporary construction impacts and would result in adverse construction air quality impacts. The LRT Alternative would also have an adverse air quality impact due to exceedance of the Federal NO_x threshold, and while it would result in a reduction in Greenhouse Gases when compared to the No-Build, the decrease would be less than the project Greenhouse Gas decrease under the BRT Alternative and generally similar to that under the TSM Alternative. All alternatives would result in increased visual impacts. The TSM and No-Build Alternatives would result in impacts as

the result of increased congestion, while the BRT Alternative would remove vegetation and result in new sources of light or glare, the LRT Alternative would remove landscaping, add elevated structures, and a fixed guideway with overhead wires and poles in the middle of Crenshaw Boulevard. The BRT and LRT Alternatives would also result in adverse effects to historic resources to the Century Lounge and Angelus Funeral Home, respectively. The TSM and No-Build Alternatives would not result in an adverse effect to a historic resource.

Each of the alternatives would have a disproportionate adverse environmental justice effect, for the TSM and No-Build Alternatives the effect would be related to transit equity and traffic congestion along Crenshaw Boulevard, while the BRT Alternative would result in a disproportionate adverse effect related to aesthetics and parklands adjacent to and along Edward Vincent Jr. Park. The LRT Alternative would have disproportionate impacts related to community cohesion and aesthetics in the Hyde Park area on Crenshaw Boulevard.

Economic Development and Land Use – The TSM and No-Build Alternatives would not be consistent with several existing land use policies encouraging transit-oriented uses. The No-Build Alternative in particular would limit future opportunities for development at stations. The TSM Alternative would be consistent with some local land use policies by enhancing transportation, but would not provide modal options, or increase opportunities for redevelopment.



Inglewood redevelopment at La Brea Avenue.

The BRT Alternative would increase accessibility from public transit to Edward Vincent Jr. (from West Station), Leimert Park (from Vernon Station, and Grevillea Park (from La Brea Station) and improves public transit access to 51 community facilities and public services located within 0.25 mile. The LRT Alternative would also increase accessibility to Edward Vincent Jr. (from West Station), Leimert Park (from Vernon Station, and Grevillea Park (from La Brea Station) and would improve public transit access to 33 community facilities and public services located within 0.25 mile. The LRT Alternative would also result in 880 additional jobs and a \$73.2 million increase in economic output compared to 240 additional jobs and \$20.3 million increase in output under the BRT Alternative and 250 additional jobs and \$20.9 million increase in economic output. The No-Build Alternative would not result in an additional jobs or economic output.

Community Support – There were 365 comments received during the scoping period. The most frequent comment topics included alignments/routes, mode, public safety, traffic and parking, historic and cultural resources, connectivity, environmental justice and economic development.

Alignment/Route. Many of the comments concerned potential connections to existing transit lines, particularly the Metro Red, Purple, Blue, and Green Lines, as well as the Exposition (Expo) Light Rail Transit (LRT) line (under construction). Recommendations were made to design new routes, such as an alignment from La Brea Avenue/Wilshire Boulevard with connections to Venice Boulevard/San Vicente Boulevard then south along Crenshaw Boulevard.

Mode. Most remarks expressed support for LRT, as opposed to bus-based services. Stakeholders urged the consideration of grade separations (either below grade or at grade). There was concern that an at-grade alignment would degrade the aesthetics, culture, and history of portions of the Crenshaw Corridor, particularly in the Leimert Park area. Comments were received pertaining to the safety of LRT at crossings and the interaction of vehicular traffic with LRT. Some of the comments were in support of bus services because they were

perceived as having less of a negative impact on the aesthetics and culture of the area. Some felt that buses were safer than light rail, would cause less disruption, would cost less, and could be implemented sooner.

Public Safety. Stakeholders articulated concern over LRT with regard to its proximity to schools and the safe interaction between LRT and vehicular/pedestrian traffic, particularly at crossings.

Traffic and Parking. Generally, the concerns regarded potential increases in congestion during construction and potentially during LRT/BRT operations.



Northbound traffic at Crenshaw and Adams.

Historic and Cultural Resources. Preservation of the character, culture, and history of the Crenshaw Corridor were paramount. Stakeholders expressed a fear that the community would change, and that minority and small owned business could be impacted. Leimert Park Village and Hyde Park were areas mentioned frequently with regard to preservation.

Connectivity. Participants expressed a desire for regional connectivity and efficiency, with a focused attention on connections to LAX, the Westside, Downtown Los Angeles, the South Bay and the Metro Red, Green, Blue, and Purple Lines.

Environmental Justice. Community stakeholders wanted the same level of investment and consideration that more affluent communities would receive. Comments expressed that negative impacts should be mitigated to the extent possible and that the quality of life should be protected from degradation.

Economic Development. A few comments referenced the potential for transit to allow for enhanced economic vitality. Others expressed concern for the perceived potential loss of existing businesses along Crenshaw Boulevard.

Ridership – The BRT Alternative would result in the highest number of daily boardings with 16,680 daily boardings in the year 2030. The LRT Alternative would result in 13,144 daily boardings and the TSM Alternative would result in 9,412 daily boardings in 2030. The No-Build Alternative would not result in any new daily boardings, as no new improvements would occur.

Travel Time Savings – The LRT Alternative would have the greatest travel time savings, resulting in a savings of 21.6 minutes saved traveling from the Exposition Line to the Metro Green Line in 2030. The BRT Alternative would result in a savings of 17.2 minutes, while the TSM Alternative would result in a savings of 10.5 minutes in the peak period and 11.2 minutes in the off-peak period. The No-Build Alternative would not result in any travel time savings.

Design Options

Effects related to the six LRT design options would serve as avoidance alternatives to impacts identified in Base LRT Alternative. However, Design Option 5 (a subway station at Vernon Avenue near Leimert Park) would result in a potentially adverse land use effect related to the intensification of development near Leimert Park and additional construction impacts associated with cut-and-cover construction for the station. In addition, Design Options 3, 4 and 5 would each result in additional property acquisitions beyond the Base LRT Alternative. Design Option 3 (a cut and cover crossing instead

of an at-grade crossing at Centinela Avenue) would result in an adverse visual effect due to the potential removal of mature palm trees along Crenshaw Boulevard at Edward Vincent Jr. Park.

Maintenance and Operations Facilities

Two candidate maintenance and operations facility sites are currently under consideration by the Metro Board, one of which will be selected as part of the proposed project. Maintenance and Operations Facility B is an approximately 16-acre site bound by 83rd Street, the Harbor Subdivision right-of-way and Isis Avenue. Maintenance and Operations Facility D is an approximately 14-acre site near the Metro Green Line and bound by the Harbor Subdivision right-of-way, and Union Pacific Branch Line and Rosecrans Avenue. The two maintenance and operations facilities would result in similar effects, both would be generally consistent with local land use policies, but would result in unmitigatable air quality impacts. Maintenance and Operations Facility D would be located on vacant land, but would require mitigation for an impact related to the removal of native trees and vegetation.



Two candidate maintenance and operations facility sites are currently under consideration by the Metro Board, one of which will be selected as part of the proposed project. Candidate site D is located in El Segundo near Rosecrans Avenue and Sepulveda Boulevard, and candidate site B is located adjacent to the community of Westchester near Florence and Hindry Avenues.

Maintenance and Operations Facility B would require the displacement of several industrial businesses along the Harbor Subdivision Railroad and require the closure of Hindry Avenue, one of the few existing streets that allows through across the Harbor Subdivision Railroad in the community of Westchester. Maintenance and Operations Facility Site B would result in a potentially adverse effect related to historic resources due to a partial take of the Kaiser Homes' production plant. Both sites would either be consistent with or not result in an adverse effect related to the remaining project goals, criteria and measures.

Trade-Offs Among Alternatives

Consideration of all alternatives is required in order to draw a conclusion about the proper investment for the Crenshaw Transit Corridor. Each alternative – the No-Build Alternative, the TSM Alternative, the BRT Alternative, and the LRT Alternative must be evaluated against many different factors and variables. Weighing each of the factors inevitably involves tradeoffs among features of each alternatives and between alternatives.

The No-Build Alternative would not achieve the level of mobility and accessibility needed by communities within the Crenshaw Transit Corridor. These communities contain a disproportionately high concentration of minority and low income households. Additionally, the No-Build Alternative would not create the infrastructure necessary to shift the corridor communities from fossil fuel-oriented travel to a viable transit alternative. As a result, VMT within the corridor would remain unchanged, greenhouse gas emissions would remain unchecked and the corridor communities would continue to rely on non-renewable energy sources.

Currently, portions of the corridor are served by Metro's Rapid Bus. The TSM Alternative would represent a modest change over existing transit service. TSM bus service related improvements would present limited opportunities for increases in ridership and would not serve as a strong catalyst for attracting transit-supportive land uses and economic

development to the corridor, as would be expected with a greater transit investment in a more permanent fixed guideway.

Both build alternatives – the BRT Alternative and the LRT Alternative – have relative merits and deficiencies.

The BRT Alternative provides many incremental improvements beyond the TSM Alternative. It reduces travel time and improves reliability of bus transit service, especially in locations where exclusive rights-of-way can be secured, such as along the Harbor Subdivision and in sections of Crenshaw Boulevard. The BRT Alternative also provides additional focus for nodes of activity that occur at BRT stations. The BRT Alternative includes service which can operate in existing roadways beyond the area of investment in physical infrastructure. This feature allows the BRT Alternative to extend service to the Wilshire Boulevard Corridor, attracting more riders making that connection.



The Metro Board will likely consider a wide range of trade-offs in the selection of the Locally Preferred Alternative.

The BRT Alternative does have a several limitations. While providing expanded transit service and connections to the regional transit system, the physical constraints of travel

corridors (especially arterial corridors) make exclusive transit lanes difficult to secure along the entire length of such corridors. In the case of the Crenshaw Corridor, the semi-exclusive lanes in Crenshaw Boulevard are shared with right-turning vehicles. This configuration may result in conflicts with right-turning vehicles as well as local buses. As a result, BRT travel times and reliability along Crenshaw Boulevard would improve only marginally compared to the conventional rapid bus service. The difference may degrade over time. There are constraints for the BRT Alternative along the Harbor Subdivision, as well. Minimum lane widths for the BRT busway, especially along the Harbor Subdivision create impacts including the need to purchase additional property in selected locations and parkland impacts. Constraints on speeds along the right-of-way at crossings with other streets increase travel times and diminish ridership potential.

Many similar factors are important to consider for the LRT Alternative. The LRT Alternative does have a longer length of combined exclusive right-of-way segments (at-grade, below grade and elevated), leading to fewer conflicts with traffic and faster and more reliable travel times. The relatively higher speeds associated with the LRT Alternative offer greater potential improvement in ridership. Travel times are more reliable over the long run as congestion on the roadway network affect vehicle traffic. The LRT Alternative is also able to take advantage of existing transit investments, such as the Metro Green Line. Consequently, service on the LRT Alternative can provide connections more deeply into the South Bay Area along the Metro Green Line. In addition, a portion of the LRT Alternative also facilitates the extension of the Metro Green Line in the direction of LAX. Importantly, the substantial infrastructure investment associated with the LRT Alternative is typically more catalytic in encouraging transit-supportive land uses envisioned by many communities within the corridor.

The LRT Alternative also has limitations. The LRT alternative is estimated to have significantly higher capital costs compared to the TSM and BRT Alternatives, requiring greater financial resources. The LRT Alternative is constrained in terms

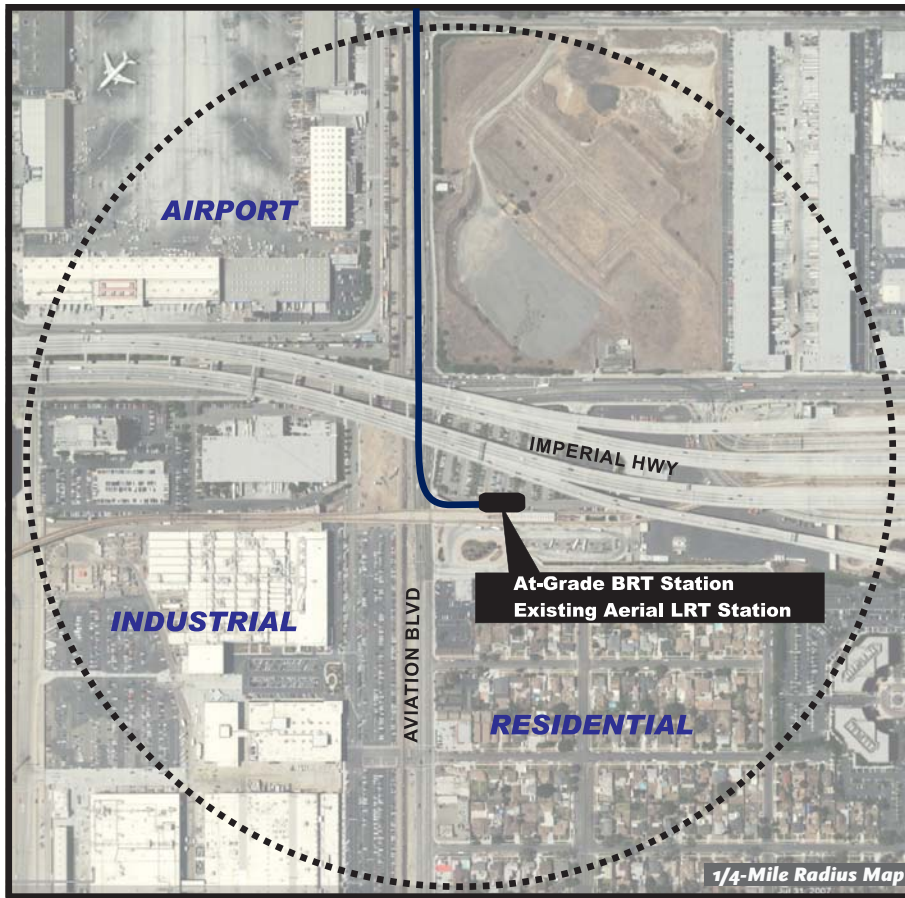
of where it can operate, unlike BRT, which can operate in many different types of service environments. The physical constraints and high cost associated with extending LRT service north of the Exposition Line limits the market for the LRT Alternative and connections to the dense Wilshire Corridor. In some cases, the LRT Alternative infrastructure creates more significant visual and construction impacts. In some other cases, especially along Crenshaw Boulevard, the LRT Alternative is subject to the disadvantages of delays at arterial street intersections, similar to the TSM and BRT Alternatives. When compared to the other alternatives under consideration, the higher capital cost can be considered with respect to LRT's higher carrying capacity, operational reliability and catalytic influence on economic development within and adjacent to station areas along the route.

The BRT and LRT Alternatives differ in the extent of benefits and costs and in the time frame over which those benefits and costs are realized. The next stage of this environmental review will involve public review of these tradeoffs and the entire environmental analysis and the comparative performance of the alternatives. Public comments will inform the ultimate selection of a locally preferred alternative by the Metro Board.

Consideration of all alternatives is required in order to draw a conclusion about the proper investment for the Crenshaw Transit Corridor. Each alternative – the No-Build Alternative, the TSM Alternative, the BRT Alternative, and the LRT Alternative must be evaluated against many different factors and variables. Weighing each of the factors inevitably involves tradeoffs among features of each alternatives and between alternatives.

CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR
Executive Summary

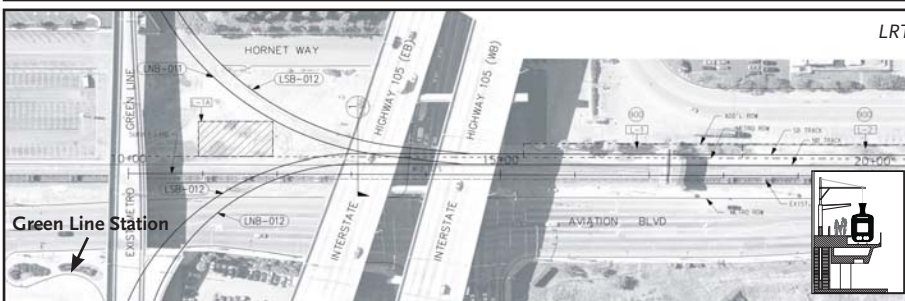
**AVIATION/LAX
(METRO GREEN LINE)**



Metro Green Line Station

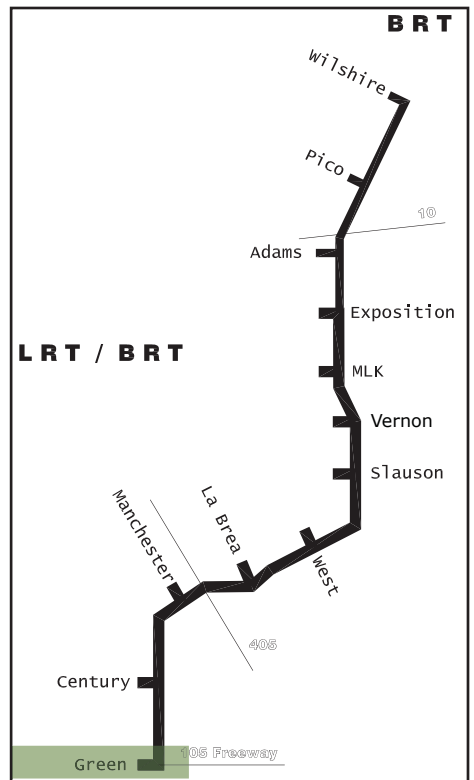


Metro Green Line Station



Aviation/LAX Station

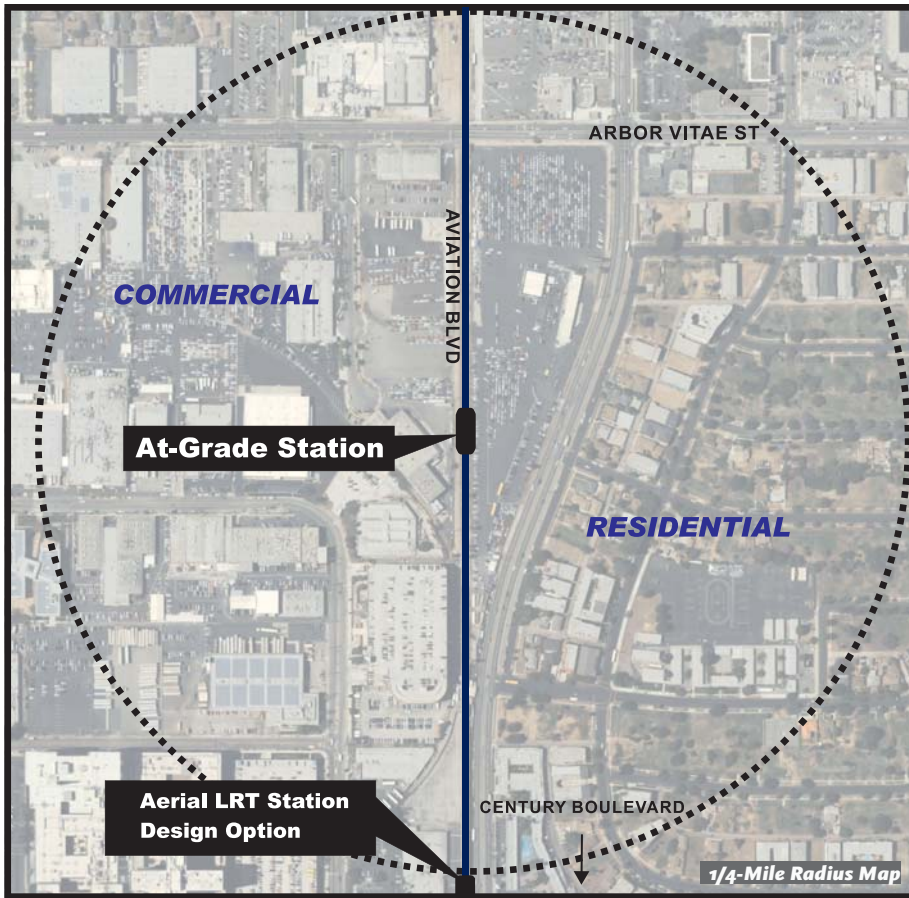
The existing Aviation/LAX Station would connect the Metro Green Line with the Crenshaw corridor at Aviation and Imperial Highway. The station is in close proximity to the aerospace industry concentrated in El Segundo and residential neighborhoods.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR

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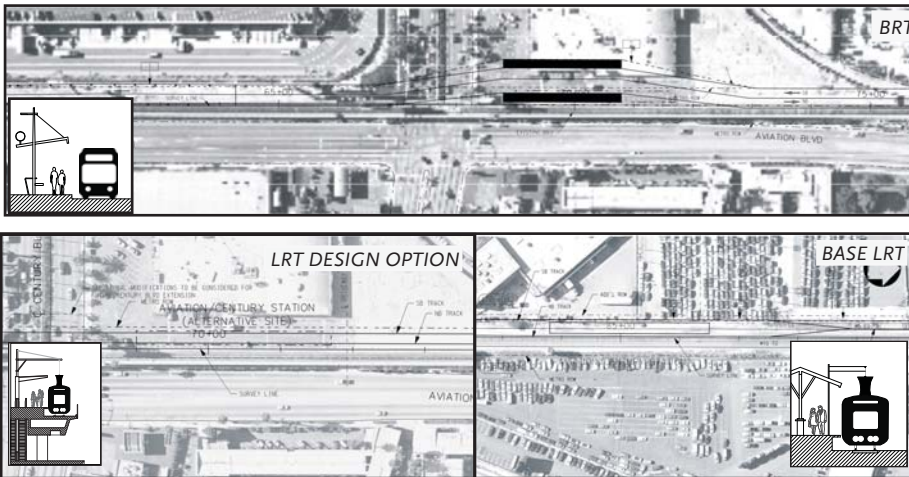
AVIATION/CENTURY



Century Looking East, Gateway to LAX

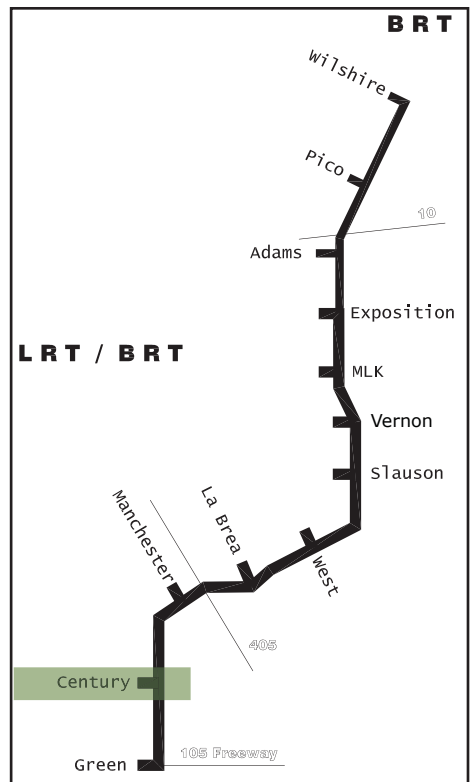


Aviation and Century, Looking East



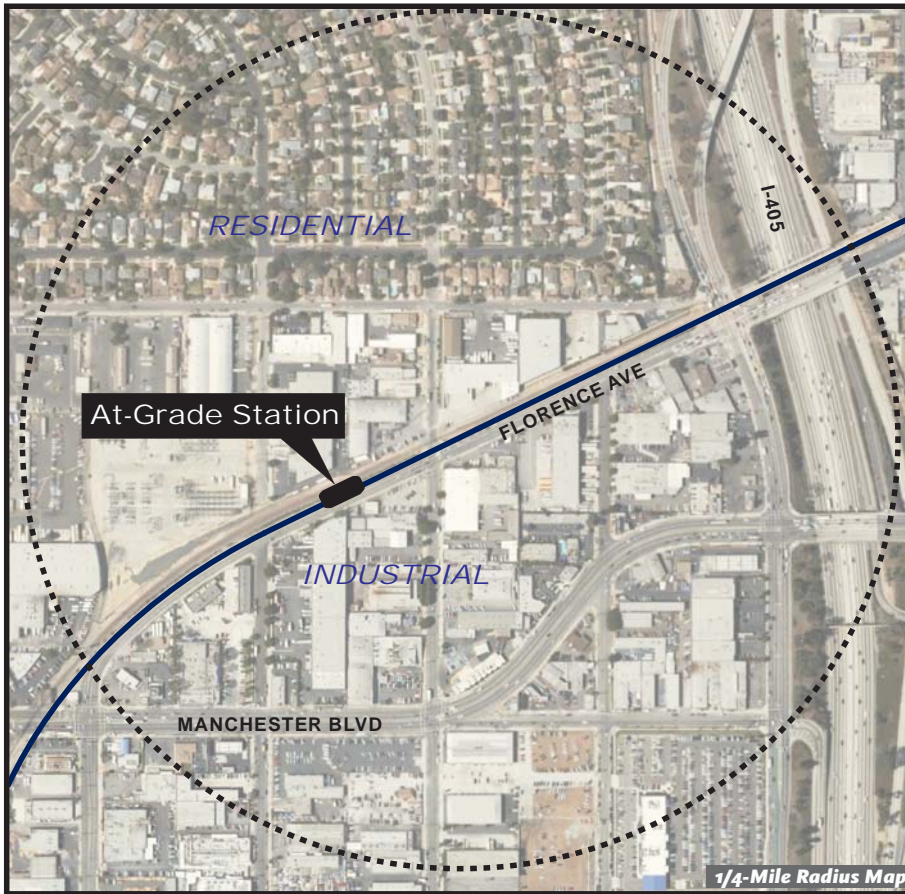
Aviation/Century Station

The Aviation/Century Station would service Aviation Boulevard, providing access to Century Boulevard, a major east-west gateway leading to LAX, one of the largest and busiest airports in the country. This station will serve a new major gateway between Metro’s regional transit system and LAX. A design option for the LRT Alternative at this location includes an elevated station closer to Century Boulevard. The station would be in close proximity to drop-off areas for rental cars, taxis, buses, shuttles and a host of the existing means of access to the airport. This station would also serve a major concentration of hotels along Century Boulevard.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR
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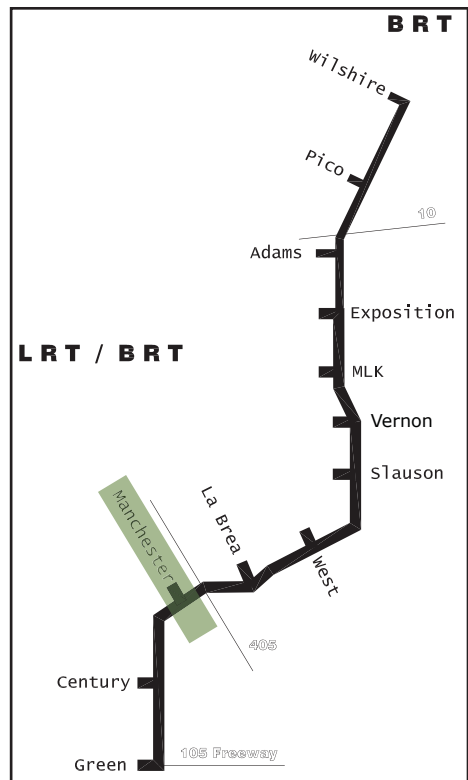
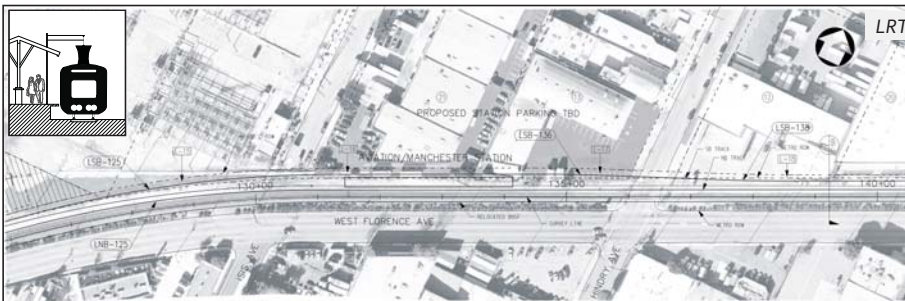
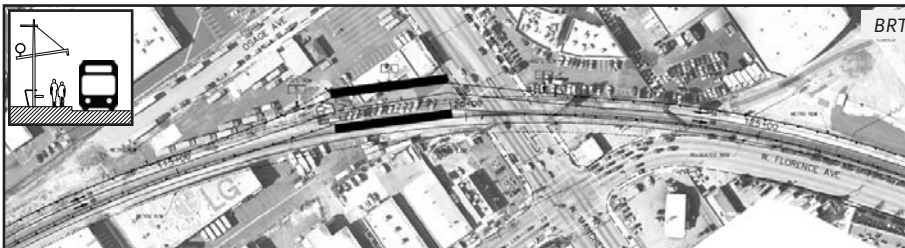
AVIATION/MANCHESTER



Police Academy



Aviation and Manchester, Looking East



Aviation/Manchester Station

The Aviation/Manchester Station would service the industrial areas along Florence Avenue and the Harbor Subdivision Railroad, the commercial uses along Manchester Avenue, and the residential community of Westchester-Playa Del Rey to the north and west.

CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR
Executive Summary

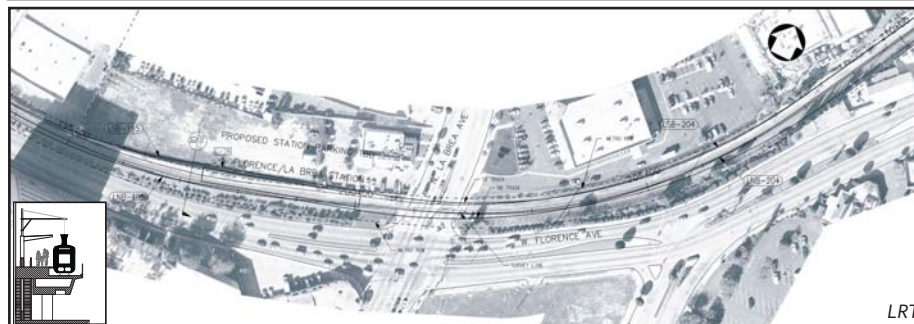
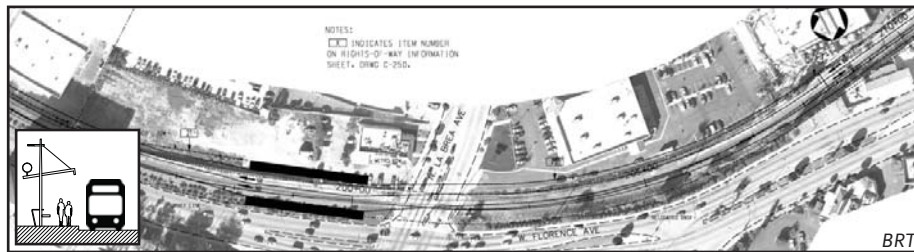
FLORENCE/LA BREA



Ingleswood Municipal Courthouse

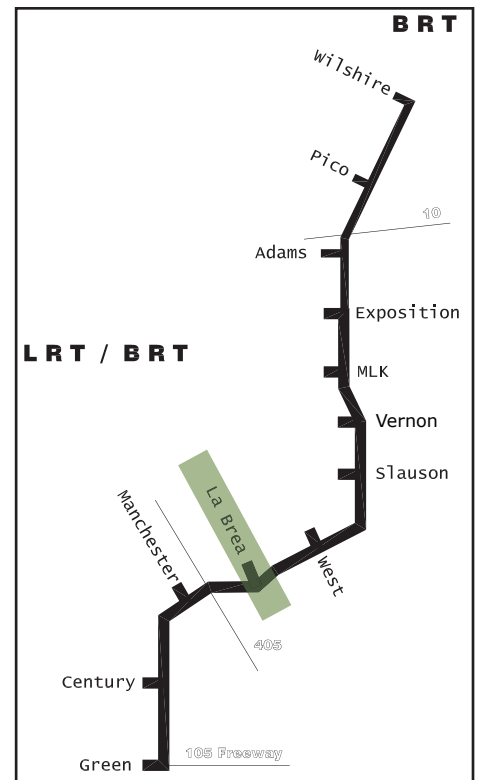


Market Street, City of Ingleswood



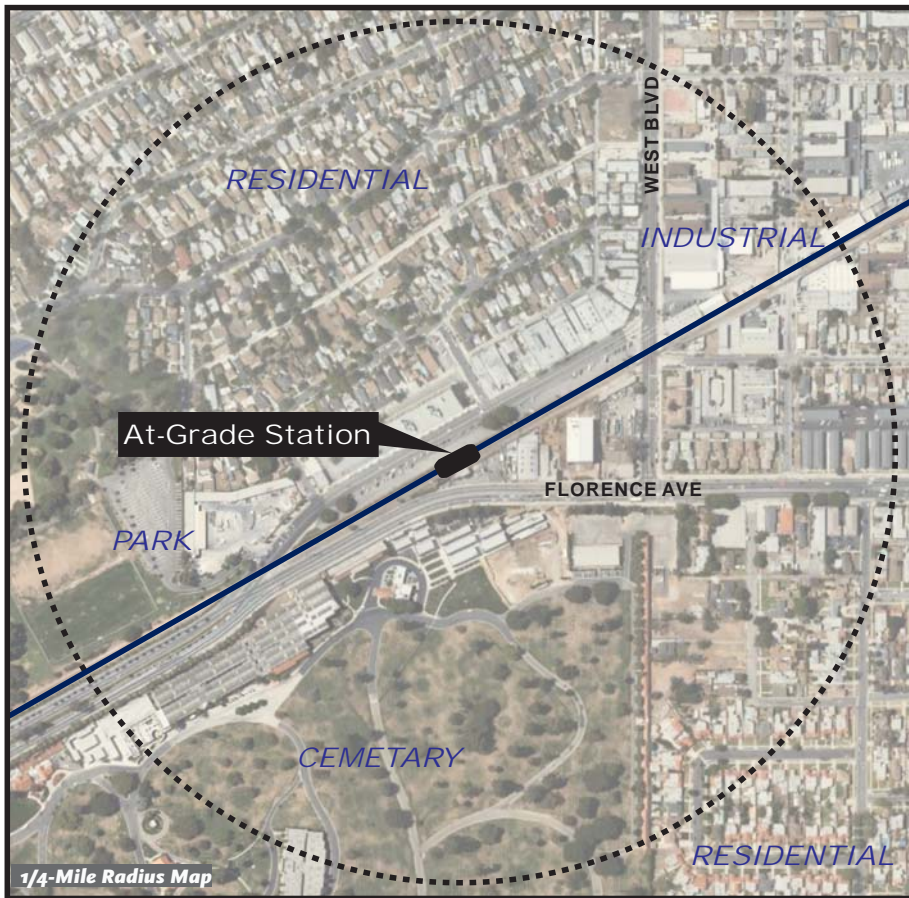
Florence/La Brea Station

The Florence/La Brea Station would service La Brea Avenue, which is a major north-south gateway street leading to destinations such as Hollywood to the north and Hawthorne to the south. This station would provide access to Downtown Ingleswood and the City of Ingleswood Civic Center where City Hall, Police and Fire headquarters, the main library and the County Courthouse are located. The Station would also serve the commercial uses along Market Street to the south and residences to the north, east and west.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR
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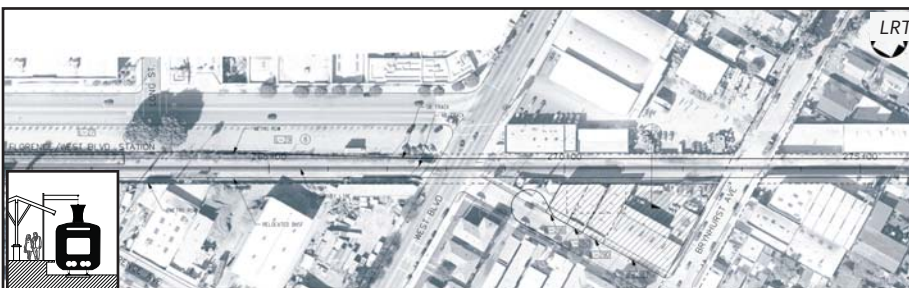
FLORENCE/WEST



Redondo and West, Looking Southwest

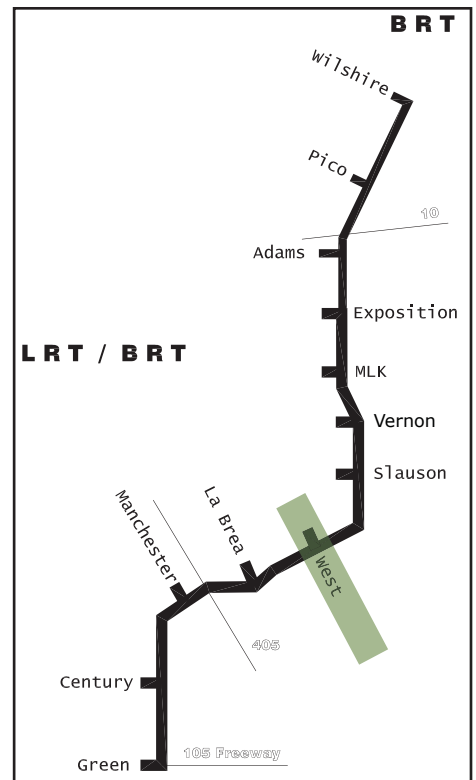


Redondo and West, Looking East



Florence/West Station

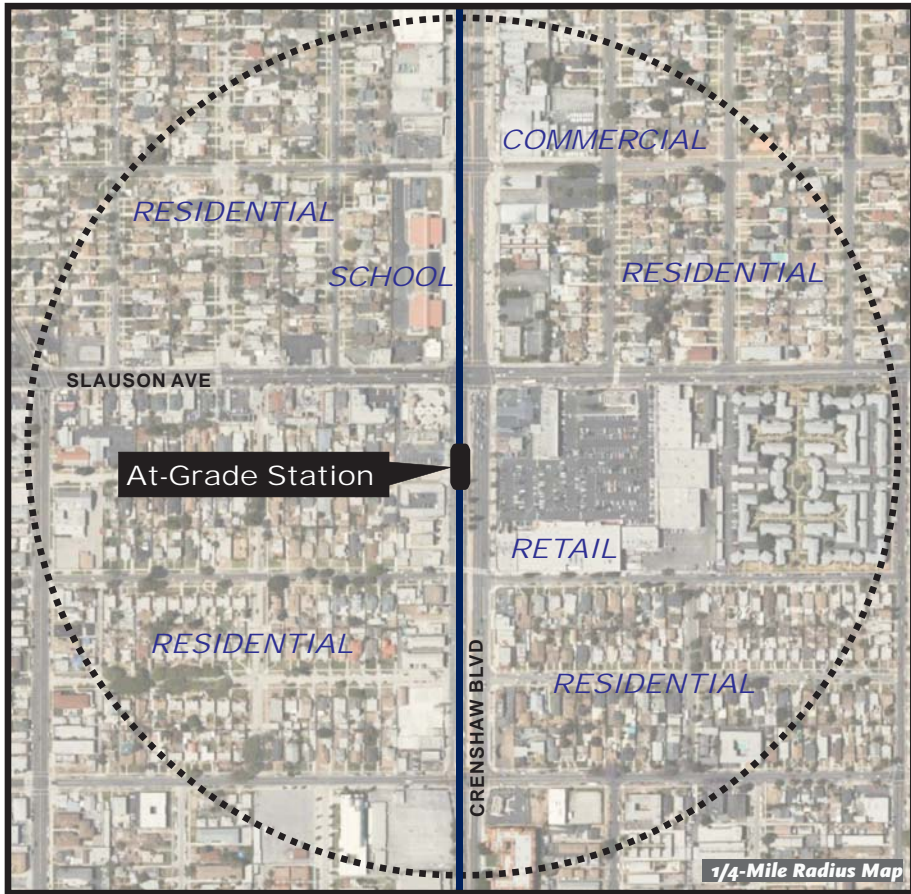
The Florence/West Station will provide access to West Boulevard and Florence Avenue, servicing the residential communities of Morningside Park and Hyde Park, as well as Edward Vincent Jr. Park to the northwest.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR

Executive Summary

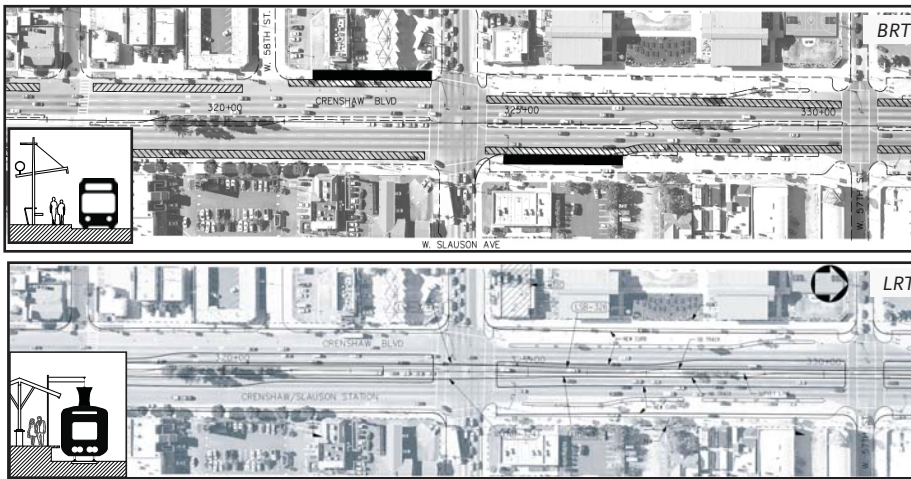
CRENSHAW/SLAUSON



Crenshaw Plaza

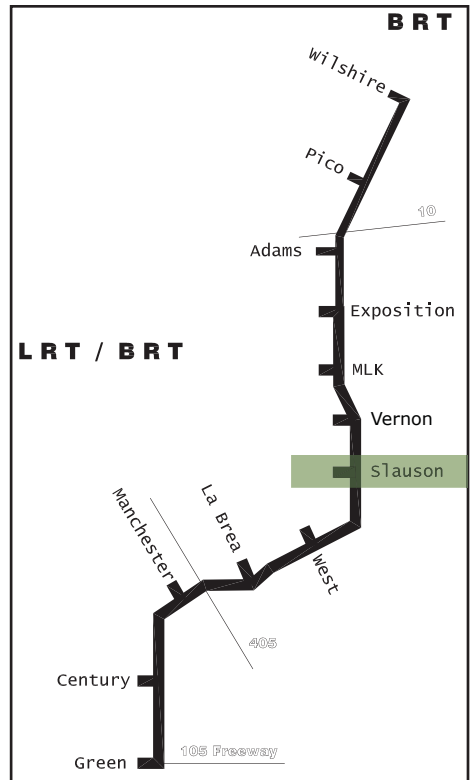


View Park Prep High school



Crenshaw/Slauson Station

The Crenshaw/Slauson Station will service Crenshaw Boulevard, a major north-south gateway street. This station would provide access to east-west bus routes that service Slauson Avenue providing access to commercial neighborhoods, schools and government offices.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR

Executive Summary

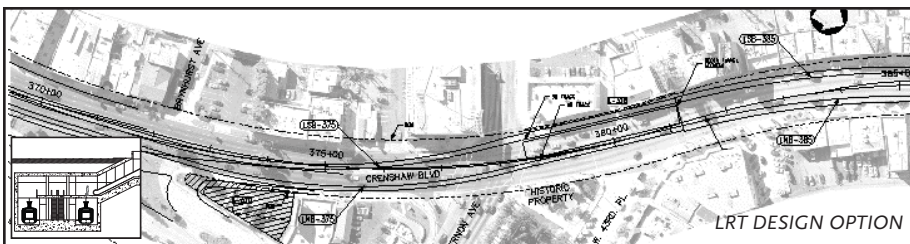
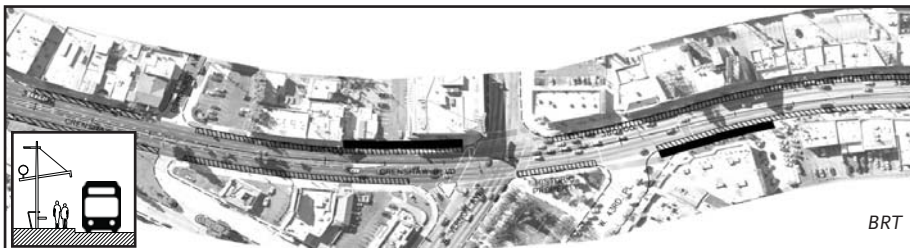
CRENSHAW/VERNON



Leimert Park

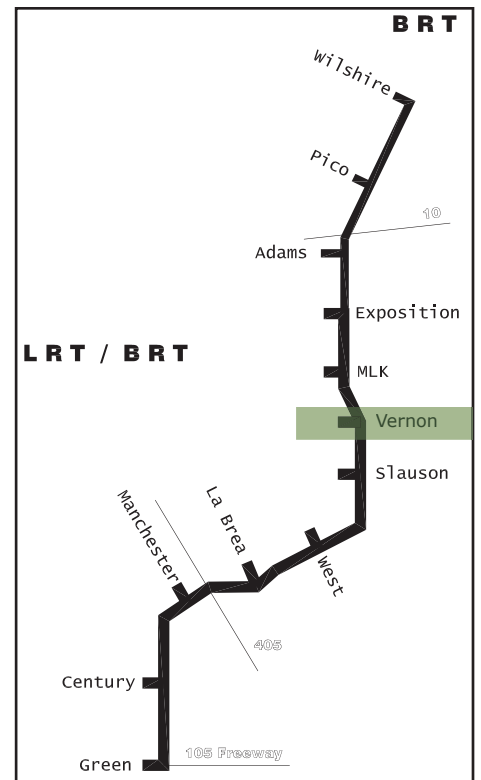


Crenshaw and Vernon, Looking East



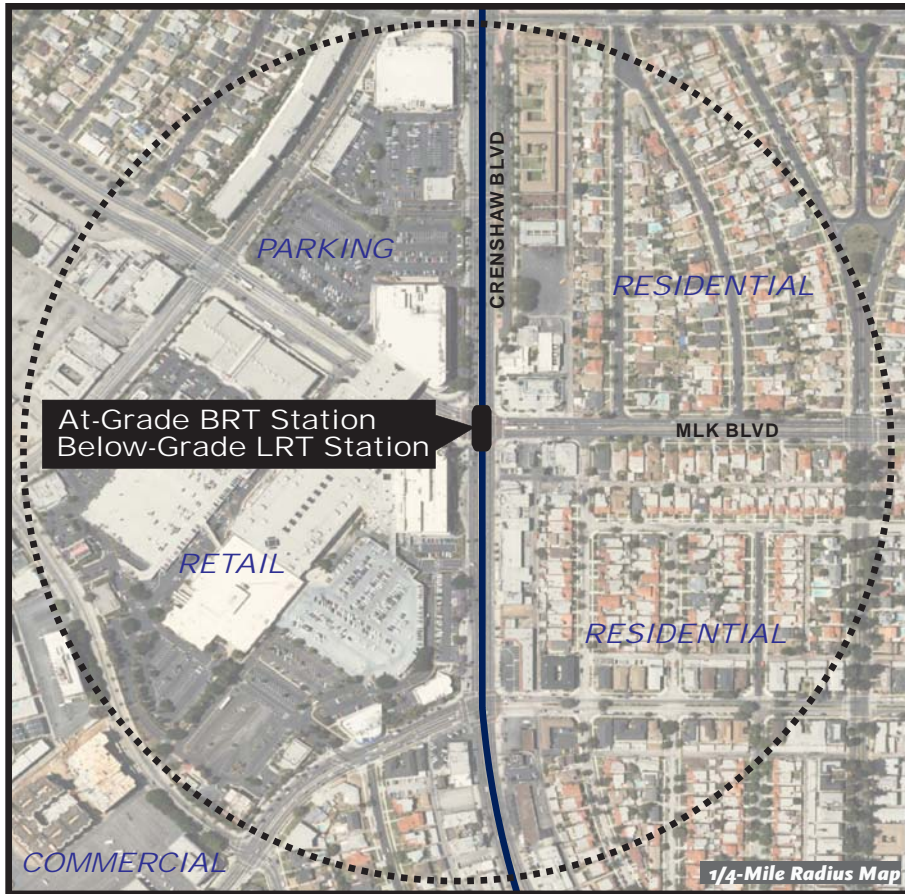
Crenshaw/Vernon Station (BRT only, optional for LRT)

The Crenshaw/Vernon Station will service the residential neighborhoods of Leimert Park and View Park and the culturally oriented business in Leimert Park Village. This is part of the BRT Alternative. An underground station at this location is an optional station for the LRT Alternative.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR
Executive Summary

CRENSHAW/MLK



Baldwin Hills Plaza

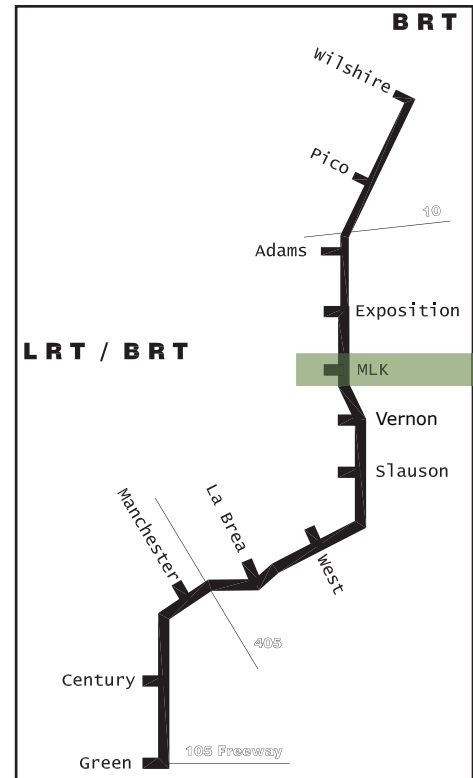


Crenshaw and King, Looking Southwest



Crenshaw/King Station

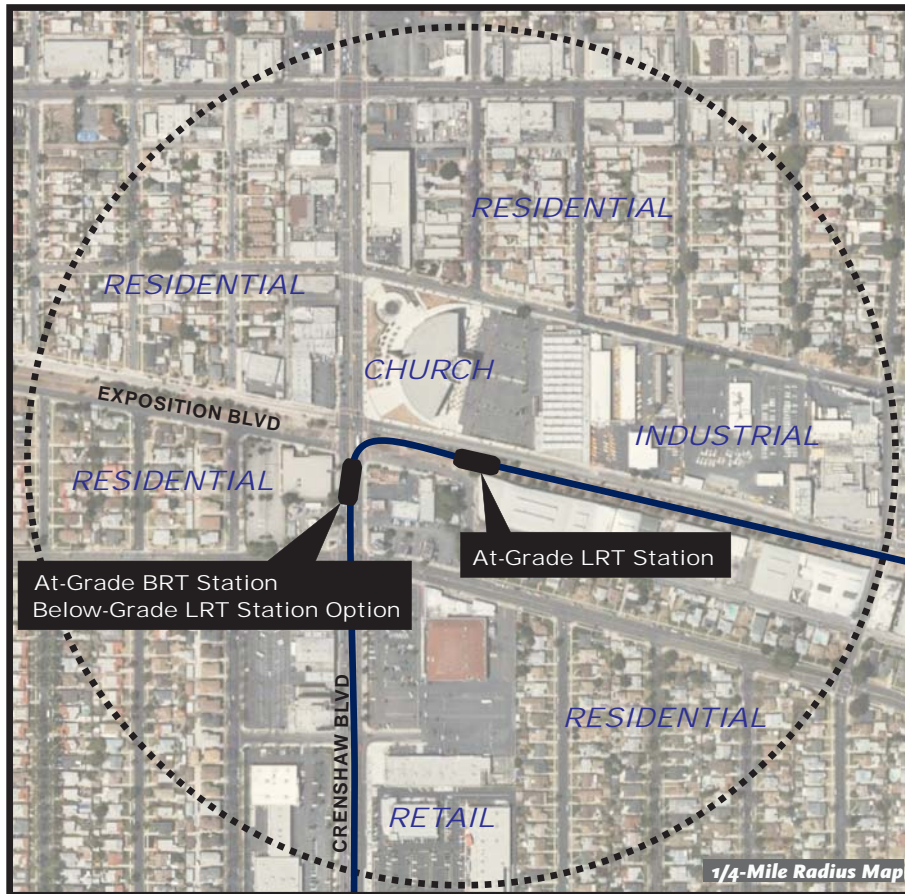
The Crenshaw/King Station will provide access to Martin Luther King Jr. Boulevard, a major east-west street which is well serviced by local buses. This station is in walking distance to the Baldwin Hills Crenshaw Plaza shopping center, the Marlon Square development, and surrounding residential and other commercial uses. This station is also to the northwest of the Leimert Park Village commercial district.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR

Executive Summary

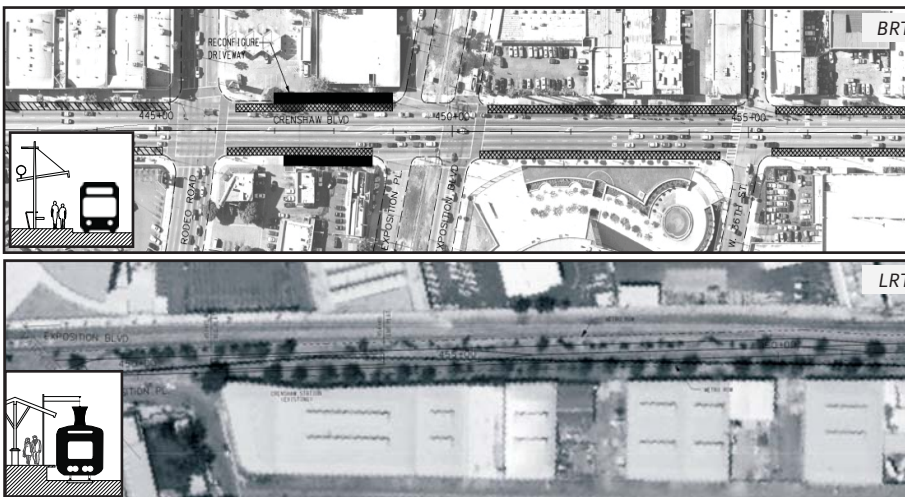
CRENSHAW/EXPOSITION



West Angeles Cathedral of God and Christ

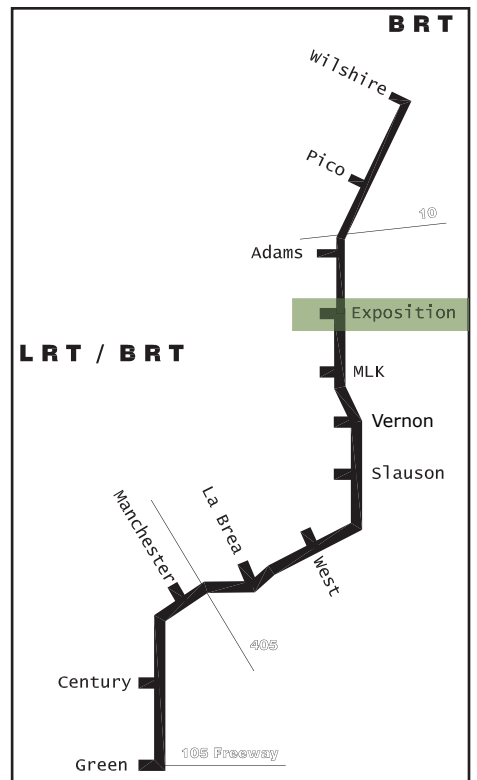


Chili Factory



Crenshaw/Exposition Station

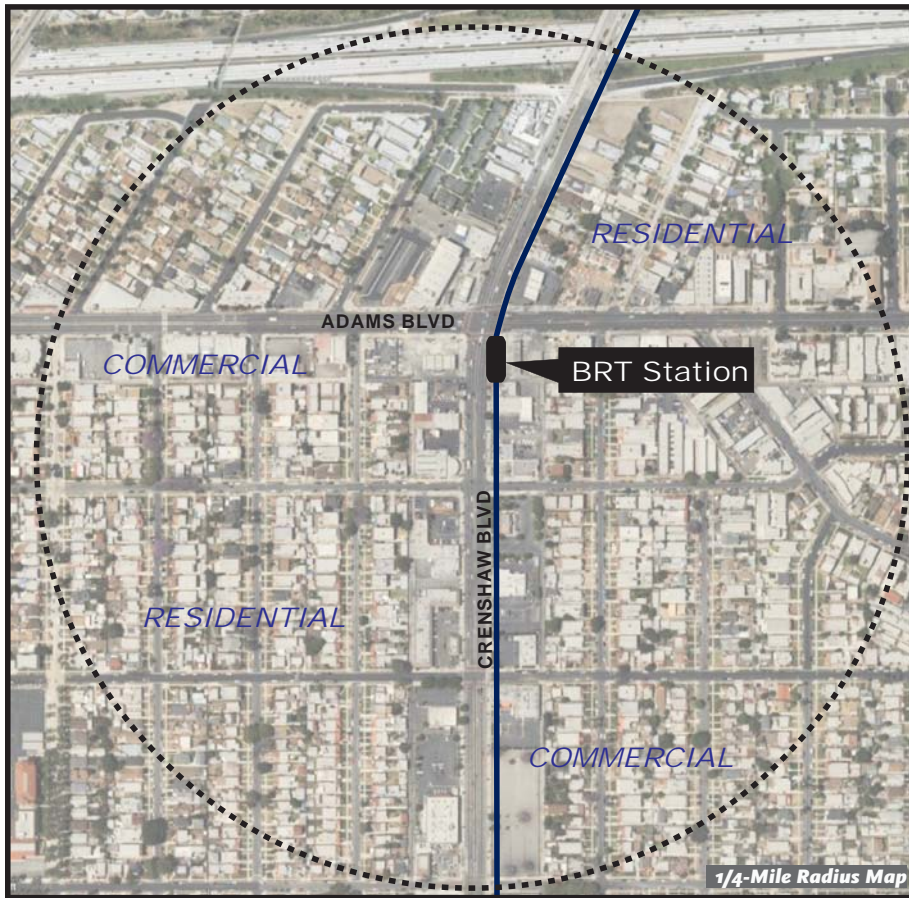
The Crenshaw/Exposition Station will provide access to Exposition Boulevard, a major east-west street which connects to the Exposition Line. This connection with the Exposition Line will provide a connection to Downtown Los Angeles and Exposition Park to the east and Santa Monica and Culver City to the west. This station is in walking distance to West Los Angeles Cathedral, which hosts social services in addition to religious services. The station is in close proximity to neighborhood shopping areas, as well as a potential development sites. Residences also surround the station area and Jefferson Boulevard is less than one-quarter mile to the north.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR

Executive Summary

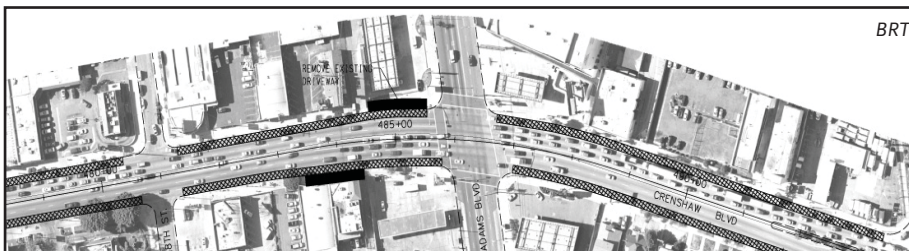
CRENSHAW/ADAMS



Adams, East of Crenshaw

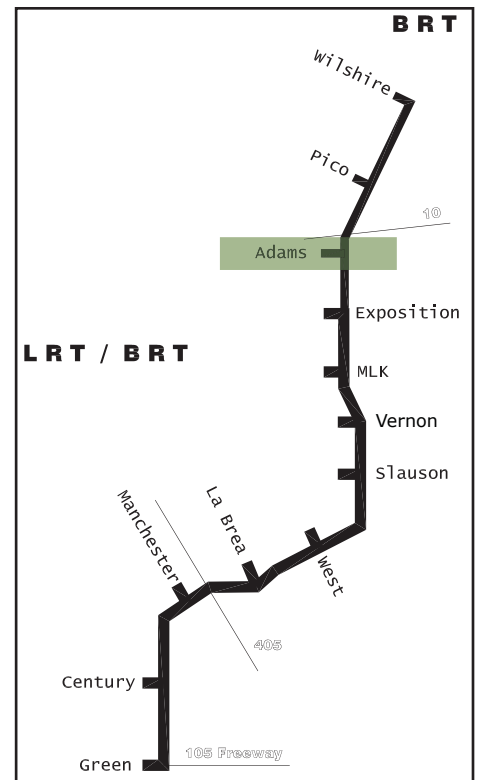


Iglesias de Restauracion



Crenshaw/Adams Station (BRT only)

The Crenshaw/Adams Station will provide access to Adams Boulevard, a major east-west street which is serviced by local buses. The station is in walking distance to residential neighborhoods and local retailers and close to the I-10 Freeway.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR
Executive Summary

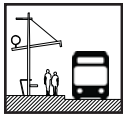
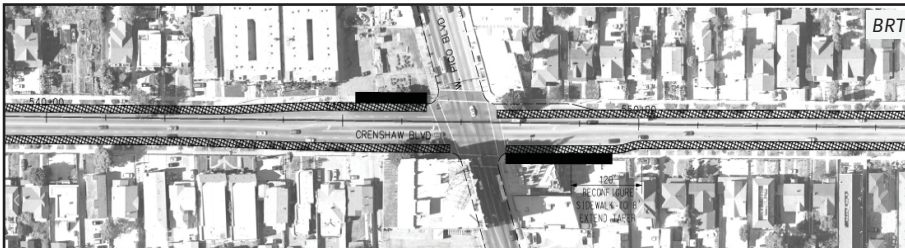
CRENSHAW/PICO



Crenshaw and Pico, Looking East

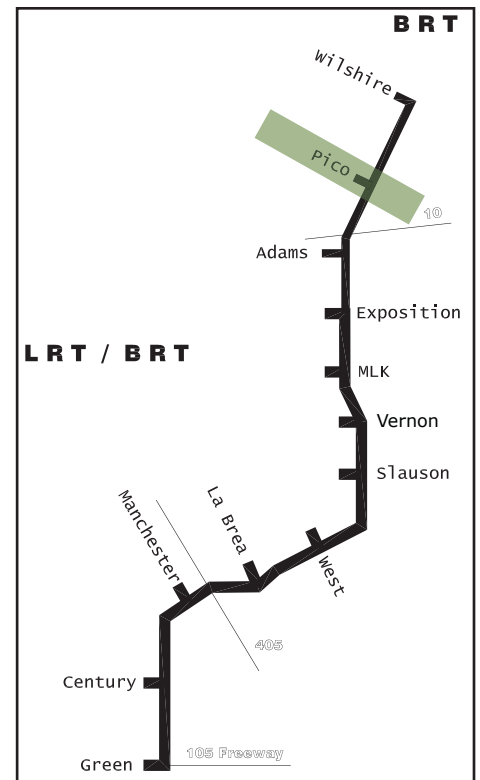


Victoria Park, Southeast of Crenshaw and Pico



Crenshaw/Pico Station (BRT only)

The Crenshaw/Pico Station will provide access to Pico Boulevard, a major east-west street which is serviced by local buses with destinations to job centers located in Downtown Los Angeles to the east and West Los Angeles to the west. The station is in walking distance to the Victoria Park community to the southwest and additional surrounding residential neighborhoods and local retailers.



CRENSHAW TRANSIT CORRIDOR DRAFT EIS/EIR

Executive Summary

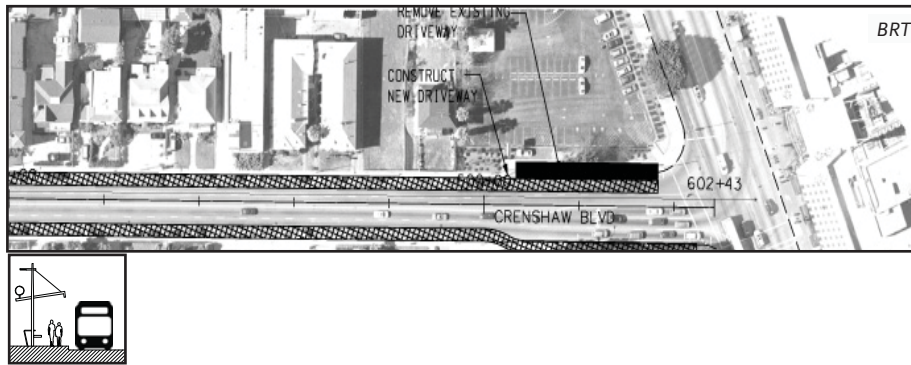
CRENSHAW/WILSHIRE



Crenshaw and Wilshire, Looking North



Wilshire Boulevard, Looking East



Crenshaw/Wilshire Station (BRT only)

The Crenshaw/Wilshire Station will provide access to Wilshire Boulevard, a major east-west gateway street leading to destinations such as Downtown Los Angeles to the east and cultural institutions to the west. Wilshire Boulevard is well-served from Metro Rapid buses and other local buses and provides connections to the Metro Red Line at Western Avenue. Residential neighborhoods surround this station site to the north and south.

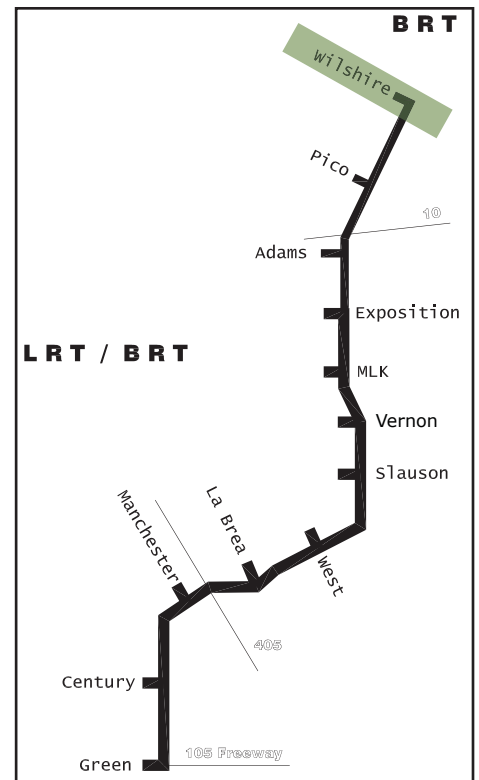


Table ES.6-. Summary of Impacts

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Description	I-405 HOV Lane Metro, LADOT, the Santa Monica Big Blue Bus, and the Culver City Bus transit services Expo Phase I, Metro Purple and Green Lines Metro Rapid Bus	The No-Build improvements plus a Metro Rapid Line on Crenshaw Blvd., La Brea Ave., and Hawthorne Blvd.	The No-Build improvements plus BRT operating in mixed-traffic and in exclusive curb lanes along Crenshaw Blvd, Harbor Subdivision, and Aviation Blvd. between the Metro Purple and Green Lines	The No-Build improvements plus LRT operating at-grade, below-grade, or above grade along Crenshaw Boulevard, Harbor Subdivision, and Aviation Blvd. between the Expo LRT Line and the Metro Green Line
New Stations	None	Aviation/Manchester Aviation/Century (both along a third Metro Rapid Line)	Wilshire / Crenshaw Crenshaw / Pico Crenshaw / Adams Crenshaw / Martin Luther King Jr. Crenshaw / Slauson Crenshaw / Leimert (Optional) Florence / West Florence / La Brea Aviation / Manchester Aviation / Century	Crenshaw / Exposition Crenshaw / Martin Luther King Jr. Crenshaw / Slauson Florence / West Florence / La Brea Aviation / Manchester Aviation / Century
Park-and-Rides	None	None	Crenshaw / Exposition Crenshaw / Martin Luther King Jr. Florence/West Florence / La Brea Aviation / Manchester	Crenshaw / Exposition Crenshaw / Martin Luther King Jr. Florence/West Florence / La Brea Aviation / Manchester

Table ES.6. Summary of Impacts (continued)

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Maintenance and Operations Facility	None	None	1	1
Length (Miles)	N/A	N/A	11.3	8.5
Cost Estimates				
Estimated Capital Costs (000s 2008 Dollars)		\$25,404	\$554,375	\$1,305,598
2030 Metro Systemwide Estimated Operation and Maintenance Costs (000s 2008 Dollars)	\$1,584,128	\$1,595,141	\$1,603,648	\$1,627,831
Transportation				
2030 Daily System Linked Fixed Guideway Trips	331,994	332,247	333,141	336,425
2030 Daily Boardings		9,412	16,680	13,144
2030 Travel Time Savings (minutes) – Exposition Line to Metro Green Line	None	10.5 Peak 11.2 Off-peak	17.2	21.6
On-Street Parking Spaces Affected	None	None	4 Southbound permanently lost 118 existing Northbound peak period restrictions 129 existing Southbound peak period restrictions	163 Northbound permanently lost 132 Southbound permanently lost
Station Area Parking	None	None	Additional 500 (minimum) parking spaces (minimum of 100 spaces per park and ride)	Additional 500 (minimum) parking spaces (minimum of 100 spaces per park and ride)
Environmental				
<i>Land Use and Development</i>				
Regional Land Use	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
Local Land Use and Development	Potential Adverse Effects, limited opportunity to infill development at stations, no alternative transportation mode, and increased congestion	No Adverse Effect, improves mobility and transportation options	No Adverse Effect, would improve mobility and transportation options and provide redevelopment and transportation oriented development opportunities	No Adverse Effect, would improve mobility and transportation options and provide redevelopment and transportation oriented development opportunities

Table ES.6. Summary of Impacts (continued)

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Division of Established Community	No Adverse Effect, would not divide an established community	No Adverse Effect, would not divide an established community	No Adverse Effect, would not divide an established community	No Adverse Effect, would not divide an established community
City of Los Angeles Transportation Policy	Not Consistent, would not result in station area development or increased redevelopment intensity	Not Consistent, would not result in station area development or increased redevelopment intensity	Consistent, would provide opportunity for low density redevelopment in residential areas and high density redevelopment along Crenshaw Blvd.	Consistent, would provide opportunity for low density redevelopment in residential areas and high density redevelopment along Crenshaw Blvd.
City of Los Angeles General Plan - Transportation and Land Use Elements	Not Consistent, would not expand access to neighborhoods or improve mobility	Not Consistent with the Transportation Element, would not use the Harbor Subdivision right-of-way Consistent with the Land Use Element, would improve public transit	Consistent with the Transportation and Land Use Elements, would use the Harbor Subdivision right-of-way, improve public transit, and would provide an alternative to the automobile	Consistent with the Transportation and Land Use Elements, would use the Harbor Subdivision right-of-way, improve public transit, and would provide an alternative to the automobile
County of Los Angeles General Plan	Not Consistent, would not stimulate transportation oriented development	Not Consistent, would not stimulate transportation oriented development	Consistent, would stimulate transportation oriented development in the station areas	Consistent, would stimulate transportation oriented development in the station areas
City of Inglewood General Plan	Not Consistent, does not enhance transportation system	Consistent, would enhance transportation with minimum capital investment	Consistent, would provide connections to South Bay, LAX, and downtown Los Angeles	Consistent, would provide connections to South Bay, LAX, and downtown Los Angeles
City of El Segundo General Plan	Not Consistent, would not provide regional transit connectivity	Consistent, would provide opportunities for regional connectivity at the Metro Green Line Aviation Station	Consistent, would provide opportunities for regional connectivity at the Metro Green Line Aviation Station	Consistent, would provide opportunities for regional connectivity at the Metro Green Line Aviation Station
City of Hawthorne General Plan	Not Consistent, would not provide a transportation modal option	Moderately Consistent, would provide transportation improvements, but not a transportation modal option	Consistent, would provide transportation modal option	Consistent, would provide transportation modal option

Table ES.6. Summary of Impacts (continued)

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
City of Los Angeles Municipal Code RAS and Density Bonus Ordinance	Not Consistent, does not provide opportunity for increased intensity of redevelopment	Not Consistent, does not provide opportunity for increased intensity of redevelopment	Consistent, would provide the foundation for increased intensity of commercial redevelopment and residential development along the Crenshaw Blvd.	Consistent, would provide the foundation for increased intensity of commercial redevelopment and residential development along the Crenshaw Blvd.
West Adams, Baldwin Hills, Leimert Park, Westchester Playa del Rey, and Wilshire Community Plans	Not Consistent, would not reduce trips, congestion, or air pollution or enhance job opportunities and quality of life	Not Consistent, would not reduce trips, congestion, or air pollution or enhance job opportunities and quality of life	Consistent, would reduce automobile trips, congestion, and air pollution and enhance job opportunities and quality of life	Consistent, would reduce automobile trips, congestion, and air pollution and enhance job opportunities and quality of life Is not within the Wilshire Community Plan area
Crenshaw Corridor Specific Plan	Not Consistent, would not enhance community through mobility	Consistent, would enhance community mobility	Consistent, would enhance the community through increased mobility while preserving the visual character	Consistent, would enhance the community through increased mobility while minimizing impacts on the visual character
Park Mile Specific Plan	Consistent, would maintain low density residential area and park-like setting	Consistent, would maintain low density residential area and park-like setting	Consistent, would maintain low density residential area and park-like setting	Is not within the Park Mile Specific Plan area
CRA/LA, Mid-City Corridors and Crenshaw and Crenshaw/Slaughter Corridors Redevelopment Projects	Not Consistent with redevelopment policies related to transit and would not provide transit improvements along Crenshaw Blvd.	Consistent, would provide limited redevelopment opportunities and improve transit along Crenshaw Blvd.	Consistent, would improve pedestrian, automobile, minimal impacts on parking, and improve mass transit plus improve connectivity and plus adhere to the streetscape goals	Consistent, would improve pedestrian, automobile, minimal impacts on parking, and improve mass transit plus improve connectivity, streetscape goals would be affected, but mitigated
LAX Master Plan	Not Consistent, would not connect the airport to other mass transportation facilities, except the Metro Green Line	Not Consistent, would not connect the airport to other mass transportation facilities, except the Metro Green Line	Consistent, would provide connection from the airport to the Metro Green Line and other mass transportation facilities	Consistent, would provide connection from the airport to the Metro Green Line and other mass transportation facilities

Table ES.6. Summary of Impacts (continued)

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Displacements and Relocation	None	None	35 partial parcels 1 full parcel on West 71 st Street, which is a residence	50 partial parcels, 15 on Crenshaw Blvd. 6 full parcels, one on Crenshaw Blvd. and one is a residence
Community Cohesion	No Adverse Effect	No Adverse Effect	No Adverse Effect	Less-than-Adverse Effect with mitigation resulting from aerial structure in Hyde Park
Visual	No Adverse Effect	No Adverse Effect	Potential Adverse Effect Mature palm trees removed at Edward Vincent Jr. Park Vegetation removed between a residential neighborhood and the rail right-of-way, exposing residences to new sources of light and glare.	Potential Adverse Effect Land uses near Exposition and Crenshaw Boulevards removed Fixed guideway in the middle of Crenshaw Boulevard with overhead wires and overhead contact system (OCS) poles Landscape, medians, and frontage roads removed. Portal structures added to the street median. Elevated structure added in the median of Crenshaw Boulevard between 59th Street and the Harbor Subdivision. Along the Harbor Subdivision, adjacent landscaping screening near residences along La Colina Drive removed increasing residences' exposure to light and glare.
Air Quality	No Adverse Effect	No Adverse Effect 2,275 tons per year reduction in Green House Gases	No Adverse Effect 23,053 tons per year reduction in Green House Gases	Adverse Effect, NO _x exceeds federal threshold 3,249 tons per year increase in Green House Gases

Table ES.6. Summary of Impacts (continued)

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Noise and Vibration	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Moderate LRT pass by noise impact between 54th St. and Victoria Ave. Moderate at-grade signal noise impacts at Centinela Ave. and West Blvd. Moderate special traffic work noise impact at the Metro Expo Line station and at the Century Blvd. station
Ecosystems and Biological Resources	No Adverse Effect	No Adverse Effect	Less-than-Adverse Effect with mitigation Mature palm trees removed at Edward Vincent Jr. Park Native trees and vegetation removed	Less-than-Adverse Effect with mitigation Mature palm trees removed at Edward Vincent Jr. Park Native trees and vegetation removed
Geotechnical	Less-than Adverse Effect with mitigation Potential Adverse Effect for ground deformation from Newport-Inglewood fault	Less-than-Adverse Effect with mitigation Potential Adverse Effect for ground deformation from Newport-Inglewood fault	Less-than-Adverse Effect with mitigation Potential Adverse Effect if subsurface gases encountered and for ground deformation from Newport-Inglewood fault, from liquefaction, of seismically induced settlement	Less-than-Adverse Effect with mitigation Potential Adverse Effect if subsurface gases encountered and for ground deformation from Newport-Inglewood fault, from liquefaction, of seismically induced settlement
Water	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
Energy	No Adverse Effect	No Adverse Effect, 44,006,374 less BTUs per year	No Adverse Effect, 560,523,312 less BTUs per year	No Adverse Effect, 52,599,515 less BTUs per year

Table ES.6. Summary of Impacts (continued)

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Historic, Archaeological, Paleontological	No Adverse Effect	No Adverse Effect	Adverse effect from partial take of Century Lounge	Adverse effect to Angelus Funeral Home from proposed TPSS site immediately north and from take of Century Lounge Potential Adverse Effects to Department of Water and Power, May Company Department Store (now Macy's Department Store), Broadway Department Store (now Wal-Mart), Maverick's Flat and Leimert Park and in the rare case of potential settlement and damage that may result during excavation
Parklands and Community Facilities	No Adverse Effect	No Adverse Effect	No Adverse Effect Edward Vincent Jr. Park – de minimis Section 4(f) effect for removing the mature palm trees, but not affecting the park features, uses, or attributes Increased accessibility from public transit to Edward Vincent Jr. (from West Station), Leimert Park (from Vernon Station, and Grevillea Park (from La Brea Station) Improves public transit access to 51 community facilities and public services located within 0.25 mile	No Adverse Effect Increased accessibility to Edward Vincent Jr. (from West Station), Leimert Park (from Vernon Station, and Grevillea Park (from La Brea Station) Improves public transit access to 33 community facilities and public services located within 0.25 mile

Table ES.6. Summary of Impacts (continued)

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Economic	No Adverse Effect	No Adverse Effect 250 additional jobs, 108 transit operations \$20.9 million increase in economic output \$12.1 million increase in household earnings	No Adverse Effect 240 additional jobs, 98 transit operations \$20.3 million increase in economic output \$11.7 million increase in household earnings \$148,300 property tax loss	No Adverse Effect 880 additional jobs, 272 transit operations \$73.2 million increase in economic output \$42.4 million increase in household earnings \$113,500 property tax loss
Safety and Security	No Adverse Effect	No Adverse Effect	No Adverse Effects with mitigation Harbor Subdivision 19 existing at-grade crossings would be signalized and have warning devices and fencing installed between crossings, near Faithful Central Bible Church Stations will include monitoring equipment and be lighted to avoid shadows Station pedestrian crossings near schools would be monitored and a crossing guard provided, if necessary during construction	No Adverse Effects with mitigation Train crossings would occur with traffic signals Pedestrian and motorist gates and visual and audible warning devices would be provided Stations will include monitoring equipment and be lighted to avoid shadows Station pedestrian crossings near schools would be monitored and a crossing guard provided, if necessary during construction

Table ES.6. Summary of Impacts (continued)

Project Goal/Criteria/Measure	No-Build Alternative	TSM Alternative	BRT Alternative	LRT Alternative
Construction	No Adverse Effect	No Adverse Effect	No Adverse Effect with mitigation, except air quality. Temporary construction noise, vibration, street closures, cars using neighborhood streets to avoid construction, visible staging areas with equipment, stockpiles and concrete barriers, increased emissions, and pedestrian and motor vehicle access, safety, and security effects. Temporary lighting may affect residential areas by exposing residents to glare from unshielded light sources or by increasing ambient nighttime light levels. 2,000 construction jobs	No Adverse Effects with mitigation, except air quality. Temporary construction noise, vibration, street closures, cars using neighborhood streets to avoid construction, visible staging areas with equipment, stockpiles and concrete barriers, increased emissions, and pedestrian and motor vehicle access, safety, and security effects. Temporary lighting may affect residential areas by exposing residents to glare from unshielded light sources or by increasing ambient nighttime light levels. 4,400 construction jobs
Growth Inducing	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
Cumulative Impacts	No Adverse Effect	No Adverse Effect Decrease in VMT enhances traffic circulation Decrease in energy consumption	No Adverse Effect Decrease in VMT enhances traffic circulation Displacement and relocation Decrease in energy consumption	No Adverse Effect, except air quality. Decrease in VMT enhances traffic circulation Displacement and relocation Division of Hyde Park Community Increase in green house gases Decrease in energy consumption