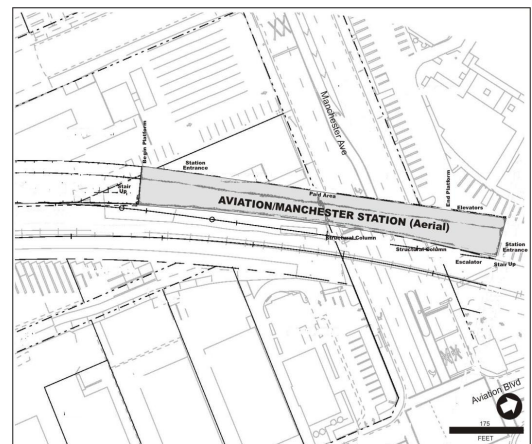


Aviation and Manchester, Looking East

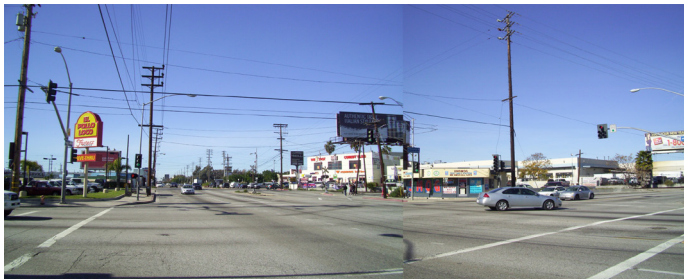


The above figure shows the location of the optional Aviation/Manchester Station at the aerial crossing at Manchester Avenue.



Aviation/Manchester Station (Optional)

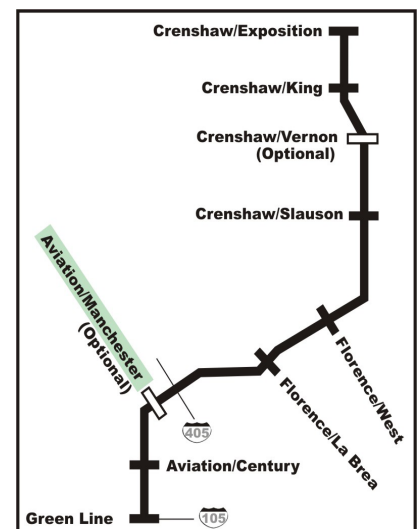
The Optional Aviation/Manchester Station would service the commercial uses along Manchester Avenue, the residential community of Westchester-Playa Del Rey to the north and west, and the industrial areas along Florence Avenue and Aviation Boulevard.

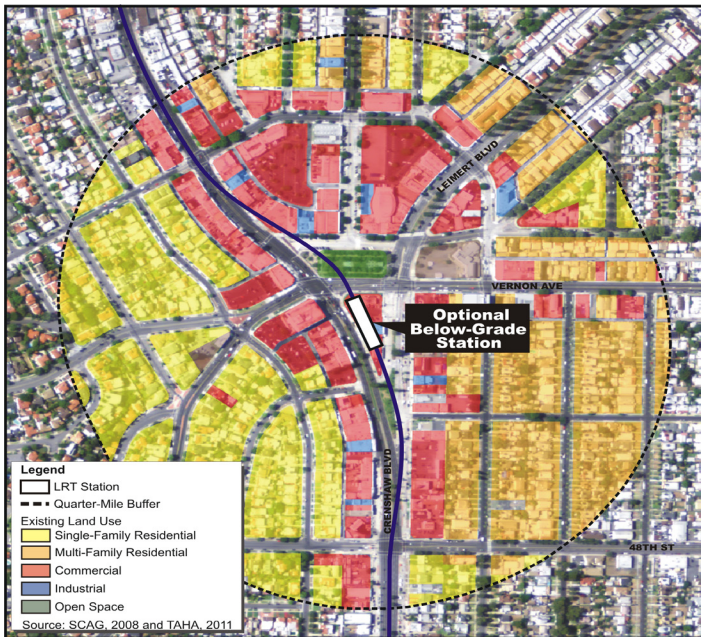


Existing view of the Aviation Boulevard/Manchester Avenue intersection.

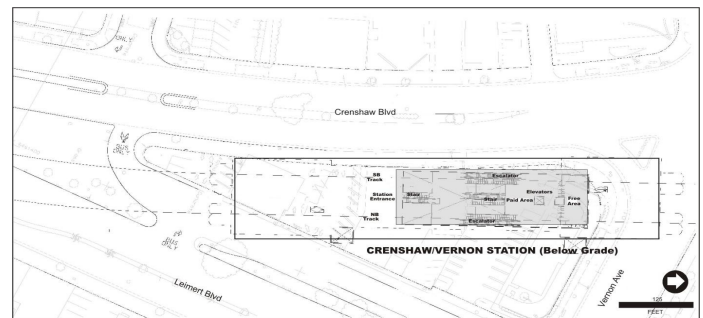


Aerial structure across Manchester Avenue.

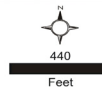




Crenshaw and Vernon, Looking East



The above figure shows the location of the optional below-grade Crenshaw/Vernon Station near the intersection of Crenshaw Boulevard and Vernon Avenue.



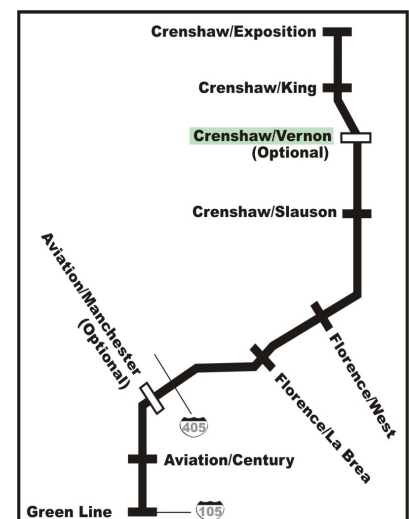
Crenshaw/Vernon Station (Optional)

The Optional Crenshaw/Vernon Station would service the residential neighborhoods of Leimert Park and View Park and the culturally oriented business in Leimert Park Village. The underground station would involve a realignment of the LPA beneath Leimert Park, and the station would be located in the Leimert Park triangle south of Vernon Avenue.



The picture below shows the station portal located in the Leimert Park triangle south of the Crenshaw Boulevard/Vernon Avenue intersection.

The above picture shows the existing view of the Crenshaw Boulevard/Vernon Avenue intersection.



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

TRAFFIC AND PARKING



The map above shows the 26 study intersections analysed for the Crenshaw/LAX Transit Corridor Project.

ES.4 Traffic and Parking

The potential construction and operation impacts for both traffic and parking impacts summarized below and further described in Chapter 3.0 Transportation Impacts of the FEIS/FEIR.

Construction Impacts. Construction of the LPA would result in traffic impacts at all Harbor Subdivision intersections. Construction of at-grade crossings

would require intermittent off-peak lane reductions and closures of these crossings for up to six months. It is anticipated that these lane reductions and closures would cause traffic to divert to other locations. Most significantly would be the disruption of normal business operations as a result of intermittent site access.

Impacts to local traffic and circulation are expected with construction of the LPA aerial structures. Typical impacts

associated with an aerial structure would include temporary and/or long-term lane closure, temporary removal of parking, and secondary impacts, such as increased traffic, to adjacent streets.

Cut-and-cover construction would prohibit east-west crossings at several designated locations for approximately eight months. These construction period impacts would occur at the station portals, by severely reducing the northbound movements along Crenshaw Boulevard. The number of traffic lanes would be reduced and local circulation would be impacted for extended periods of time. Intermittent lane closures would occur during off-peak and nighttime periods, in order to perform short work adjacent to the longer term work area, such as installing utility laterals, delivering large items, pouring of concrete and similar activities. Occasional lane closures would be required for certain activities such as the placement and removal of overhead concrete form and falsework, installation of tracks across crossings, installation/removal of temporary traffic decking and similar activities. These closures will vary in length and will be planned at times to reduce impacts to traffic wherever possible. The median left-turn lanes would likely be closed during the construction period, prohibiting left

The LPA would result in a savings of approximately 22 minutes saved traveling from the Exposition Line to the Metro GreenLine in 2030.

Table ES.1. Park-and-Ride Stations

Station Locations	Approximate Park-and-Ride Spaces
La Brea	100
West	120
Exposition (Design Option 6)	110

turns for up to six months. Metro would implement a construction period traffic management plan to deal with anticipated impacts related to congestion and parking. This plan would focus on maintaining traffic flow, providing alternate parking locations, maintaining access to local businesses, and minimizing disruptions to general circulation.

Operational Impacts. According to the criteria of the Los Angeles Department of Transportation, the LPA would result in traffic impacts at the Crenshaw Boulevard/54th Street intersection, where the LPA operates at grade. This impact would occur under the 140-, 130-, and 120-second signal timing for the LPA as a result of an at-grade rail crossing that would reduce the operational efficiency of the intersection. There are no feasible mitigation measures to reduce the impacts at this intersection for the 140-, 130-, and 120-second signal cycle lengths. In the locations of the alignment where the LRT will move from below-grade to at-grade, and locations where the intersecting roadways are minor and have existing partial turn restrictions, three intersections are planned for closure. These intersections on Crenshaw Boulevard are 59th Place, Coliseum Place and Rodeo

Place. In addition, the CPUC requested the existing crossing at Brynhurst Avenue be considered for closure. This issue is currently being discussed with CPUC and additional analysis is expected before the final decision is reached.

The LPA would result in the loss of on-street parking. With the removal of the frontage road that parallels Crenshaw Boulevard, the existing bus stops would be relocated. Relocating the existing bus stops would result in the removal of additional on-street parking spaces on Crenshaw Boulevard. Based on advanced conceptual engineering designs, there would be a permanent loss of 142 northbound and 166 southbound on-street parking spaces between 48th Street and 60th Street.

The project is expected to result in only a minor loss of off-street parking under the LPA. This loss would occur in the Harbor Subdivision portion of the transit corridor and be limited to private off-street lots where the land would be used for station development. These private off-street parking lots would be acquired by Metro prior to construction. While the final number of parking spaces provided at any proposed park and ride

lots lot will be determined at a later time, it is assumed that the proposed station parking would provide sufficient capacity to accommodate the anticipated parking demand for the LPA, which is expected to be approximately 100 spaces per station. At other stations along the corridor where off-street parking would not be provided, spillover parking to the adjacent streets may occur, but is likely to be minimal based on projected parking demand at stations with park-and-ride facilities.

ES.5 Evaluation of Project Alignment and Stations

The FEIS/FEIR analyzes the environmental impacts and consequences associated with the implementation of the project alignment and stations. The environmental impacts and consequences associated with the maintenance facility for the project are discussed in Chapter 5.0 of this FEIS/FEIR, where detailed technical information and regulatory requirements used to evaluate the impacts of the proposed project are included in the appendices of this document. Discussion of each environmental topic is generally organized by the following structural headings:

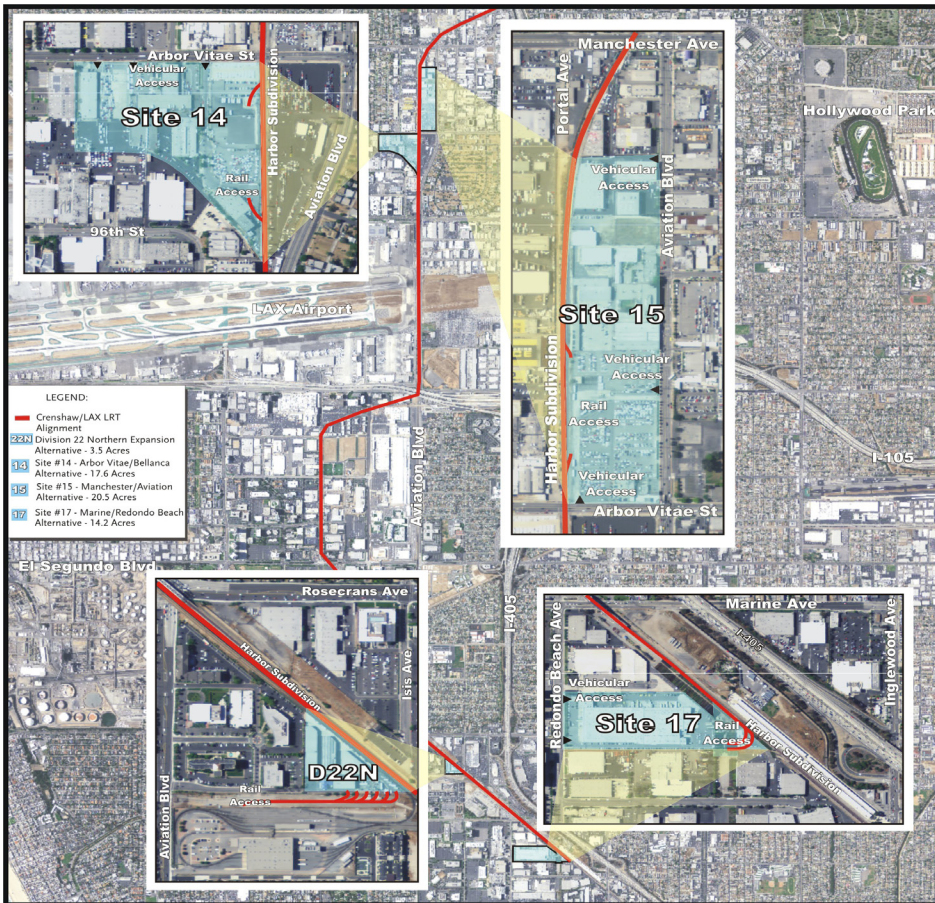
Affected Environment/Existing Conditions describes the existing physical environment and baseline setting wherein the proposed project would occur.

Environmental Impacts/Environmental Consequences describes the anticipated changes that would result from implementation of the proposed project

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

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EVALUATION OF MAINTENANCE SITE ALTERNATIVES



Sites of approximately 15 acres or more are desirable. A variety of sites adjacent to corridor routes were reviewed. Four sites were considered for evaluation in the Final EIS/EIR.

and a federal determination of significance is made based on the relative change from the baseline conditions (No-Build Alternative).

Mitigation Measures provides measures that would reduce or eliminate the significant or adverse impacts.

CEQA Determination evaluates the anticipated changes that would result from implementation of the proposed project against CEQA thresholds and a State determination of significance is made based on the relative change from the existing conditions.

Significant Impacts Remaining After Mitigation states the effectiveness of mitigation measures in reducing the impacts identified. A final determination is made to whether an identified impact can be reduced to a less-than-significant level, or remains significant and unavoidable after mitigation. While CEQA requires that only effects that

have a “significant impact” be identified in an Environmental Impact Report, the National Environmental Policy Act (NEPA) requires that all adverse impacts of a proposed project be analyzed. Accordingly, in this joint federal and state environmental document, reference to “significant impacts” is made to fulfill this requirement under CEQA, pursuant to standards of California law. However, regardless of level of significance, all potentially adverse environmental impacts have been analyzed and mitigation proposed where feasible to reduce identified adverse effects.

ES.6 Evaluation of Maintenance Site Alternatives

In the analysis of the additional Maintenance Facility Site Alternatives, a total of 17 sites were identified for consideration. This consideration resulted in the selection of the four maintenance facility sites that were evaluated in the SDEIS/RDEIR. The impacts and consequences of the four maintenance facility site alternatives was analyzed in the same format as the project alignment and stations with the same headings and environmental topic areas. Metro has selected Site 14 as the preferred maintenance site for the Crenshaw/LAX Transit Corridor Project

A Maintenance and Operations Facility is necessary to ensure that the project can continue to function on a daily basis without service interruptions or delay. These activities include the maintenance needed to keep the transit vehicles in peak operating condition, as well as emergency repairs necessary if a vehicle becomes inoperable. Storage is necessary for the vehicles when they are not in operation and are being repaired, or for replacement vehicles that become temporarily inoperable.

at the April 2011 Board of Directors meeting.

ES.7 Section 4(f) Evaluation

Section 4(f) protects publicly-owned land of parks, recreational areas, and wildlife refuges. Section 4(f) also protects historic sites of National, State, or Local significance located on public or private land. The Section 4(f) evaluation includes a description of the proposed action, a list of eligible properties for the National Register of Historic places, and an evaluation of individual parklands or historical resources potentially impacted by the Project. The evaluation of each resource includes information on the location and of the property impacted, impacts of the project on the property, measures to minimize harm, and coordination with the agency having jurisdiction over the resource.

The project would not result in the direct use of any parklands or recreational areas. Three of the four parklands are evaluated for potential constructive use based on the nature of the use and their proximity to the alignment. The Project would not result in the direct use of any Nationally-Eligible property. There are no wildlife or waterfowl refuges in the Project area.

The Alternate Southwest Portal at the Crenshaw/King Station would result in a de minimis use to one Section 4(f) resource, the Broadway building (Walmart) at the Baldwin Hills Crenshaw Plaza. Pursuant to 23 CFR Part 774.3, the FTA has preliminary determined that



Section 4(f) resources within proximity to the Crenshaw/LAX Transit Corridor alignment.

the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in §774.17, on the property.

ES.8 Community Outreach

This FEIS/FEIR has been prepared to meet the requirements of NEPA and CEQA. As required by these laws, the environmental review process must be