

FIGURES

2.1	Regional and Project Site Location.....	2-2
2.2	Geographic Area of Alternatives Considered During Planning.....	2-4
2.3	Crenshaw/LAX and AMC Project Timelines.....	2-6
2.4	Locally Preferred Alternative	2-8
2.5	Ground-Level Conceptual Site Plan.....	2-11
2.6	Mezzanine-Level Conceptual Site Plan	2-12
2.7	Conceptual Cross-Sections	2-13
2.8	Northwest View of the Project Site - Existing Conditions and Proposed Project .	2-14
2.9	Southwest View of the Project Site - Existing Conditions and Proposed Project .	2-15
2.10	Proposed Driveway Options	2-18
3.1.1	California Air Basins - South Coast Air Basin.....	3.1-8
3.1.2	Sensitive Receptor Locations.....	3.1-15
3.3.1	Project Site Assessor's Parcel Number	3.3-6
3.3.2	REC Sites for the Proposed Project	3.3-15
3.3.3	LAX Runway Protection Zones.....	3.3-24
3.4.1	Project Site Parcels.....	3.4-9
3.4.2	Existing Land Use Designations	3.4-11
3.4.3	Existing Zoning.....	3.4-12
3.4.4	Planned Local Bicycle Network	3.4-21
3.5.1	A-Weighted Decibel Scale	3.5-1
3.5.2	Typical Levels of Groundborne Vibration.....	3.5-4
3.5.3	Noise Impact Criteria for Transit Projects	3.5-5
3.5.4	LAX Noise Exposure Map	3.5-11
3.5.5	Noise Sensitive Receptors and Monitoring Locations	3.5-13
3.5.6	Noise Receivers and Sensitive Receptor Clusters.....	3.5-18
3.5.7	Ground Surface Vibration Curves.....	3.5-22
3.6.1	Stop Level Daily Boardings for Select Operators in Study Area.....	3.6-8
3.6.2	Study Intersections.....	3.6-9
3.6.3	Proposed Driveway Options	3.6-17
5.1	Cumulative Impact Study Area	5-3
5.2	Cumulative Conceptual Ground-Level Site Plan.....	5-6
5.3	Cumulative Conceptual Mezzanine-Level Site Plan.....	5-7
5.4	Cumulative Conceptual Cross-Sections	5-8
5.5	Cumulative Conceptual Views of the Project Site.....	5-9
6.1	Alternate Site Locations	6-4
6.2	Aviation/Century Station Layout.....	6-7