

**Metro**

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

**PLANNING & PROGRAMMING COMMITTEE
APRIL 20, 2011**

**MEASURE R PROJECT DELIVERY COMMITTEE
APRIL 21, 2011**

SUBJECT: CRENSHAW/LAX TRANSIT CORRIDOR

ACTION: ADOPT THE LOCALLY PREFERRED ALTERNATIVE MAINTENANCE FACILITY SITE

RECOMMENDATIONS

- A. Adopt the Arbor Vitae/Bellanca (Site #14) as the Locally Preferred Alternative (LPA) Maintenance Facility Site (Attachment A) subject to the close of the public comment period on April 11, 2011;
- B. Receive and File:
 - 1. Crenshaw/LAX Transit Corridor Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR). Attachment B contains the Report's Summary. The full report is available upon request or at www.metro.net/crenshaw; and
 - 2. Status report on the preparation of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Crenshaw/LAX Transit Corridor Project.

ISSUE

At its December 10, 2009 meeting, the Board adopted the Light Rail Transit (LRT) Alternative as the LPA for the Crenshaw/LAX Transit Corridor project (Attachment C). With the Board adoption of the LPA, the two previously identified locations for the project's maintenance facility were removed from further consideration. Since then, we explored many alternative sites and completed an environmental review of four potential maintenance facility locations. The Board needs to adopt the LPA for the maintenance facility so that it can be incorporated into the Final EIS/EIR which is scheduled for Board action in July 2011. We have also updated an analysis of

parkland and historic resources (Section 4(f) resources) in response to refinements made to the LPA. Both analyses were incorporated into the SDEIS/RDEIR.

DISCUSSION

Building new maintenance and storage capacity is required when we plan for new light rail lines. Over the last year, we evaluated 18 sites which were narrowed to four sites for further environmental analysis. These sites were identified using evaluation criteria developed in consultation with the public and other agencies. The final four sites examined include Site 14 – Arbor Vitae/Bellanca in the City of Los Angeles, Site 15 – Manchester/Aviation in the City of Inglewood, Site 17 – Marine/Redondo Beach in the City of Redondo Beach, and Division 22 North Expansion of our existing facility in the City of Hawthorne. Attachment D shows the four locations and Attachment E contains a summary of the sites including acreage and cost.

Public Comment

The Notice of Availability for the SDEIS/RDEIR was published in the Federal Register on February 25, 2011, and the Notice of Completion was published with the State Clearing House on February 24, 2011. The SDEIS/RDEIR was circulated for public comment through April 11, 2011. A public meeting was held on March 1, 2011 at the Flight Path Learning Center near LAX and a public hearing was held on March 31, 2011 at the Inglewood City Hall. Additionally, we met one-on-one with many affected property owners.

Approximately 225 people attended the public meeting and hearing with 53 people providing verbal testimony. As of April 5, 2011, we received over 25 written comments. Comments received on maintenance facility sites included: concerns about air quality, noise/vibration, electromagnetic frequencies, property values and businesses relocations, etc. Few comments were received on impacts to parkland and historic resources to date. We will provide an update to the Board on the number and types of comments received during the April Board cycle. All comments received during the public comment period will be responded to in the Final EIS/EIR.

Consolidated Maintenance Facility

In December 2010, the Board adopted a Maintenance Facility Consolidated Development Strategy for the Crenshaw/LAX, Metro Green Line and its related extensions. Per this policy, maintenance facilities will be planned in a coordinated fashion and the cost of the facility will be shared by the lines that will use them. This facility will be used by the Metro Green Line, Crenshaw/LAX Transit Corridor, South Bay Metro Green Line Extension, and Metro Green Line to LAX. Attachment D also shows the proposed maintenance facility sites in relation to these projects.

Rationale for LPA maintenance facility site recommendation

Site 14 (Arbor Vitae/Bellanca) is being recommended, subject to the close of the public comment period, because it meets the medium and long-term requirements of the Crenshaw/LAX line, the Metro Green Line, South Bay Metro Green Line Extension and

Green Line to LAX projects. This site is adjacent to other industrial uses with no immediate adjacent residential uses and is compatible with the surrounding area. The potential significant environmental impacts associated can be entirely mitigated. Based on public comment received to date on the SDEIS/RDEIR, few comments were received on this site. The cost of developing this maintenance facility is estimated to be \$280 - \$290 million, which is cost-effective compared to the other sites studied.

Note that any extensions of these lines beyond those currently in environmental review (such as the Crenshaw/LAX Line north of Exposition toward the Wilshire Corridor, Hollywood, or West Hollywood; the South Bay Green Line Extension beyond Torrance; or Metro Green Line extensions beyond Norwalk (I-605) or beyond LAX) would require additional maintenance facility capacity.

Section 4(f) resources

In regards to the Section 4(f) parkland and historic resources analysis, there were no unmitigable impacts found. Findings related to Section 4(f) resources will be incorporated into the Final EIS/EIR.

Project Update

Since December 2009, preparation of the Final EIS/EIR has been ongoing. These preparations involved completion of Advanced Conceptual Engineering design to provide more detail on the proposed light rail line and a corresponding update of the environmental impacts analysis. Designs were refined in consultation with many partner agencies including, but not limited to, the City of Los Angeles (Department of Planning, Department of Public Works, Department of Transportation, Community Redevelopment Agency, and Los Angeles World Airports), the City of Inglewood (Redevelopment, Public Works, Planning), and other state and federal agencies (such as the California Public Utilities Commission and the Federal Aviation Administration). In addition, responses to comments received during the Draft EIS/EIR public comment period are being prepared. Preliminary Engineering started in January 2011. Per the Board adopted Cost Containment policy, value engineering and other cost/scope refinements continue to be thoroughly explored to keep the project within budget.

FINANCIAL IMPACT

The FY 2011 budget includes \$1.723 million for the environmental clearance in cost center 4330 (South Bay Area Team), under Project 465512 (Crenshaw/LAX Transit Corridor), Account 50316 (Professional Services) for the Crenshaw/LAX Transit Corridor. Since this is a multi-year contract, the Cost Center manager and the Executive Director, Countywide Planning will be accountable for budgeting the cost in future years. The identification of maintenance and storage facilities is included in the environmental clearance budget.

Impact to Bus and Rail Operating and Capital Budget

The source of funds is Measure R Transit Capital 35% Funds. No other sources of funds were considered because Measure R designated dollars for the Crenshaw/LAX Transit Corridor project. These funds are not available for use on bus and rail operating and capital projects.

ALTERNATIVES CONSIDERED

Three other sites were considered:

- Site 15 – Manchester/Aviation in the City of Inglewood
- Site 17 – Marine/Redondo Beach in the City of Redondo Beach
- Division 22 North Expansion in the City of Hawthorne

The Crenshaw/LAX Transit Corridor, South Bay Metro Green Line Extension and Green Line to LAX cannot be developed without a maintenance facility. Division 22 North Expansion only accommodates opening day capacity for the Crenshaw/LAX and Metro Green Lines without space for long-term growth or extensions, and has generated many comments of concern from a residential community that is newly developed to the south of Division 22. Site 17 presents significant risks due to potential difficulty in relocating a large tenant with unique requirements which added to the cost of this site. Further, it requires modifications to the existing Division 22, which has been subject to comments of concern. Site 15 results in higher costs which increase the cost of the Crenshaw/LAX Transit Corridor and the South Bay and LAX Extensions of the Metro Green Line.

NEXT STEPS

Upon Board approval of the maintenance facility site LPA, we will incorporate the SDEIS/RDEIR and selected site into the Final EIS/EIR for the Crenshaw/LAX Transit Corridor project. We will develop a funding plan for the selected maintenance facility that incorporates contributions from the future expansion of the Metro Green Line, Crenshaw/LAX Transit Corridor, South Bay Metro Green Line Extension, and the Metro Green Line to LAX. Per the Board adopted Cost Containment policy, we will continue performing value engineering as well as analyzing the other steps outlined in the Policy to ensure that the Crenshaw/LAX Transit Corridor project cost and budget are in alignment. We anticipate circulating the Final EIS/EIR in May 2011. Board action to certify the Final EIS/EIR and to file the Record of Decision with the Federal Transit Administration and a Notice of Determination with the State of California may follow in July 2011. The Board will adopt a life-of-project budget when it certifies the environmental document.

ATTACHMENTS

- A. Crenshaw/LAX Transit Corridor LPA Maintenance Facility Site Plan
- B. Crenshaw/LAX Transit Corridor SDEIS/RDEIR Summary

- C. Crenshaw/LAX Transit Corridor Project Map
- D. Map of the Four Maintenance Facility Sites Examined
- E. Summary Table of the Four Maintenance Facility Sites Examined

Prepared by: Renee Berlin, Executive Officer
Roderick Diaz, Transportation Planning Manager
Fanny Pan, Transportation Planning Manager

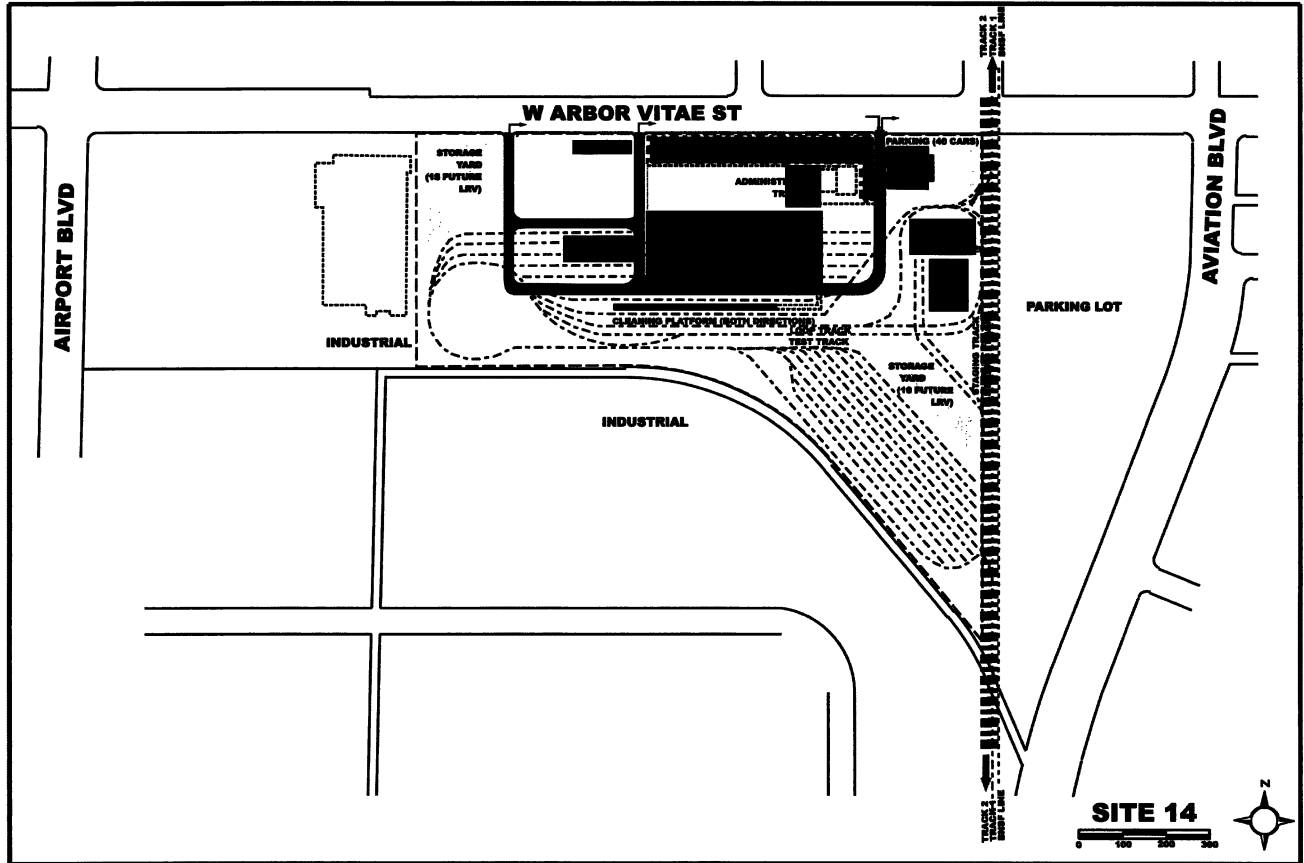
Martha Welborne

Martha Welborne, FAIA
Executive Officer, Countywide Planning

Arthur T. Leahy

Arthur T. Leahy
Chief Executive Officer

Locally Preferred Alternative Maintenance Facility Site Plan
Site 14 – Arbor Vitae/Bellanca



Crenshaw/LAX Transit Corridor SDEIS/RDEIR Summary



Metro

SDEIS/RDEIR

Part I – Evaluation of New Maintenance Site Alternatives

**PART I
EVALUATION OF NEW
MAINTENANCE SITE ALTERNATIVES**

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

February 2011



S.0 SUMMARY

This Supplemental Draft Environmental Impact Statement (SDEIS)/Recirculated Draft Environmental Impact Report (RDEIR) presents additional information pertaining to the Crenshaw/Los Angeles International Airport (LAX) Transit Corridor Project. Specifically, Part I of this environmental document provides additional environmental analysis on four new alternative maintenance facility sites for the proposed Project.

S.1 Project History

In December 2009, the Los Angeles County Metropolitan Transportation Authority (Metro) Board deliberated on the findings of the Crenshaw Transit Corridor Project Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) that was circulated for public review between September 11 and October 26, 2009. Based on public input and Metro staff recommendations, the Metro Board adopted LRT as the preferred mode in the corridor. The Metro Board also adopted a route alignment evaluated in the DEIS/DEIR as the Locally Preferred Alternative (LPA). The Metro Board identified vertical alignment and station options for light rail for further consideration with the LPA in the future Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR).

Based on public comments and concerns expressed during the comment period, the Metro Board, as part of its actions on the Project, removed from further consideration the two preferred maintenance facility sites (Sites B and D) that were originally evaluated in the DEIS/DEIR. However, the development of a new maintenance facility in connection with the Crenshaw/LAX Transit Corridor Project is essential to the successful implementation of the Project. Moreover, there is a lack of adequate capacity at Metro's existing light rail maintenance facilities and logistical issues require that a new maintenance facility be constructed.

S.2 Purpose of the Crenshaw/LAX Transit Corridor Project

The purpose of the Crenshaw/LAX Transit Corridor Project is to provide an effective north-south transportation network within the Crenshaw Transit Corridor that is vital to alleviate current and projected connectivity and mobility problems.

S.3 Purpose of the Light Rail Maintenance Facility Project

The purpose of the Light Rail Maintenance Facility Project (Project) is to identify and evaluate sites for a light rail maintenance facility for the Crenshaw/LAX Transit Corridor Project. A maintenance facility must be constructed to support the line's light rail vehicle (LRV) maintenance and storage, and the operational needs of this extension of the Metro LRT system. The proposed Crenshaw/LAX Transit Corridor Project is an extension of the existing Metro LRT system. The existing system has maintenance facilities that potentially could be used for the proposed facilities; however, many are currently operating near or beyond their planned capacity. Therefore, additional capacity is required to operate the Crenshaw/LAX Transit Corridor Project. The Crenshaw/LAX

Transit Corridor Project requires 33 LRVs operating on opening day in 2018 and a base capacity of 45 LRVs with potential to expand to an ultimate storage capacity for 70 LRVs.

S.4 Purpose of the Document

The existing system has maintenance facilities that are currently operating near or beyond their planned capacity. Therefore, an additional maintenance facility is required to operate the Crenshaw/LAX Transit Corridor Project and environmental review of potential alternative sites is required. This environmental document is designed to provide an opportunity for federal, State, and local agencies, the general public, and affected property owners to comment on the potential environmental effects of four new maintenance facility sites that were not originally evaluated in the DEIS/DEIR.

To satisfy the requirements of the National Environmental Policy Act (NEPA), this SDEIS has been prepared to evaluate these four maintenance facility sites for the proposed Project. As is the case with the overall Crenshaw/LAX Transit Corridor Project, the Federal Transit Administration (FTA) and Metro are joint lead agencies under NEPA.

Similarly, this document has been prepared as an RDEIR to address additional information needed to assess the impacts of the four new maintenance facility sites consistent with California Environmental Quality Act (CEQA) guidelines. The recirculation of changed portions of the DEIR is provided for in CEQA guidelines, Section 15088.5. For purposes of satisfying CEQA requirements, Metro is the lead agency. Under CEQA, a lead agency is required to recirculate an Environmental Impact Report (EIR), or portions thereof, when significant new information is added to the EIR after public notice is given of the availability of the EIR for public review (under Section 15087), but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. The four new alternative maintenance facility sites satisfy these criteria, and are evaluated in this document.

Chapter I.1 of this document establishes the purpose and need for the new maintenance alternative sites. Chapter I.2 describes the identification, screening and description of the maintenance site alternatives. Chapter I.3 of this document describes the environmental impacts of the maintenance site alternatives. Chapter I.4 of this document describes the public outreach process for the identification, screening and evaluation of the maintenance site alternatives.

The public review and comment period for this document will extend from February 25, 2011 to April 11, 2011. Public testimony regarding the environmental effects of the alternative maintenance facility sites will be taken at the public meeting/public hearing to be held during the review period on March 1, 2011 at 6:00 p.m., and March 31, 2011 at 6:00 p.m.



This SDEIS/RDEIR is one component of the Crenshaw/LAX Transit Corridor Project and the analysis of the four new sites will be incorporated into the FEIS/FEIR along with responses to comments received during the public circulation and hearing. The FEIS/FEIR for the Crenshaw/LAX Transit Corridor Project FEIS/FEIR is scheduled to be completed in Summer 2011.

S.5 Proposed New Maintenance Facility Sites Evaluated

A multi-stage evaluation process that included extensive community outreach was conducted. This process initially identified 16 potential sites. With community input on the screening criteria, a fatal-flaw analysis found that eight of the potential sites should be eliminated from consideration. A subsequent advanced screening and selection process identified two additional sites. With the 18 total sites evaluated, four reasonable sites were selected for detailed environmental evaluation. As such, this document presents the additional environmental impact information pertaining solely to the four new alternative maintenance facility sites now under consideration.

The four new alternative maintenance facility sites evaluated in this document include the following:

- Site #14 – Arbor Vitae/Bellanca Alternative. This 17.6-acre site is located in the City of Los Angeles. This industrial use site is bounded by Arbor Vitae Street to the north, Neutrogena Corporation to the west, and Bellanca Avenue to the east.
- Site #15 – Manchester/Aviation Alternative. This 20.5-acre site is located in the City of Inglewood. This industrial use site is bounded by Aviation Boulevard to the east, Portal Avenue to the west, Arbor Vitae Street to the south, and LA Car Guy to the north.
- Site #17 – Marine/Redondo Beach Alternative. This 14.2-acre site is located in the City of Redondo Beach. This industrial use site is bounded by Redondo Beach Avenue to the west, the Harbor Subdivision to the east, and is adjacent to additional industrial warehouses to the north and south.
- Division 22 Northern Expansion Alternative. This 3.5-acre site is located in the City of Hawthorne. This industrial use site is bounded by the existing Division 22 Green Line Maintenance Facility to the south, the Harbor Subdivision to the east and north, and is adjacent to a professional office building to the west.

S.6 Summary of Impacts

This SDEIS/RDEIR has been prepared to analyze potential significant environmental impacts associated with the maintenance site alternatives for the Crenshaw/LAX Transit Corridor Project. As required by CEQA, mitigation measures are identified to avoid or substantially reduce the level of all identified significant adverse impacts, to the extent feasible. Table S-1 provides a brief summary of the impacts in each environmental topic and lists any required mitigation measures associated with identified significant impacts.

The following is a summary of significant impacts that would potentially occur with the proposed alternatives:

- Displacement and relocation impacts for the Site #14 - Arbor Vitae/Bellanca, Site #15 - Manchester/Aviation, and Site #17 – Marine/Redondo Beach Alternatives
- Economic and Fiscal impacts for the Site #14 - Arbor Vitae/Bellanca, Site #15 - Manchester/Aviation, and Site #17 – Marine/Redondo Beach Alternatives
- Historical building impacts would occur for all of the alternatives, should a building on the selected site be identified as historic
- Regional air quality impact during construction for the Site #14 - Arbor Vitae/Bellanca, Site #15 - Manchester/Aviation, and Site #17 – Marine/Redondo Beach Alternatives
- Localized air quality impact for the Site #14 – Arbor Vitae/Bellanca and Site #15 – Manchester/Aviation Alternatives during construction
- Noise impact during construction for the Site #14 – Arbor Vitae/Bellanca and Division 22 Northern Expansion Alternatives

All other impacts evaluated would be no impact, less-than-significant impact, or less than significant after mitigation.



Table S-1. Impact Summary with Mitigation Measures

Environmental Criteria	Site #14: Arbor Vitae/Bellanca	Site #15: Manchester/Aviation	Site #17: Marine/Redondo Beach	Division 22 Northern Expansion
Traffic	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None Required			
Land Use and Development				
Division of Established Community	No Impact	No Impact	No Impact	No Impact
Adopted Plan Consistency	No Impact	No Impact	No Impact	No Impact
Surrounding Land Use Compatibility	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None Required			
Displacements and Relocation of Existing Uses	Significant Impact After Mitigation	Significant Impact After Mitigation	Significant Impact After Mitigation	Less Than Significant After Mitigation
Mitigation Measure(s)	<p>DR1 Metro shall provide relocation assistance and compensation, per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of a maintenance facility for the Crenshaw/LAX Light Transit Corridor Project located on Sites #14, #15, #17, or the D22N Expansion site..</p> <p>DR2 Metro shall set up a business relocation committee to oversee the relocation needs of the businesses that would be displaced as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project located on Sites #14, #15, #17, or the D22N Expansion site. In addition, Metro shall attempt to minimize disruption to overall production of businesses that are connected with airport activities by relocating in as close proximity to LAX as possible.</p> <p>DR3 For a maintenance facility located on Site #14 or Site #15, Metro shall work with Los Angeles World Airports (LAWA) to ensure that potential displacement and relocation of rental car businesses are compatible with the long term implementation of the LAX Master Plan consolidated rental car center.</p>			
Community and Neighborhood Impacts	Less-Than-Significant	Less-Than-Significant	Less-Than-Significant	Less-Than-Significant
Mitigation Measure(s)	None Required			
Visual Quality	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None Required			
Air Quality	Less-Than-Significant	Less-Than-Significant	Less-Than-Significant	Less-Than-Significant
Mitigation Measure(s)	None Required			



Table S-1. Impact Summary with Mitigation Measures (continued)

Environmental Criteria	Site #14: Arbor Vitae/Bellanca	Site #15: Manchester/Aviation	Site #17: Marine/Rodolfo Beach	Division 22 Northern Expansion
Noise and Vibration	Less Than Significant	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None required			
Ecosystems/Biological Resources	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None required			
Geotechnical/Subsurface/Seismic/Hazardous Materials	Less Than Significant After Mitigation	Less Than Significant After Mitigation	Less Than Significant After Mitigation	Less Than Significant After Mitigation
Mitigation Measure(s)	<p>GEO1 All hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines.</p> <p>GEO2 A health and safety plan shall be developed for persons with potential exposure to the constituents of concern, prior to construction of the Project.</p> <p>GEO3 Historical and present site usage along the many areas of the proposed alignment included businesses that stored hazardous materials and/or waste and used underground storage tanks, from at least the 1920s to the present. It is possible that areas with soil and/or groundwater impacts may be present that were not identified in this report, or were considered a low potential to adversely impact the subject property. In general, observations should be made during any future development activities for features of concern or areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, soil staining, or odorous soils. Phase II assessments shall be conducted for the properties within the selected alternative site and any contaminated sites shall be remediated to a level suitable for industrial development.</p> <p>GEO4 There is a potential for lead based paint and asbestos containing building materials to be present at the maintenance facility sites. An asbestos survey and lead based paint survey shall be conducted on all sites where on-site structures would be demolished or significantly renovated.</p> <p>GEO5 Best Management Practices (BMPs), required as part of the National Pollutant Discharge Elimination System (NPDES) permit program and application of the South Coast Air Quality Management District (SCAQMD) Rule 403, shall be implemented for any of the selected site alternatives to not only reduce potential soil erosion, but also to maintain soil stability and integrity during grading, excavation, below-grade construction, and the installation of foundations for aerial structures, and maintenance and operations facilities. BMPs would comply with applicable Uniform Building Codes and would include, but not be limited to, scheduling excavation and grading activities during dry weather, covering stockpiles of excavated soils with tarps or plastic sheeting, and debris traps on drains</p>			
Water Resources	Less Than Significant After Mitigation	Less Than Significant After Mitigation	Less Than Significant After Mitigation	Less Than Significant After Mitigation
Mitigation Measure(s)	<p>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 (CWA) and shall follow the most current guidance within the NPDES permit program for any of the site alternatives.</p> <p>WQ2 The flood capacity of existing drainage or water conveyance features within the project study corridor shall not be reduced in a</p>			



Table S-1. Impact Summary with Mitigation Measures (continued)

Environmental Criteria	Site #14: Arbor Vitae/Ballanca	Site #15: Manchester/Aviation	Site #17: Marine/Redondo Beach	Division 22 Northern Expansion
	<p>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.</p>			
	<p>WQ3 A dewatering permit shall be required if groundwater is encountered during construction. 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 Regional Water Quality Control Board or 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).</p>			
	<p>WQ4 The study area currently drains indirectly to Ballona Creek and Dominguez Creek through the Municipal Separate Storm Sewer System (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 Standard Urban Stormwater Mitigation Plan (SUSMP) and appropriate drainage control plan shall be implemented to select and place appropriate permanent treatment BMPs.</p>			
	<p>WQ5 During construction of the project, on-site integrated management strategies that employ green infrastructure strategies to capture runoff and remove pollutants shall be used. Green infrastructure strategies combine a variety of physical, chemical, and biological processes that focus on conveying runoff to bioretention areas, swales, or vegetated open spaces.</p>			
Energy	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None Required			
Historic, Archaeological, and Paleontological Resources	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None Required			
Parklands and Community Facilities	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None Required			



Table S-1. Impact Summary with Mitigation Measures (continued)

Environmental Criteria	Site #14: Arbor Vitae/Bellanca		Site #15: Manchester/Aviation		Site #17: Marine/Redondo Beach		Division 22 Northern Expansion		
	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	
Mitigation Measure(s)	DR1	Metro shall provide relocation assistance and compensation, per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project located on Sites #14, #15, #17, or the D22N Expansion site..	DR2	Metro shall set up a business relocation committee to oversee the relocation needs of the businesses that would be displaced as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project located on Sites #14, #15, #17, or the D22N Expansion site. In addition, Metro shall attempt to minimize disruption to overall production of businesses that are connected with airport activities by relocating in as close proximity to LAX as possible.	DR3	For a maintenance facility located on Site #14 or Site # 15, Metro shall work with LAWA to ensure that potential displacement and relocation of rental car businesses are compatible with the long term implementation of the LAX Master Plan consolidated rental car center.			
Safety and Security	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	
Mitigation Measure(s)	SS1	The maintenance facility shall be lit to standards that minimize shadows and all pedestrian pathways leading to/from sidewalks and parking shall be well illuminated.	SS2	Metro shall coordinate and consult with the LAPD, the Hawthorne Police Department, the Inglewood Police Department, or the Redondo Beach Police Department to develop safety and security plans for the alignment, parking facilities, and station areas, where such facilities fall within the specific jurisdiction..					
Construction Impacts (All Except Air Quality, Noise and Vibration)	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	
Construction (Air Quality)	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	



Table S-1. Impact Summary with Mitigation Measures (continued)

Environmental Criteria	Site #14: Arbor Vitae/Ballanca	Site #15: Manchester/Aviation	Site #17: Marine/Redondo Beach	Division 22 Northern Expansion
	Significant and Unavoidable Impact	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Significant and Unavoidable Impact
Construction (Noise)				
Mitigation Measure(s)	<p>CON1 Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales shall be removed as soon as the area is stabilized.</p> <p>CON2 Stockpile areas shall be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses.</p> <p>CON3 For security lighting during construction, lighting shall be aimed at the downward and away from residential and other sensitive uses adjacent the maintenance site alternatives, to the extent feasible.</p> <p>CON4 Contractor shall maintain a clean and neat work environment at all times.</p> <p>CON5 Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.</p> <p>CON6 Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.</p> <p>CON7 Contractors shall be required to utilize at least one of the measures set forth in SCAQMD Rule 403 Section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.</p> <p>CON8 All haul trucks hauling soil, sand, and other loose materials shall maintain at least 6 inches of freeboard in accordance with California Vehicle Code Section 23114.</p> <p>CON9 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p> <p>CON10 Traffic speeds on unpaved roads shall be limited to 15 mph.</p> <p>CON11 Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.</p> <p>CON12 Heavy equipment operations shall be suspended during first and second stage smog alerts.</p> <p>CON13 On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least two times per day.</p> <p>CON14 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.</p> <p>CON15 Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.</p> <p>CON16 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.</p> <p>CON17 Construction parking shall be configured to minimize traffic interference.</p> <p>CON18 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.</p> <p>CON19 During project construction, remediation shall 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 shall be used to control possible pollutants. These facilities shall be constructed pursuant to guidance published in Section 402 of the Clean Water Act (CWA) and shall follow the most current guidance within the NPDES program.</p> <p>CON20 The maintenance site alternatives currently drain indirectly to Ballona Creek and Dominguez Channel through the MSA4. 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</p>			



Table S-1. Impact Summary with Mitigation Measures (continued)

Environmental Criteria	Site #14: Arbor Vitae/Bellanca	Site #15: Manchester/Aviation	Site #17: Marine/Rcondo Beach	Division 22 Northern Expansion
	<p>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. Nearby business owners and commercial property owners shall be notified of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access.</p>			
CON21	<p>Architectural coatings shall be purchased from a compliant architectural coating manufacturer as identified by the SCAQMD. Contractors shall comply with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirements for demolition activities include asbestos surveying, notification, Asbestos-containing materials (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials.</p>			
CON22	<p>Noise barriers (e.g., sound attenuation blankets or solid walls) shall be placed such that the line-of-sight is blocked between sensitive receptors (e.g., residential and institutional land uses) and the project site, as feasible.</p>			
CON23	<p>During the early stages of construction plan development, natural and artificial barriers, such as ground elevation changes and existing buildings, shall be considered for use as shielding against construction noise.</p>			
CON24	<p>The contractor shall comply with Standard Specification 1565, FTA noise criteria and all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer.</p>			
CON25	<p>No internal combustion engine shall be operated without a muffler.</p>			
CON26	<p>Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment) as much as possible.</p>			
CON27	<p>The contractor shall submit a noise plan for construction activity associated with the Division 22 Northern Expansion and Site #14 – Arbor Vitae/Bellanca Alternatives. The plan shall be prepared by a qualified acoustical engineer and should be approved by the resident engineer before construction is initiated. The noise control plan shall include an inventory of the equipment, the estimated noise level at 50 feet for each major piece of equipment, calculations of the noise levels at impacted sensitive receptors, and noise reduction measures for sensitive receptor locations where the predicted noise levels exceed the ambient noise level by 5 dBA. Impacted receptors include, but may not be limited to, adjacent residences to the south of the Division 22 Northern Expansion Alternative and residences to the west of the Site #14 – Arbor Vitae/Bellanca Alternative.</p>			
CON28	<p>#14 – Arbor Vitae/Bellanca Alternatives. The plan shall be prepared by a qualified acoustical engineer and should be approved by the resident engineer before construction is initiated. The noise control plan shall include an inventory of the equipment, the estimated noise level at 50 feet for each major piece of equipment, calculations of the noise levels at impacted sensitive receptors, and noise reduction measures for sensitive receptor locations where the predicted noise levels exceed the ambient noise level by 5 dBA. Impacted receptors include, but may not be limited to, adjacent residences to the south of the Division 22 Northern Expansion Alternative and residences to the west of the Site #14 – Arbor Vitae/Bellanca Alternative.</p>			
Growth-Inducing Impacts	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None Required	None Required	None Required	None Required
Cumulative Impacts	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None Required	None Required	None Required	None Required



Metro

SDEIS/RDEIR
Part II – Section 4(f) Resources Evaluation

PART II
SECTION 4(F) EVALUATION

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

February 2011



PART II - SECTION 4(F) EVALUATION

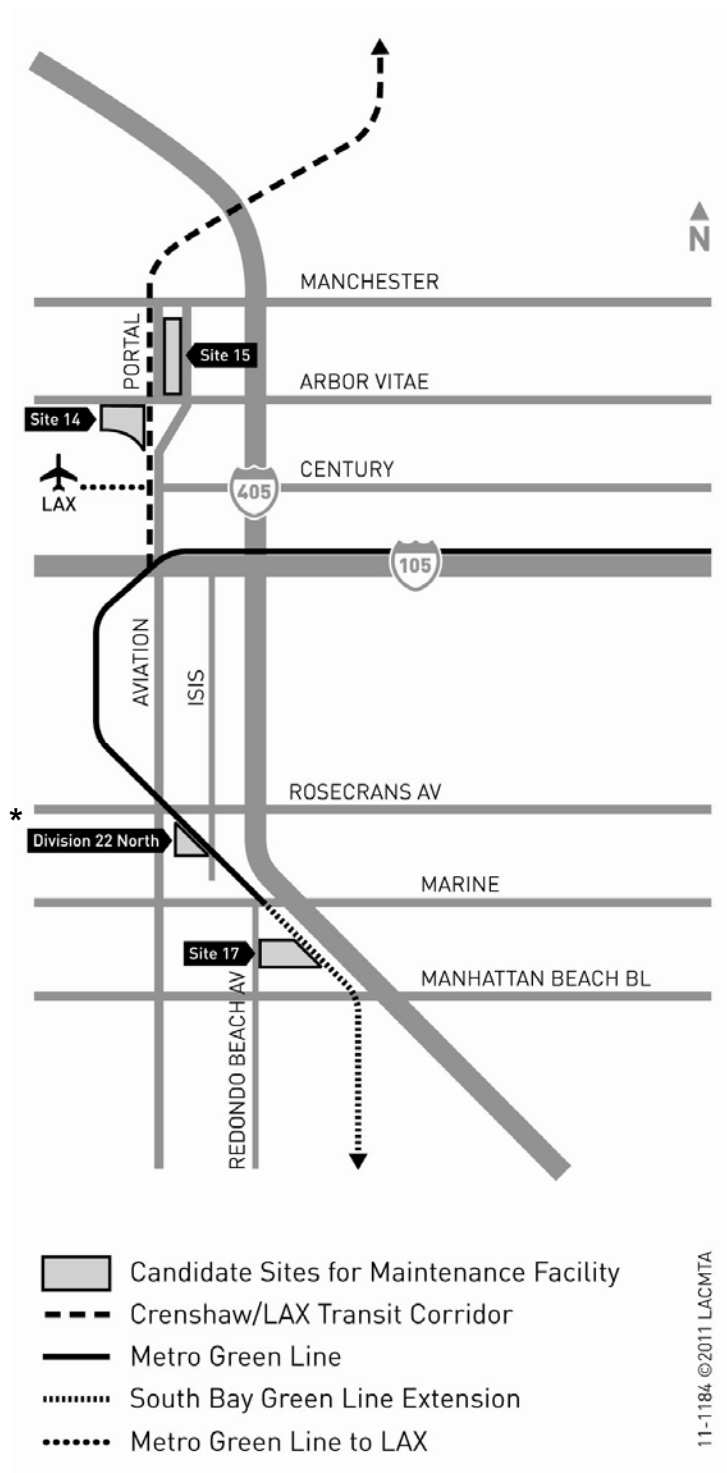
1.0 Summary

Since the circulation of the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the Crenshaw/Los Angeles International Airport (LAX) Transit Corridor Project, advanced conceptual engineering has been completed and the area of potential effects (APE) for the Project has been refined to reflect the locally preferred alternative (LPA). Impacts for historic resources and parklands were already evaluated for all alternatives in the DEIS/DEIR. Concerns expressed during the circulation of the DEIS/DEIR, resulted in the Metro Board, as part of its actions on the Project, removing from further consideration the maintenance facility sites that were originally evaluated in the DEIS/DEIR. Four additional maintenance site alternatives have advanced through a screening process and are being evaluated in Part I of this SDEIS/SDEIR. Part II of this SDEIS/SDEIR presents the evaluation of resources protected under Section 4(f) of the Department of Transportation Act of 1966, as amended (hereinafter referred to as Section 4(f) resources, for the refined APE. 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 preliminary Section 4(f) finding is that the Project would cause a de minimis use of one Section 4(f) resource, the Broadway Department Store. The final Section 4(f) finding will be presented in the Final Section 4(f) Evaluation after further consultation and concurrence by the State Historic Preservation Office (SHPO).

Crenshaw/LAX Transit Corridor Project Map



Map of the Four Maintenance Facility Sites Examined



*Only serves Crenshaw/LAX opening day and existing Metro Green Line

Summary Table of the Four Maintenance Facility Sites Examined

Characteristic	D22N Hawthorne	Site #14 Los Angeles	Site #15 Inglewood	Site #17 Redondo Beach
	Satellite Facility	Stand-Alone Facility	Stand-Alone Facility	Satellite Facility
Size (acres)	3.5	17.6	20.5	14.2
Capacity (Base LRVs) (45 cars needed for 2030 operation) /a/	16 - 20	45	45	42-45
Expansion Potential (Additional LRVs)	0	25	25	26
Total Potential Capacity (70 cars needed for eventual 3-car operation)	16 - 20	70	70	70
Employee and Visitor Parking (cars)	0	40	40	20
Existing Land Uses	Industrial	Industrial	Industrial/ Institutional/ Commercial	Industrial
Existing Zoning	M2-1(Light Industrial)	M2-1 (Light Industrial)	M-1(Industrial)	I-1 (Industrial)
Adjacent Land Uses	Industrial/ Office and Hotel/ Multi-family Residential/ Public Facilities	Industrial/ Commercial/ Airport Parking	Industrial/ Commercial/ Parking	Industrial
Nearest Sensitive Land Use	Residential (30 ft)	Residences (280 ft)	School (250 ft)	School (1,000 ft)
Estimated Employees Displaced /b/	5	390	158	400
Businesses Displaced	1	4	11	2
Residents Displaced	0	0	0	0
Special Connection Conditions	Requires several crossings underneath SCE trunk utility line	--	Requires an aerial crossing of LRT tracks over a freight track	Requires one crossing underneath secondary utility lines
Other Considerations	Requires initial connection between Crenshaw/LAX Line and Metro Green Line			Requires initial connection between Crenshaw/LAX Line and Metro Green Line
Estimated Total Cost (in 2010 \$M) (Revised as of April 6, 2011) /c/	\$110M - \$120M	\$280M - \$290M	\$290M - \$300M	\$275M – 285M

a/D22N may accommodate additional storage, excluding maintenance capability for 28 LRVs

b/Employment estimates determined from interviews with property owners and tenants and industrial employee rates ranging from 300 to 1,000 square foot per employee depending on the type of use.

c/Costs (\$ millions) include the expansion of the on-site existing facilities at Division 22, which is required to operate as a satellite facility. On-site improvements to the existing Division 22 include additional track, building space for service and inspection, and additional ancillary facilities including utility lines, TPPS, and parking.

Source: TAHA, 2010.