

# Crenshaw/LAX Transit Corridor Project

*Candidate Maintenance Sites Selected for Environmental Review*



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## The Crenshaw/LAX Transit Corridor project team is analyzing four sites along the proposed Light Rail Transit (LRT) Line for the development of a new maintenance facility.

All of the potential maintenance facility sites contain property that would need to be acquired and/or facilities that may need to be relocated should that site be chosen.

The operation of a new LRT line will require construction of a new maintenance facility to store, maintain, repair and clean light rail vehicles. These four sites – described and pictured to the right – will undergo a detailed environmental review in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Key issues to be addressed include displacement, relocation, employment changes, traffic access, noise, and land use policies, all of which will be incorporated into a Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR). This SDEIS/RDEIR will focus on maintenance facility issues and provide an update on potential impacts to parklands and historic resources. The report is scheduled to be available for public review and comment by Winter 2011. All potentially affected property owners will be notified of the SDEIS/RDEIR release and public hearing.

The SDEIS/RDEIR will supplement the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR) for the Crenshaw/LAX Transit Corridor, which was released for public comment in September 2009 and received by the Metro Board of Directors in December 2009. The Final EIS/EIR for the entire Crenshaw/LAX Corridor project is scheduled for public comment in Spring of 2011.

## The general Crenshaw/LAX Transit Corridor project environmental process

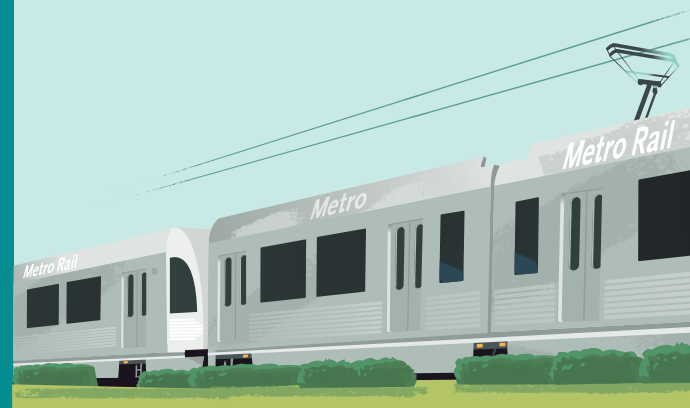
1. Draft EIS/EIR and Adopt LPA - *Completed*
2. Identify 16 Maintenance Sites and Evaluation Criteria - *Winter 2010*
3. Screen Sites Using Evaluation Criteria - *Spring 2010*
4. Identify Additional Sites - *Summer 2010*
5. Conduct Environmental Analysis of Selected Sites (including advanced screening) - *Spring/Fall 2010*
6. Prepare and Circulate SDEIS/RDEIR for Four Site Alternatives - *Fall 2010/Winter 2011*
7. Hold Public Meeting/Hearing - *Winter 2011*
8. Metro Board Selects Maintenance Facility LPA - *Spring 2011*
9. Include Maintenance SDEIS/RDEIR in Preparation of Final EIS/EIR - *Spring 2011*

In the SDEIS/RDEIR, the following sites are being analyzed to determine which site(s) best



### Metro Division 22 Northern Expansion

The Metro Division 22 Northern Expansion Alternative is approximately 3.5 acres in size and is located in the City of Hawthorne. The existing land use is industrial, and contains a public storage facility. The site is bounded by the existing Metro Division 22 Green Line Maintenance Facility to the south, the Harbor Subdivision to the east and north, and is adjacent to professional office buildings to the west. The site would only be accessed by rail from the existing Metro Division 22 Maintenance Facility to the south across the Southern California Edison Easement.



Following four candidate sites are compared and evaluated  
that serves the Crenshaw/LAX LRT Line:



### Arbor Vitae/Bellanca

The Arbor Vitae/Bellanca Alternative is approximately 17.6 acres and is located in the City of Los Angeles. The site contains industrial uses, Dollar Car Rental, Avis Car Rental administrative offices, Barthoco International, and Gourmet Trading Company. The site is bounded by Arbor Vitae St to the north, Neutrogena Corporation to the west, and the Harbor Subdivision right-of-way to the east. The site would be accessed by rail through an at-grade connection at the southeastern end of the site and by vehicles at three entrances along Arbor Vitae St.



### Manchester/Aviation

The Manchester/Aviation Alternative is approximately 20.5 acres and is located in the City of Inglewood. The site contains industrial uses, including National/Alamo Car Rental, Crimson Technical College and an industrial park. There is a commercial use (gas station) located on the southern end of the project site. The site is bounded by Aviation Bl to the east, Portal Av to the west, Arbor Vitae St to the south and LA Car Guy to the north. The site would be accessed by rail through two at-grade connections on the southern end of the site and by vehicles at one entrance along Arbor Vitae St and two entrances along Aviation Bl.



### Marine/Redondo Beach

The Marine/Redondo Beach Alternative is approximately 14.2 acres and is located in the City of Redondo Beach. The site contains industrial uses in a large warehouse, a freight delivery company and a sports accessory business. There is also a nursery that operates underneath the Southern California Edison utility lines. The site is bounded by Redondo Beach Av to the west, the Harbor Subdivision to the east, and industrial warehouses to the north and south. The site would be accessed by rail through two at-grade connections on the southeastern end of the site and by vehicles at two entrances along Redondo Beach Av.



## Contact Us

Do you have a question about the study, want more information or want to be added to our mailing list? You can also contact us about scheduling a presentation for your organization. Here's how you can send us your views or questions:

### E-MAIL

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### LETTER

Written comments can be mailed to:

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### FACEBOOK

Find us on Facebook at “**Crenshaw/LAX Transit Corridor**”.

### WEB

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