

CHAPTER 4
AFFECTED ENVIRONMENT/ENVIRONMENTAL
CONSEQUENCES OF THE ALIGNMENT
AND STATIONS

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4.0 AFFECTED ENVIRONMENT/ENVIRONMENTAL CONSEQUENCES OF THE ALIGNMENT AND STATIONS

This chapter of the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) analyzes the environmental impacts and consequences associated with the implementation of the proposed project. This section has been updated from the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) to focus on the analysis of the effects of the Locally Preferred Alternative (LPA). The revised analysis has not resulted in any new significant impacts from the DEIS/DEIR. The analysis of all the Build and Transportation Systems Management (TSM) Alternatives in the DEIS/DEIR is incorporated here by reference. 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. This discussion describes the existing physical environment and baseline setting wherein the proposed project would occur.

Environmental Impacts/Environmental Consequences. This section describes the anticipated changes that would result from implementation of the proposed project and a federal determination of significance is made based on the relative change from the baseline conditions (No-Build Alternative).

Mitigation Measures. For significant or adverse impacts identified, mitigation measures that would reduce or eliminate the impacts are provided.

CEQA Determination. The anticipated changes that would result from implementation of the proposed project are then evaluated against California Environmental Quality Act (CEQA) thresholds and a State determination of significance is made based on the relative change from the existing conditions.

Significant Impacts Remaining After Mitigation. This discussion 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 measures were proposed where feasible to reduce identified adverse effects.

Discussions of the regulatory environment and methodologies associated with each environmental resource are presented in Appendix F.

The FEIS/FEIR evaluates the LPA with the inclusion Design Option 6 (below-grade approach to the Exposition Line) as part of the project definition, contingent upon project costs being

aligned with the project budget. In the event that the project costs ultimately exceed the project budget, the FEIS/FEIR also considers two Minimum Operable Segments (MOS) alternatives that would be consistent with the Los Angeles County Metropolitan Transportation Authority (Metro) financial plan for the project. Design options, which are not part of the LPA, are also discussed in this document. These include a Manchester/Aviation Station, a Centinela below-grade Crossing, a Crenshaw/Vernon Station, an alternate southwest portal at the Crenshaw/King Station, and an alternate partially-covered trench configuration in front of the Los Angeles International Airport (LAX) south runways. These design options are described in Chapter 2.0 of this document.

4.1 Land Use and Development

This section examines the affected environment related to land use and development. Local policies for land use and development regulate the types of uses allowed, as well as the intensity of development permitted on public and private property. A full discussion of applicable land use policies is located in Appendix F, Regulatory Framework. As new development results in changes to land use patterns, the character of an area can be affected and adverse physical effects to the environment may potentially occur.

4.1.1 Affected Environment/Existing Conditions

4.1.1.1 Existing Land Uses – Study Area

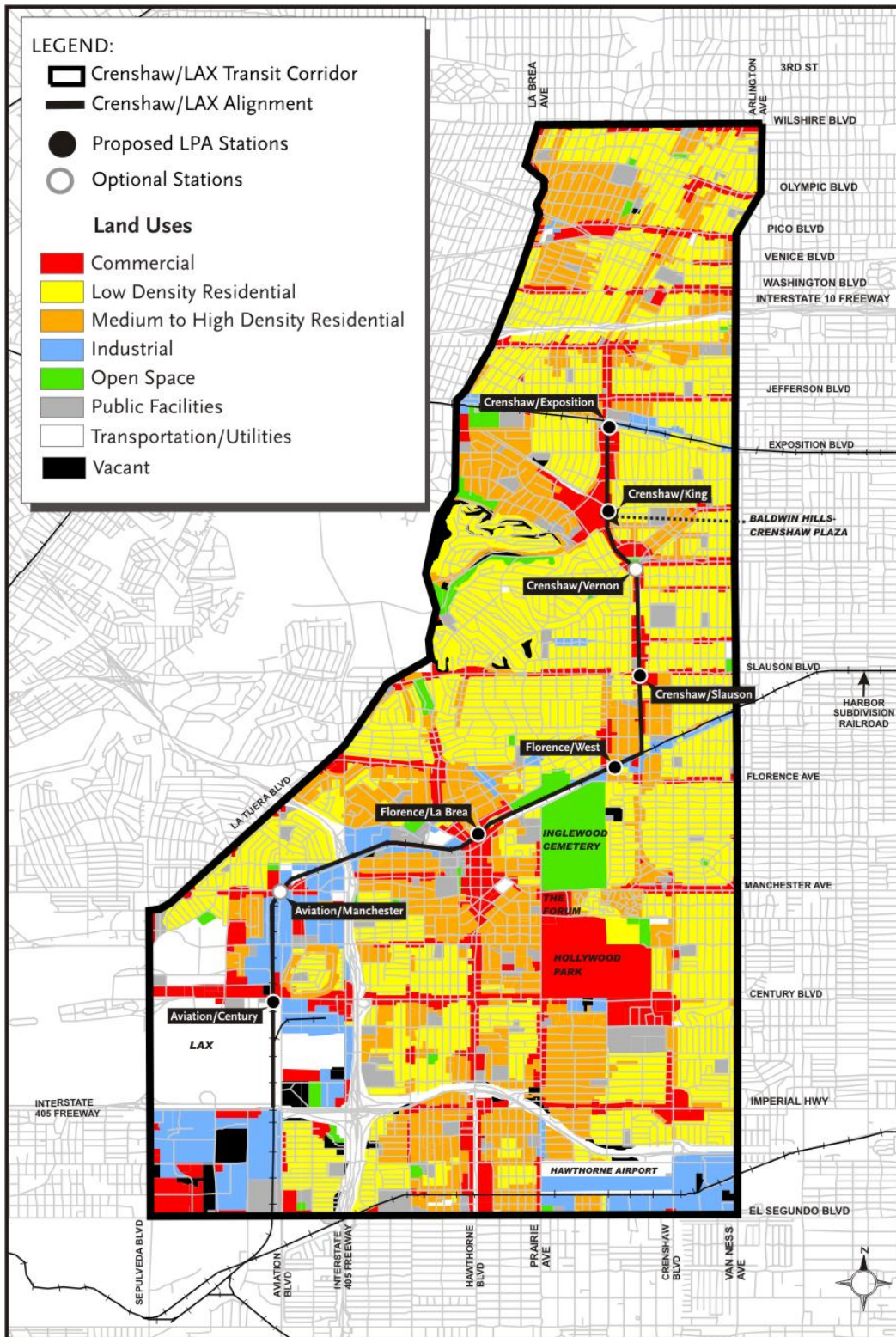
Figure 4-1 illustrates current land use designations for the study area. The study area begins in the north at Wilshire Boulevard where medium- to high-density commercial buildings line Wilshire Boulevard. Continuing south from Wilshire Boulevard, primary land uses include single-family residential, as well as low-density multi-family residential land uses. Commercial and multi-family residential land uses increase southbound along Crenshaw Boulevard, past the Interstate 10 (I-10) Freeway. Storefront retail land uses line Crenshaw Boulevard to the south along Exposition Boulevard, ending near the West Angeles Church of God in Christ.

Beginning at Exposition Boulevard, medium-density commercial land uses line Crenshaw Boulevard with single-family residential land uses extending both east and west of the commercial frontage. The Crenshaw-Baldwin Hills Plaza, a regional retail center, sits at the center of the study area, and Leimert Park, a cultural center in the community, is located to the south on the eastern side of Crenshaw Boulevard. An additional community shopping center at Slauson Avenue, as well as schools and churches, are identifiable land uses as the study area extends to the Harbor Subdivision Railroad right-of-way (Harbor Subdivision).

Beginning at the Harbor Subdivision, light industrial and manufacturing land uses align the railroad right-of-way and Florence Avenue. Additional land uses in the area include Edward Vincent Park, Inglewood Cemetery, downtown Inglewood, the Forum, Hollywood Park Race Track and Casino, and residential land uses. As the study area extends southwest, land uses transition to hotels and higher-density industrial and manufacturing aerospace buildings near LAX. The southeastern portion of the study area consists of primarily single- and multi-family residential and commercial land uses.

Table 4-1 shows the land distribution within the study area. More than half of the land area (59 percent) is developed with residential land uses, with low-density residential uses

Figure 4-1. Land Use Designations



Source: Environmental Systems Research Institute (ESRI) and TAHA, 2008.

accounting for 44 percent of the total study area acreage. Commercial land uses occupy 11 percent of the study area, while transportation and utility land uses occupy 16 percent of the study area acreage.

Table 4-1. Land Use Distribution within the Study Area

Type of Land Use	Acreage	Percentage of Total Area
Low-Density Residential	12,238	44%
Medium- to High-Density Residential	4,123	15%
Commercial	3,046	11%
Industrial	1,744	6%
Public Facilities and Institutions	1,017	4%
Open Space and Recreation	853	3%
Transportation and Utilities	4,494	16%
Vacant	303	1%
Agriculture	23	0%
Total Acres	27,841	100%

Source: TAHA, 2008 and Southern California Association of Governments, 2000.

4.1.1.2 Existing Land Uses – Station Areas

Land use characteristics within 0.50 mile of proposed station locations are shown in Table 4-2 and Figure 4-2 through Figure 4-9.

Table 4-2. Existing Land Uses and Potential Station Locations

Potential Station Location	Adjacent Land Uses	Surrounding Land Uses
Aviation/ Century	Medium- to high-density commercial and industrial, (parking, aerospace, and hotels)	Medium- to high-density commercial and industrial
Florence/ La Brea	Medium-density commercial (Market Street) and municipal (downtown Inglewood)	Commercial, industrial, and residential
Florence/ West	Industrial and low to medium-density residential Inglewood Cemetery is located approximately 200 feet to the south of the station.	Low- to medium-density residential, Inglewood Cemetery, Edward Vincent Park
Crenshaw/ Slauson	Community retail strip center, storefront commercial, and View Park Middle School	Low- to medium-density residential
Crenshaw/ King	Regional retail center (Baldwin Hills-Crenshaw Plaza) and storefront commercial	Low- to medium-density residential
Crenshaw/ Exposition	Industrial (light manufacturing buildings) and commercial (storefront retail)	Low- to medium-density residential
Optional Stations		
Crenshaw/ Vernon	Leimert Park, Leimert Park Village, storefront commercial	Low- to medium-density residential, and commercial
Aviation/ Manchester	Industrial along Florence Ave, commercial along Manchester Blvd	Low- and medium-density residential

Source: TAHA, 2011

Figure 4-2. Aviation/Century Station Area Land Uses

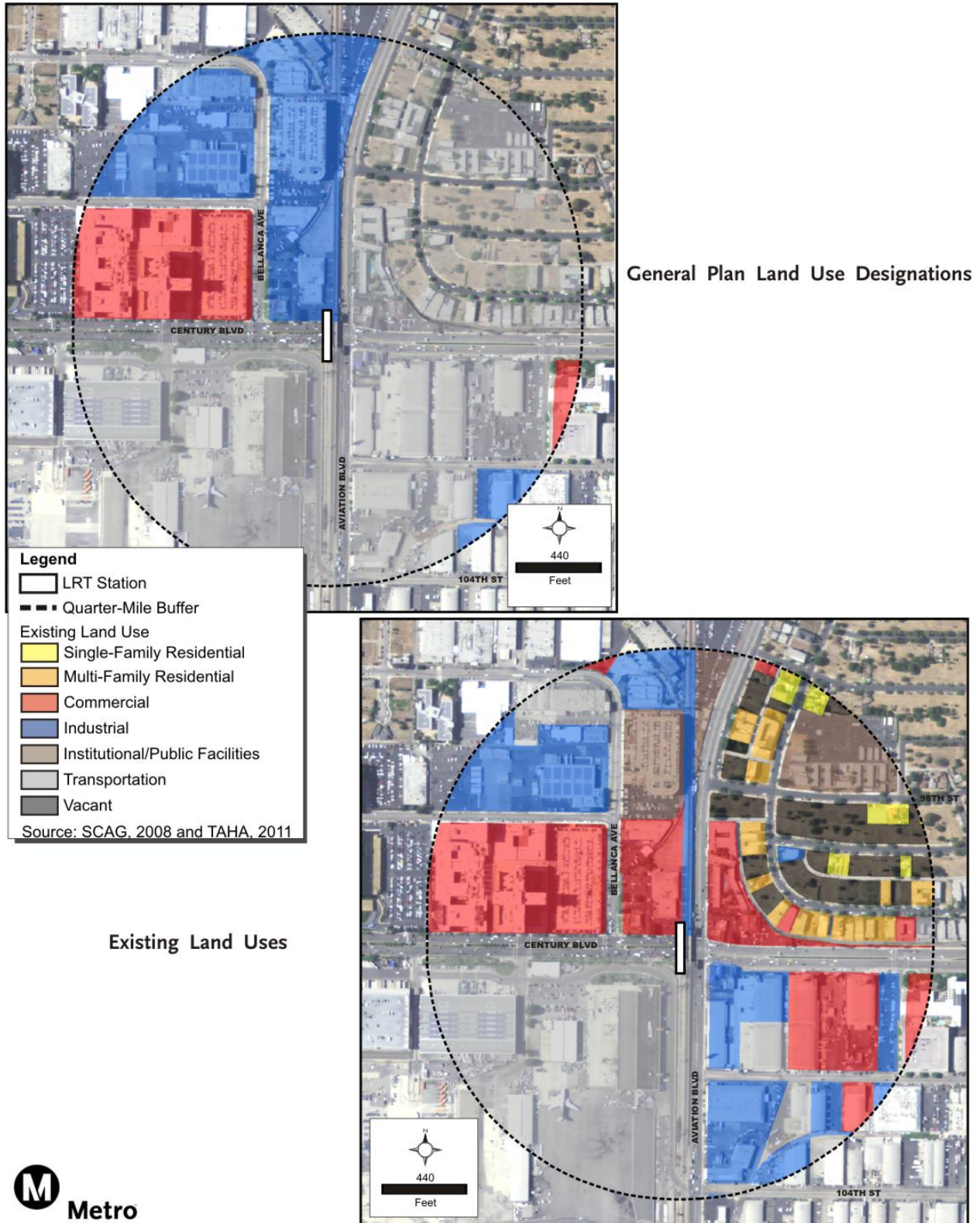


Figure 4-3. Florence/La Brea Station Area Land Uses

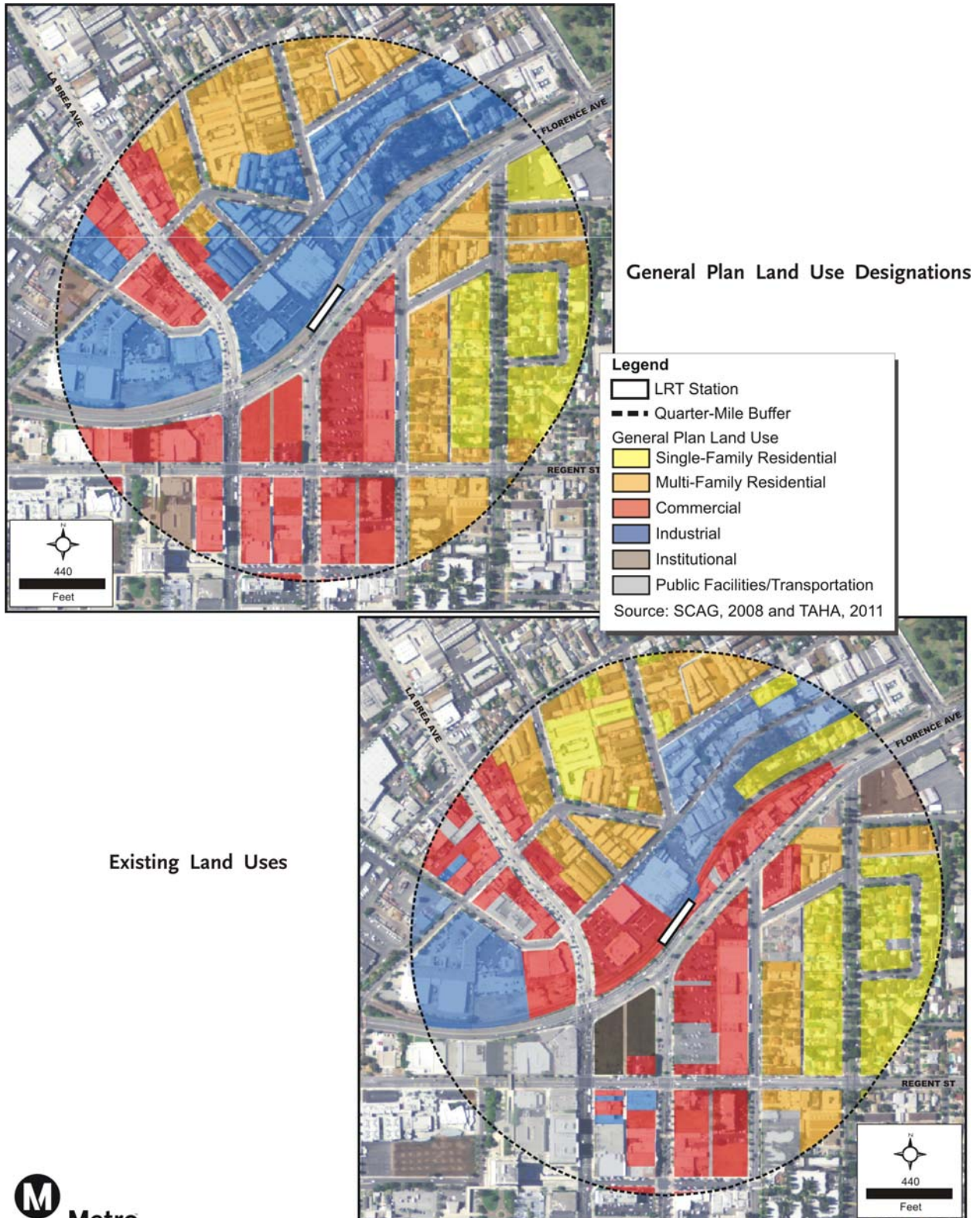


Figure 4-4. Florence/West Station Area Land Uses

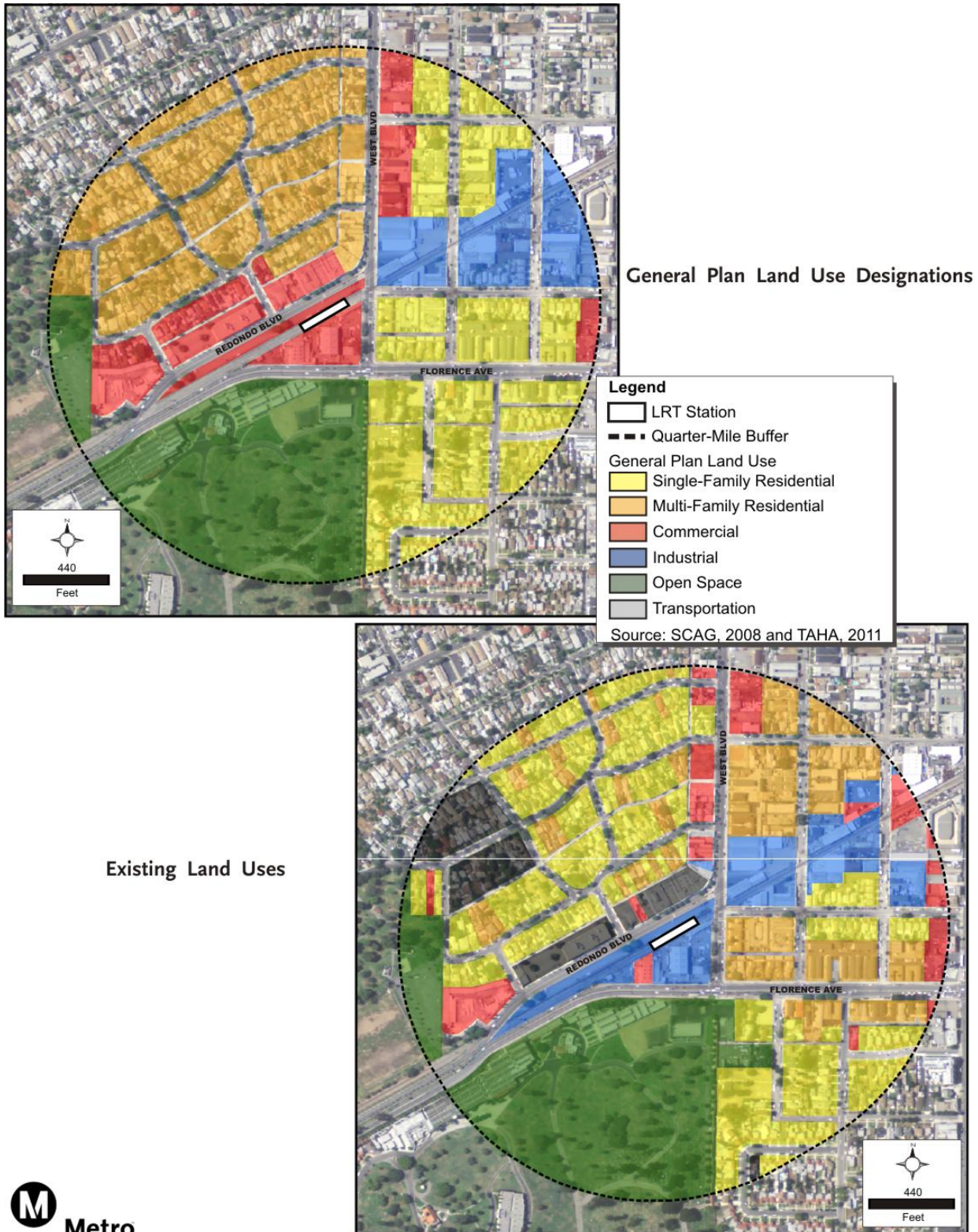


Figure 4-5. Crenshaw/Slauson Station Area Land Uses

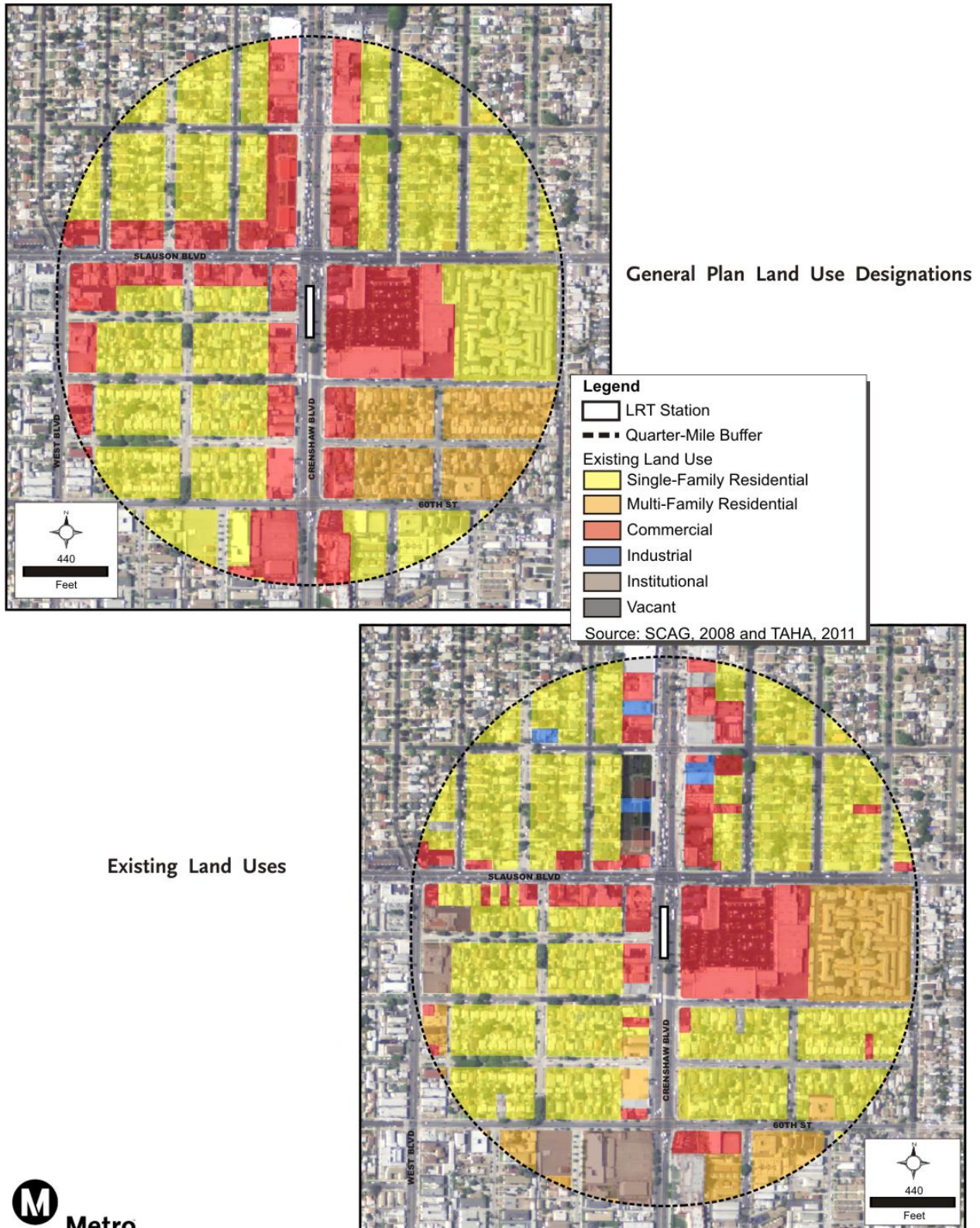


Figure 4-6. Crenshaw/King Station Area Land Uses

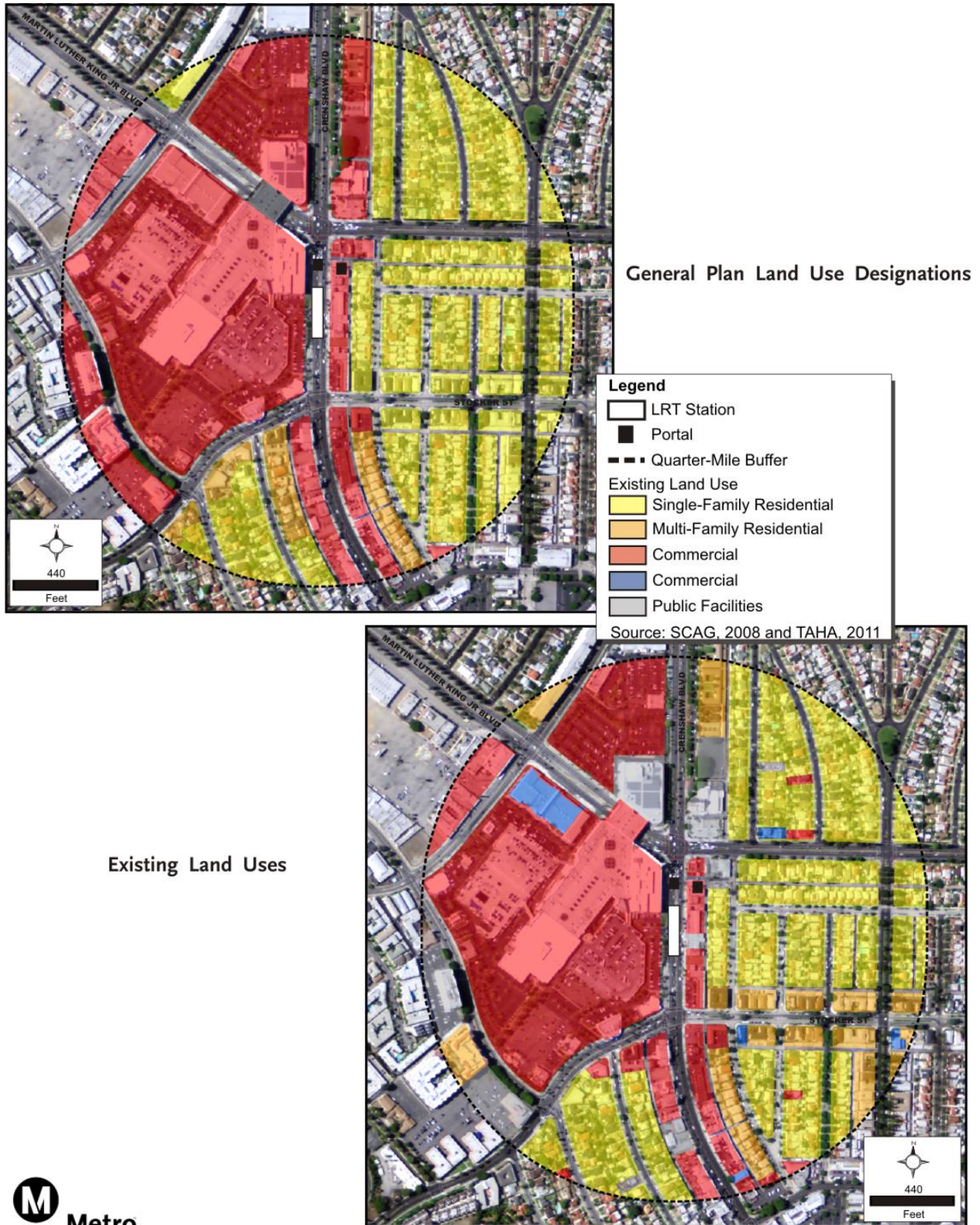


Figure 4-7. Crenshaw/Exposition Station Area Land Uses

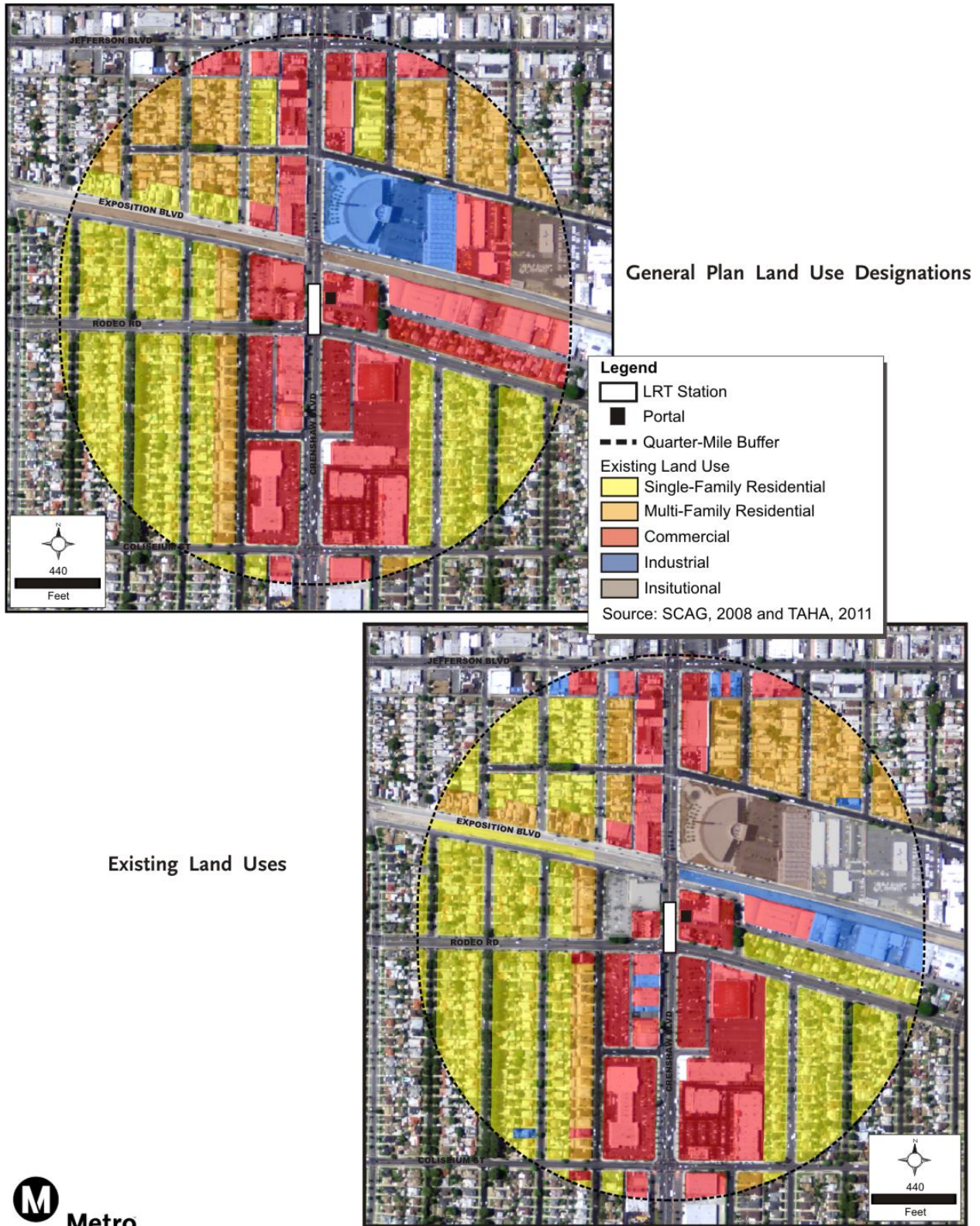


Figure 4-8. Optional Aviation/Manchester Station Area Land Uses

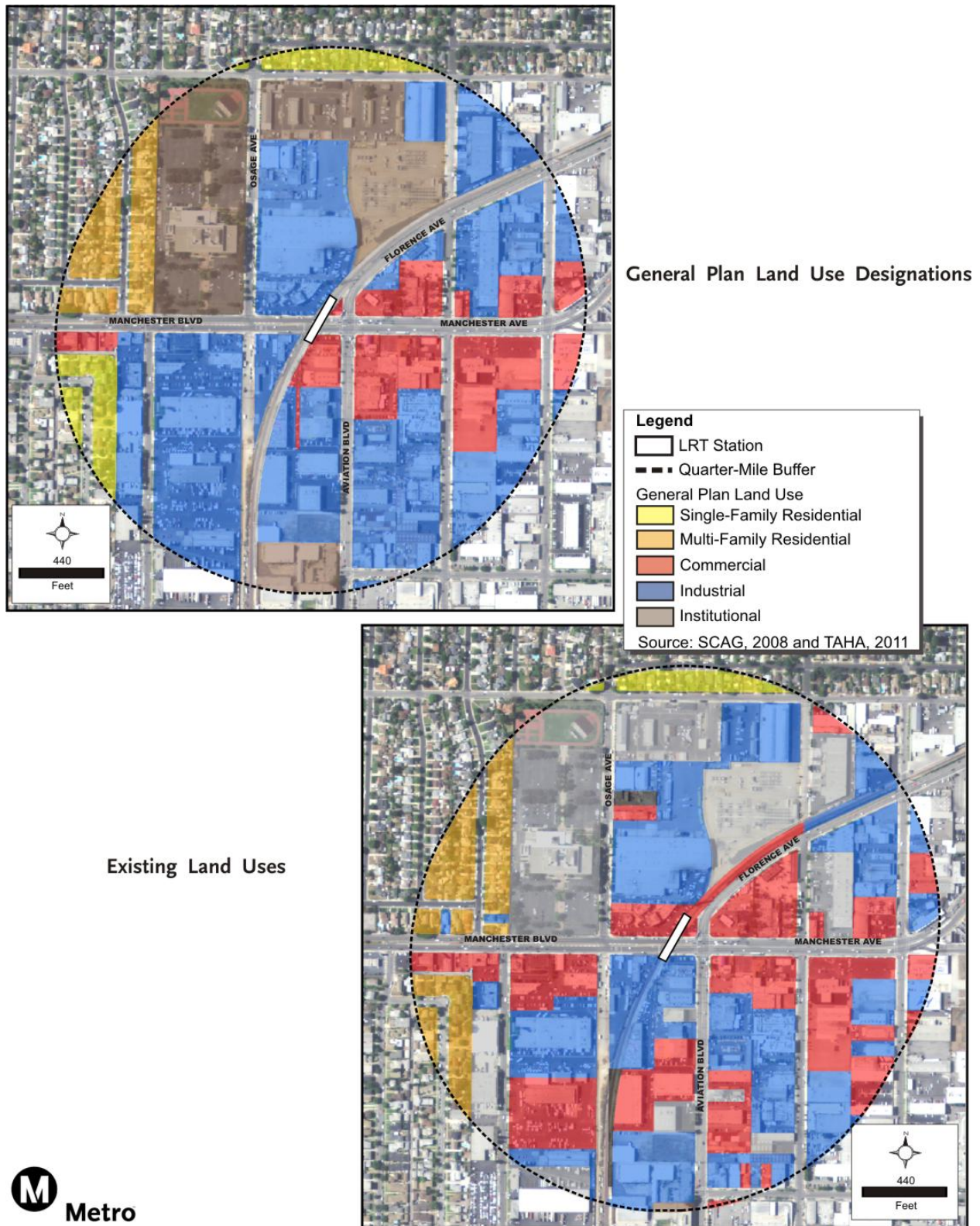
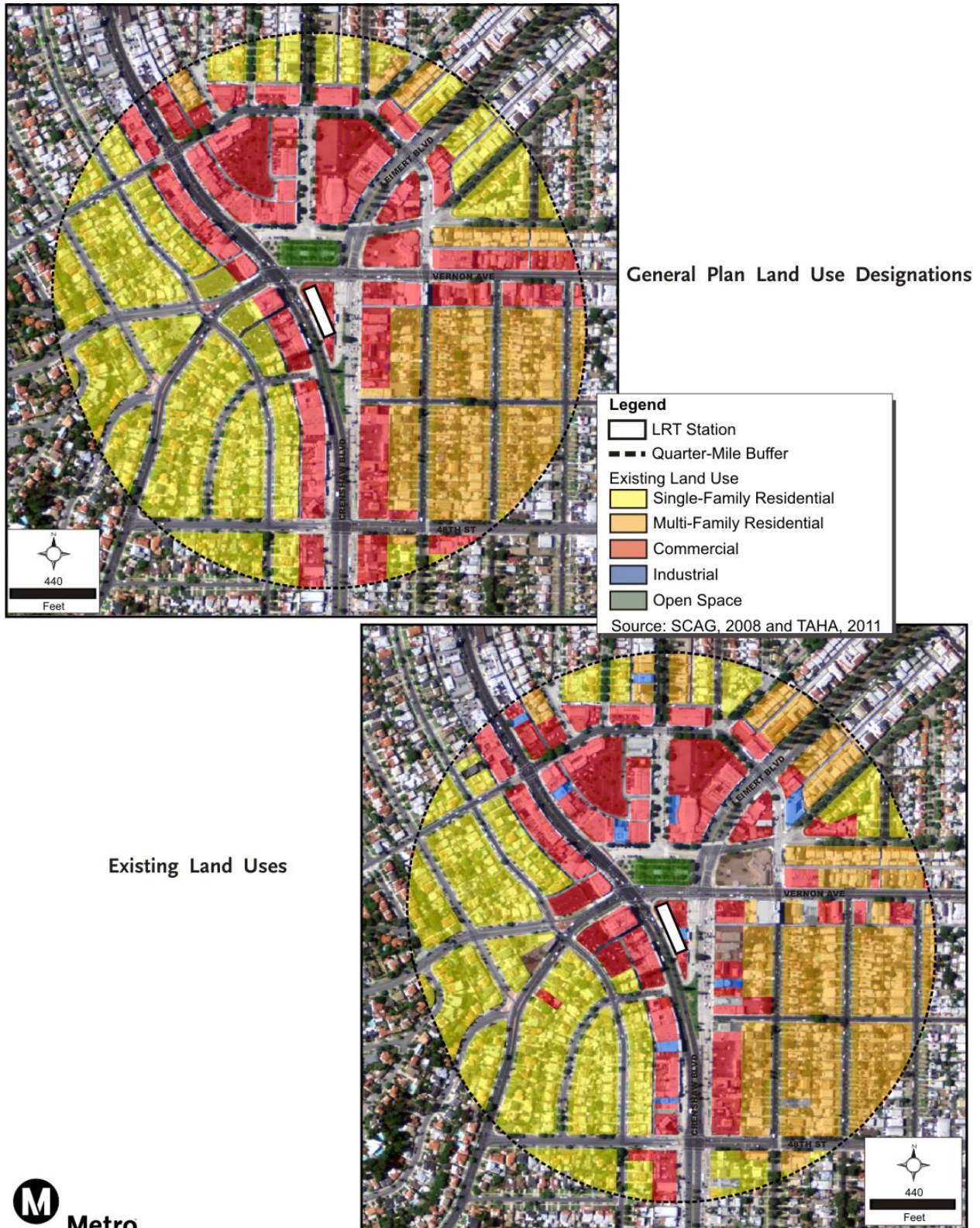


Figure 4-9. Optional Crenshaw/Vernon Station Area Land Uses



4.1.1.3 Sensitive Land Uses

Sensitive land uses located within 0.25-mile of proposed station locations are shown in Figure 4-56 through Figure 4-59 in Section 4.12 Parklands and Community Facilities.

4.1.2 Environmental Impacts/Environmental Consequences

4.1.2.1 Regional Land Use and Development

The Southern California Association of Governments (SCAG) region is expected to grow in population by 24.6 percent (or 5.4 million people) between 2005 and 2035 (SCAG, Regional Transportation Plan, 2008). Likewise, employment in the region is expected to grow by 24.3 percent during the same time period. The proposed project would be consistent with the growth management policies of the 2001 *Regional Comprehensive Plan and Guide* (RCPG) to improving the standard of living, improve the regional quality of life, and maintain social, political, and cultural equity. The proposed project would also be consistent with the air quality and open space policies of the 2008 *Regional Transportation Plan* (RTP).

No-Build Alternative

The No-Build Alternative includes planned transportation services, facilities, and infrastructure that would be implemented by 2035, which would utilize the existing rights-of-way and transportation corridors in the communities of the Crenshaw/LAX Transit Corridor and would involve similar work to the typical roadway and utility work currently occurring within the SCAG region. No substantial physical change to the environment would occur under the No-Build Alternative. As such, no adverse effects associated with regional land use are anticipated.

LPA

The LPA is not likely to significantly change land use and development patterns at a regional scale. The creation of an urban rail transit system rarely creates new growth, but may redistribute growth that would have taken place elsewhere (National Research Council, Cervero and Seskin, 1995). In addition, transit investments generally require the leveraging effect of supportive public policies along with the pressure of an expanding regional economy to bring about significant changes in land use and urban form at the regional level (National Research Council, Cervero and Seskin, 1995). The project would be consistent with SCAG regional land use policies of improving mobility for residents and promoting sustainability for future generations. The LPA, when considered as part of Metro's *Long Range Transportation Plan* (LRTP), would play an important role in expanding regional transportation choices and in improving regional quality of life, image, and overall mobility. The extent to which the LPA attracts new growth or results in a redistribution of projected regional growth would depend on favorable market conditions and supportive public policies. Therefore, no adverse effects associated with regional land use are anticipated.

The MOS-King alternative would begin at the Metro Green Line Aviation Station and end at the Crenshaw/King Station.

The MOS-Century alternative would begin at the Metro Exposition and end at the Aviation/Century Station.

Both MOS-King and MOS-Century, would result in a shorter alignment segments and thus would not result in substantial changes to regional land use and development. Therefore, no adverse effects associated with regional land use are anticipated with the MOSs.

Design Options

The LPA may include the following design options:

Partially-Covered LAX Trench Option. The Partially-Covered LAX Trench Option would occur near the eastern limit of LAX Runways 7L/25R and 7R/25L. The trench would be below-grade, covered directly in front of the runways and have a system of a cable barrier net over the open section between the runways and the addition of a 42-inch high concrete parapet wall around the open area. This configuration would satisfy Federal Aviation Administration (FAA) and Los Angeles World Airports (LAWA) concerns regarding both the potential for interference with airport navigational equipment, as well as for those conditions when planes using these runways would take off or land in a west to east direction (which typically occurs only during the late night time hours or during adverse weather conditions) and could potentially overshoot the runway. The FAA requires that eventually the entire 1,600 feet of the below-grade trench be covered through the central portion of the runway protection zone (RPZ). As such, the design of a partially covered trench (as a modification to the base project) will not preclude future provisions to allow covering of the remaining open sections up to a total covered length of 1,600 feet.

Below-Grade Crossing at Centinela Option. The Below-Grade Crossing at Centinela Option includes a below-grade crossing instead of an at-grade crossing at Centinela Avenue.

Optional Aviation/Manchester Station. The optional Aviation/Manchester Station would either be located in an aerial configuration across Manchester Avenue or to the north where the alignment returns to grade after crossing Manchester Avenue.

Optional Below-Grade Crenshaw/Vernon Station. The Below-Grade Crenshaw/Vernon Station Option involves a below-grade station south of Vernon Avenue in the Leimert Park triangle.

Alternate Southwest Portal at Crenshaw/King Station Option. The alternate southwest portal at the Crenshaw/King Station would be located in front of the Broadway (WalMart) building at the Baldwin Hills Crenshaw Plaza. It would involve a surface portal or an underground connection to the basement floor of the Broadway building.

These design options are minor modifications to the LPA and would not result in substantial changes in regional land use and development. Therefore, no adverse effects associated with regional land use are anticipated.

4.1.2.2 Local Land Use and Development

Existing land uses within the study area are varied and include a combination of residential, commercial, transportation and utilities, industrial, and public/institutional uses. As shown in Figure 4-1 and Table 4-2, the primary land uses in the study area are residential (59 percent), the majority of which are single-family residential (44 percent). Commercial uses comprise 15 percent of the study area and are concentrated along major roadways, such as Crenshaw Boulevard and La Brea Avenue.

No-Build Alternative

The No-Build Alternative would result in a continuation of current development patterns and trends. Land use patterns that exist today in several sections of the corridor, especially those not in redevelopment areas, would be slow to change. The No-Build Alternative would limit the opportunity to intensify land uses at potential station areas, offer an alternative mode of travel, and develop mixed uses and infill development throughout the corridor. With the No-Build Alternative, development and redevelopment would result in increased traffic congestion, particularly along Crenshaw Boulevard, with the planned expansion of the Baldwin Hills Crenshaw Plaza and the District Square development project. The increased traffic congestion would have both a short- and long-term negative effect on the businesses within the Crenshaw/LAX Transit Corridor. As such, potential adverse effects associated with land use and development within the Crenshaw/LAX Transit Corridor are anticipated.

Division of an Established Community

Under the No-Build Alternative, planned development and redevelopment would adhere to local zoning ordinances and would be unlikely to alter or divide the existing community. Therefore, no adverse effects related to the division of an established community are anticipated for the No-Build Alternative.

Applicable Land Use Policies

The No-Build Alternative would be inconsistent with the following land use policies:

- *City of Los Angeles Transportation Policy*
- *City of Los Angeles General Plan.*
- *County of Los Angeles General Plan*
- *City of Inglewood General Plan*
- *City of El Segundo General Plan*
- *City of Los Angeles Municipal Code*
- Community Plans
 - ▶ *West Adams-Baldwin Hills-Leimert Park Community Plan*
 - ▶ *Westchester Playa Del Rey Community Plan*
 - ▶ *Wilshire Community Plan*

- Specific Plans
 - ▶ *Crenshaw Corridor Specific Plan*
 - ▶ *Park Mile Specific Plan*
- Redevelopment Project Areas
 - ▶ *Mid-City Corridors Redevelopment Project*
 - ▶ *Crenshaw Redevelopment Project*
 - ▶ *Crenshaw/Slauson Redevelopment Project*
- *LAX Master Plan*
- *LAX Plan*
- *LAX Specific Plan Amendment Study*

The No-Build Alternative would not be consistent with these policies because it would not establish transit centers and station areas as focal points for future growth or integrate major transportation facilities with land use planning. The No-Build Alternative would not promote mixed-use development near transit nodes and modes of transportation other than the automobile. It would also not expand transportation service to enhance accessibility to neighborhoods and community and regional centers.

Adjacent or Surrounding Land Uses

The No-Build Alternative represents the status quo and some other transit improvements, but there would be no station vicinity land use impacts along Crenshaw Boulevard. Development patterns would continue to reflect current trends. Without improved transit connections to downtown Los Angeles and the Metro Green Line, this area would experience difficulty attracting transit-supportive and pedestrian-oriented development and would likely become increasingly auto-dependent.

LPA

Division of an Established Community

With the LPA, planned development and redevelopment would be centered around station areas and this increased intensity of development would unite the community. While operating along the Harbor Subdivision, the LPA would be traveling along an existing transportation corridor where freight trains operate and pedestrian and vehicle crossings are permitted only at designated crossings. The majority of the area along the Harbor Subdivision contains industrial land uses which do not support a large number of pedestrian crossings. Much of the Harbor Subdivision acts as a boundary for political jurisdictions, separating the cities of Los Angeles, and Inglewood. Fencing would be located along the at-grade Harbor Subdivision portion of the alignment and the at-grade section along Crenshaw Boulevard. Because crossing the Harbor Subdivision and Crenshaw Boulevard at places other than designated crossings is illegal, this fencing would not introduce a new barrier that would divide a community. The LPA would travel along the median of Crenshaw Boulevard between 48th and 59th Streets in a grade-level configuration. Today, pedestrians are required to wait at signalized crosswalks along Crenshaw Boulevard to cross Crenshaw Boulevard. These signalized intersections would

remain under the LPA and pedestrians and motor vehicles would still be able to cross Crenshaw Boulevard. Therefore, the LPA would not alter or divide the existing community, would comply with local zoning ordinances and not alter or restrict land uses. Thus, no adverse effects related to the division of an established community are anticipated for the LPA.

Applicable Land Use Policies

City of Los Angeles Transportation Policy. This policy seeks to establish transit centers and station areas as focal points for future growth in the City of Los Angeles. Levels of station area development are to preserve lower-density neighborhoods from encroachment. The LPA would develop station areas to transition into the surrounding land uses. Stations would not encroach on surrounding neighborhoods, while at the same time creating the potential for increased density of redevelopment along Crenshaw Boulevard. Therefore, the LPA would be consistent with this policy.

General Plans

City of Los Angeles General Plan. Policies related to transportation and land use are addressed in the *Framework, Transportation Element, and Land Use Element* of the *City of Los Angeles General Plan*. The LPA would be consistent with the *Framework's* policy of expanding transportation service to enhance accessibility to neighborhoods and community and regional centers. The LPA would provide increased accessibility by improving the transit linkages along Crenshaw Boulevard, as well as a southern connection to the Metro Green Line. Policy 2.12b of the *Transportation Element* establishes a need for high capacity transit service. In addition, Policy P16h actively supports alternative rail technology to extend transit service along priority corridors. The LPA would include rail technology that would provide high capacity transit with regional connectivity and would be consistent with this policy. The LPA would also be consistent with the *Land Use Element's* policy of developing a public transit system that improves mobility with convenient alternatives to automobile travel.

County of Los Angeles General Plan. The *County of Los Angeles General Plan* promotes policies that initiate transit-oriented development along bus and rail transit corridors, and inter-jurisdictional coordination of land use and transportation policy matters. The LPA would be under multiple jurisdictions and provides service along the Crenshaw/LAX Transit Corridor that could stimulate transit-oriented development. Therefore, the LPA would be consistent with the *County of Los Angeles General Plan*.

City of Inglewood General Plan. A guiding principle of the *City of Inglewood General Plan* is to enhance the transportation system of the community. The LPA would provide a connection from downtown Inglewood and surrounding areas to the Metro Green Line, and Crenshaw Boulevard, with potential transfers to the South Bay communities, LAX, and downtown Los Angeles. As such, the LPA would be consistent with the *City of Inglewood General Plan*.

City of El Segundo General Plan. The *City of El Segundo General Plan* contains policies that are transit supportive, as demonstrated by the creation of the Metro Green Line. Specific policies include encouraging development projects that integrate major

transportation facilities with land use planning and the surrounding environment and promote mixed-use development near transit nodes and modes of transportation other than the automobile. The LPA would provide additional opportunities for regional connectivity at the Metro Green Line Aviation/LAX Station and surrounding areas. Therefore, the LPA would be consistent with the *City of El Segundo General Plan*.

City of Los Angeles Municipal Code. The Residential/Accessory Services (RAS) Zones established in Article 2, Section 12 of the *City of Los Angeles Municipal Code* (LAMC), provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The Density Bonus Ordinance allows density bonuses for residential development projects that are located near transit stops leading to the increased development potential of transit corridors. The LPA would provide the foundation for increased intensity of commercial redevelopment and residential development along the Crenshaw Boulevard corridor and, thus would be consistent with the LAMC.

Community Plans. The *City of Los Angeles West Adams-Baldwin Hills-Leimert Park* and *Westchester Playa Del Rey Community Plans* all support the intensification of land uses in conjunction with improved mass transit. The plans promote inter-connectivity between residential uses and transit systems, and set as a goal the development of new housing close to transit lines so as to reduce vehicle trips while promoting growth. The proximity of the project alignment and stations to residences along Crenshaw Boulevard and Harbor Subdivision helps to accomplish this goal. Primary goals in each plan include measures to reduce vehicle trips, traffic congestion, and air pollution while enhancing the job opportunities and quality of life in the area. The LPA would reduce vehicle trips, traffic congestion, and air pollution, while creating additional adjacent job opportunities through intensification of existing commercial uses. Therefore, the LPA would be consistent with the applicable community plans.

Specific Plans. The *Crenshaw Corridor Specific Plan* seeks to ensure that the land uses and development improve the functional and aesthetic quality of the corridor, while enhancing and complimenting the surrounding community. The LPA would enhance the surrounding community through increased mobility of the community. Therefore, the LPA would be consistent with the Crenshaw Corridor Specific Plan.

Redevelopment Project Areas. The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) Mid-City Corridors, Crenshaw, and Crenshaw/Slauson Redevelopment Projects all encourage a circulation system that will improve the quality of life through pedestrian, automobile, parking, and mass transit improvements. The plans promote inter-connectivity between residential and commercial uses and transit systems, and sets as a goal, the redevelopment of existing commercial uses to include mixed-use development. The Mid City Crenshaw Vision Plan is a funded project to economically and physically revitalize Crenshaw Boulevard from the I-10 Freeway to Martin Luther King Jr. Boulevard. The LPA would be consistent with the redevelopment policies because it would enhance connectivity and pedestrian access. Primary goals in each plan include measures to implement land use recommendations, design guidelines, and streetscape concepts that promote economic development, quality jobs, and revitalization of the area. Improvements in streetscape concepts involve creation of a green street which relocates

utilities, replaces and adds trees, landscape setbacks, infiltration planters, and redevelopment of the frontage roads. Since the at-grade portion of the alignment from 39th Street to Exposition Boulevard was determined to be infeasible and no longer included as part of the LPA, the project would no longer alter streetscape improvements planned or already made by the Vision Plan along Crenshaw Boulevard. Therefore, the LPA would be consistent with redevelopment policies and promote the redevelopment projects' primary goals.

LAX Master Plan. The *LAX Plan* contains policies that seek to develop a connection point from the airport to the Metro Green Line and other mass transportation facilities and provide facilities that encourage transit ridership, including a ground transportation center, an intermodal transportation center, and an automated people mover. The *LAX Specific Plan Amendment Study* seeks to maximize the flow of goods and passengers through the airport system through airport infrastructure enhancements. The LPA would provide a rail connection which could facilitate the flow of goods and passengers through the airport system, and would be consistent with this specific plan. The LPA would be consistent because it would allow the connection point to LAX to be placed in a location that could facilitate connections with passengers from transit services other than light rail traveling along the Harbor Subdivision. This would include, but not be limited to, bus passengers, automobile passenger drop-offs, as well as pedestrians. An aerial station would be located closer to Century Boulevard where the majority of pedestrian activity in the area occurs. This center of pedestrian activity would make a more desirable location for connecting passengers to LAX. The LPA provides an option to serve these policies and, therefore, would be consistent with the *LAX Master Plan* and the *LAX Specific Plan Amendment Study*.

Adjacent or Surrounding Land Uses

The LPA would include six stations. The LPA would be constructed within an existing transportation right-of-way (Harbor Subdivision) alongside existing land uses, as well as along Crenshaw Boulevard, which also previously had a mass transit system. The LPA is part of a designated transit corridor along Crenshaw Boulevard. The existing Harbor Subdivision was built years ago, prior to the construction of current adjacent land uses.

This section considers the potential land use impacts in proximity to stations. Typically, effects from transit investment are realized within walking distance of stations, generally about 0.25-mile. The primary effect is likely to be felt immediately adjacent to stations, diminishing with increasing distance from the station. Potential station area conflicts including, but not limited to noise, security, lighting, traffic are addressed individually in the relevant sections that analyze traffic, visual quality, and noise.

- *Aviation/Century Station* - This elevated station would be located on the Harbor Subdivision spanning the intersection over Century Boulevard and Aviation Boulevard. The proposed station is on an elevated station platform and would be located adjacent to an existing parking structure. Property acquisition would be required outside the Harbor Subdivision right-of-way on the northwest corner of Aviation/Century Boulevards for a bus transfer facility. Such use of this property would be compatible with surrounding land uses and would be consistent with local plans and policies which seek to facilitate the travel of passengers in the airport area. The proximity of LAX may potentially lead to development supporting those land

uses and patrons, such as restaurants, hotels, and other commercial development. No adverse effects associated with land uses around the Aviation/Century Station area are anticipated.

- *Florence/La Brea Station* - This at-grade station would be located in the Harbor Subdivision east of Market Street. This proposed station's location is sited further to the east because of an existing north-south fault near La Brea Avenue. Property acquisition would be required outside the Harbor Subdivision right-of-way on the south to provide a park-and-ride facility and to facilitate a pedestrian connection to Florence Avenue. Additional property could be acquired for parking on the northwest corner of the La Brea Avenue/Florence Avenue intersection. Such use of these properties would be compatible with the surrounding industrial land uses. This station area could likely undergo substantial land use change because of its proximity to downtown Inglewood and the emerging trend of development and redevelopment in the area. With an appropriate plaza and crossing, the station could become a focal point at the northern end of Market Street and facilitate/support developments along Florence Avenue, Market Street, and La Brea Avenue. This development would be consistent with the City of Inglewood's land use goals and policies. No adverse effects associated with land uses around the Florence/La Brea Station area are anticipated.
- *Florence/West Station* - This at-grade station would be located in the Harbor Subdivision west of the West Boulevard and Florence Avenue intersection. Property acquisition would be required outside the Harbor Subdivision right-of-way on the north to provide a park-and-ride facility and traction power substation (TPSS) site. The use of this property would be compatible with the surrounding industrial and commercial land uses that are located on both sides of the proposed station adjacent to single- and multi-family residential land uses extending beyond the Harbor Subdivision. This development would be consistent with the City of Inglewood and Los Angeles land use goals and policies which seek to revitalize the West Boulevard corridor. No adverse effects associated with land uses around the Florence Station area are anticipated.
- *Crenshaw/Slauson Station* – This at-grade station would be located on the south side of Slauson Avenue at Crenshaw Boulevard. No additional property acquisition outside the Crenshaw Boulevard right-of-way would be required for the station. The use of the station would be consistent with plans and policies of providing alternate modes of transportation. The proposed station could lead to further development of street-level pedestrian-oriented uses in existing buildings, south of Slauson Avenue, adding to the vibrancy of the area. The Hyde Park community uses north of Slauson Avenue could see increased access and further development. No adverse effects associated with land uses around the Crenshaw/Slauson Station area are anticipated.
- *Crenshaw/King Station* - This station would be located below grade under the Martin Luther King Jr. Boulevard and Crenshaw Boulevard intersection. The station portal would be located either on the southeast or southwest corner of the intersection. This station would provide a linkage to Leimert Park and Baldwin Hills Crenshaw Plaza in a neighborhood-oriented commercial and residential environment. The proximity of the Baldwin Hills Crenshaw Plaza, which has plans for redevelopment, could lead to

further development oriented towards supporting that land use and its patrons, such as restaurants, hotels, or additional commercial development. The station portal would require the acquisition of buildings on the east side of Crenshaw Boulevard, south of King Boulevard which could also stimulate development of the existing strip commercial uses. Metro encourages and participates in joint development opportunities with private partners to redevelop underutilized land near station portals with transit-oriented development. This development is typically initiated outside the timeframe of this document after final design and station area plans have been developed. Transit-oriented development at this station area could occur above, adjacent, or near the station portal and would be compatible with the retail serving areas near these stations along Crenshaw Boulevard. As land use intensifies and surface parking lots are redeveloped, parking garages with street-level uses may be constructed to fill gaps in parking supply. No adverse effects associated with land uses around the Crenshaw/King Station area are anticipated.

- *Crenshaw/Exposition Station* – This below-grade station would become an important junction for residents, employees, and visitors from across the region using various modes of transportation, including LRT, bus, and automobile. Property acquisition would be required outside the Crenshaw Boulevard right-of-way on the east to provide a station portal and park-and-ride facility. The use of this property would be compatible with the surrounding land uses and would be consistent with local plans and policies. Development opportunities could be created by the combined effect of the Exposition Line Station, the Crenshaw/Exposition Station, and the new proposed development at Rodeo Road and Crenshaw Boulevard. This could stimulate development on the west side of Crenshaw Boulevard from Rodeo Place to Jefferson Boulevard. No adverse effects associated with land uses around the Crenshaw/Exposition Station area are anticipated.

MOS-King or MOS-Century would result in a shorter alignment segments that would substantially reduce the connectivity of the area when compared to the LPA. Therefore, these MOSs would be less supportive of transit-oriented policies which seek to develop connectivity and access for the community to regional employment and educational centers. As MOS-King or MOS-Century would not divide a community, or conflict with surrounding land uses, no adverse effects associated with local land use are anticipated for the MOSs.

Design Options

Division of an Established Community

The alternate portal location at the Crenshaw/King Station would result in increased access to the Baldwin Hills Crenshaw Plaza, a regional commercial destination. A below-grade station at Vernon would also increase access to the Leimert Park area. None of the proposed design options would block access between communities and would not result in adverse effects related to the division of an established community.

Applicable Land Use Policies

All the design options would be as consistent with or more supportive of the applicable plans and policies as described with the LPA due to the provision of increased mobility

and access. Therefore, no adverse effects to consistency with land use policies would occur for the proposed design options.

Adjacent or Surrounding Land Uses

The Below-Grade Crossing at Centinela Option and Partially-Covered LAX Trench Option would have the same effects on surrounding station area land uses as the LPA and no adverse effects are anticipated.

- *Optional Aviation/Manchester Station* - This station could either be aerial across Manchester Avenue or at grade to the east of the Aviation Boulevard/Manchester Avenue intersection. This station would be located in the Harbor Subdivision and would be compatible with the primarily industrial area with commercial development centered along Manchester Avenue. Property acquisition outside the Harbor Subdivision would be required if the station is located to the east of the Aviation Boulevard/Manchester Avenue intersection. This would be a partial property acquisition that would not affect any existing land uses. The station would be consistent with local land use policies. No adverse effects associated with land uses around the Aviation/Manchester Station area are anticipated.
- *Crenshaw/Vernon Station* - This station would be located at Vernon Avenue on Crenshaw Boulevard. The proposed station is a below-grade station in the Leimert Triangle which is surrounded by Crenshaw Boulevard, Leimert Boulevard and Vernon Avenue. This station location would require full acquisition of properties within the Leimert Triangle and permanent underground easements under Leimert Park and adjacent businesses in the Leimert Park Village as the alignment returns to the median of Crenshaw Boulevard. The intensification of land uses surrounding the station that is typical of station area transit development would be restricted by the current zoning and land use regulations that ensure the preservation of character surrounding Leimert Park neighborhood. This station could provide a gateway through Leimert Park onto Degnan Boulevard into Leimert Park Village. No adverse effects associated with land uses around the Leimert Park Station area are anticipated.

4.1.3 Mitigation Measures

No mitigation measures are required.

4.1.4 CEQA Determination

According to CEQA, land use impacts would be considered significant if the Crenshaw/LAX Transit Corridor Project have the potential to result in:

- Physical division of an established community;
- Inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; or,
- Incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use.

The CEQA determination compares the effects of the proposed project, design options and MOSs with the existing conditions described in the affected environment/existing conditions

section. The proposed project, design options, and MOSs would not cause a physical division of an established community, because pedestrian and vehicle crossings would be maintained at designated intersections. Therefore, a less-than-significant impact would occur related to the physical division of an established community.

General plans, community plans and specific land use policies for the project alternatives are described in detail in Appendix F, Regulatory Framework. For the reasons described above with respect to the NEPA determination, the project would not result in inconsistency with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project.

No impact related to regional and local land use policies would occur for the LPA and design options. The MOSs would result in lower connectivity and would not be as consistent with land use policies which seek to enhance connectivity as the LPA.

The locations of the six included stations and two optional stations maximize the potential for access to activity centers and transit connections and no land use incompatibility would result from the LPA, design options, and MOSs. These stations are all located in areas that are compatible with the surrounding existing land uses. The operation of a Light Rail Transit Line within the Crenshaw Boulevard and Harbor Subdivision would be compatible with the existing surrounding commercial, industrial, and residential uses along the alignment. Therefore, no potentially significant impacts related to land use incompatibility would occur.

4.2 Displacement and Relocation of Existing Uses

This section addresses the land ownership and leasing agreements that will change due to the proposed project. The focus of this analysis is on the alignment and stations. For a discussion of displacement and relocation of existing uses resulting from the proposed maintenance facility component of the project, please refer to Chapter 5.0, Affected Environment and Environmental Consequences of the Maintenance Facility. Although the Crenshaw/LAX Transit Corridor Project maximizes the use of publicly-owned rights-of-way, this analysis discusses the proposed project's impacts to persons and businesses with leases of Metro-owned property along the corridor and to privately owned properties.

4.2.1 Affected Environment/Existing Conditions

Background

In the early 1990s, Metro acquired railroad right-of-way throughout the Los Angeles area from the Atchison, Topeka, and Santa Fe Railway Company and Southern Pacific. As part of this process, Metro inherited lease agreements entered into by the railroad. A portion of this railroad right-of-way, called the Harbor Subdivision, is located within the southern portion of Crenshaw/LAX corridor. The Harbor Subdivision provides the right-of-way for the southern part of the LPA alignment as it travels under the Metro Green Line and Imperial Highway, where the LPA would begin in the south, and in a northeaster direction, to the west of Aviation Boulevard/Florence Avenue, until Crenshaw Boulevard, where the LPA would transition into the median of Crenshaw Boulevard. Since acquiring the right-of-way, Metro has entered into additional land leases of varying terms and has granted temporary and permanent easements. For purposes of the discussion of potential land acquisition impacts, the affected environment is limited to the areas within and directly adjacent to the proposed alignment. Property acquisition may be phased over time, depending on project funding and schedule.

4.2.2 Environmental Impacts/Environmental Consequences

This section presents and evaluates the No-Build, and LPA, design options and MOSs. To assess the potential acquisition of private property, advanced conceptual engineering drawings identifying the detailed location of the proposed alignments, stations, and TPSS sites were reviewed to identify properties not located on public rights-of-way that would be needed for the project.

To estimate the effect of non-renewal of Metro leases within the Harbor Subdivision right-of-way, the lease database maintained by the Metro Real Estate Department was reviewed (Table 4-3).

The termination or non-renewal of an existing lease within the Harbor Subdivision for the purposes of implementing the project is not considered property acquisition. However, business displacements may result at those locations where all or a majority of business operations occur on the leased property. Business displacements may also occur at those locations where the leased property is used for ancillary or support operations, such as access, parking and/or storage, and the loss of such property would have a substantial impact on the associated business operation. In addition, the

Table 4-3. Harbor Subdivision Right-of-Way Lease Summary¹

Type of Right-of Way Use	Total	Pre-Acquisition of Right-of Way (Before 1993)	Post-Acquisition of Right-of Way (After 1993)	Lease Terms	
				Month-to-Month ²	Annual or Longer-term
Signs & Billboards	29	5	24	6	23
Ground Leases	84	62	22	83	1
Licenses & Easements	179	151	28	101	79
TOTAL	292	218	74	190	103
PERCENT	100	75	25	65	35

Source: Metro Real Estate Department and TAHA, 2008

¹ In some cases, the exact location of a particular lease was unclear. Therefore, this table represents a conservative estimate of the number of leases within the Harbor Subdivision.

² Where no lease term information was available, a month-to month lease term was assumed.

termination or non-renewal of all commercial outdoor advertising leases may result in displacements and require removal or relocation of the advertising structure.

For properties located outside the Harbor Subdivision, partial property acquisitions would occur if the project requires a limited portion of the property. The business, residence, or other land use may not be affected by the acquisition. Such acquisitions typically affect only unimproved or landscaped areas or areas used for limited parking. Full property acquisitions would occur for those properties on which the project would physically encroach on existing structures or remove a substantial portion of the available customer or employee parking such that business operations would be substantially affected. In addition, full acquisitions would result when the majority of a vacant parcel would be acquired, leaving the remaining property an uneconomical remnant. Full acquisitions or partial acquisitions involving a substantial portion of the property may result in the displacement of either businesses or residences. Where acquisition and relocation are unavoidable, owners of private property have federal constitutional guarantees that their property would not be taken or damaged for public use unless they first receive just compensation. Failure to receive just compensation would result in an adverse effect.

4.2.2.1 Acquisition of Property

No-Build Alternative

The No-Build Alternative would include all existing highway and transit services and facilities, as well as committed highway and transit projects. As such, the corridor would not be affected by acquisition from existing or planned transit improvements. Therefore, the No-Build Alternative would not result in land acquisition impacts.

LPA

The LPA would require the acquisition of up to 97 total parcels, including 59 parcels that would be acquired in full, 31 parcels would be acquired in part, four parcels that would require permanent underground easements, and three parcels that would be used as temporary construction laydown areas (for staging equipment and materials). The amount of

acquisition identified increased from what was initially identified with the development of a higher level of design, which took into account specific engineering requirements and design constraints. Full takes would be required for TPSS site locations, retained fill, below grade tunneling, station locations, columns, as well as right-of-way widening to accommodate the aerial and at-grade segments of the alignment. Two single-family residential properties would be acquired in full to accommodate the at-grade LRT guideway. The acquisitions range from 130 square feet to over 74,000 square feet. Along the Harbor Subdivision from Imperial Highway to Century Boulevard, there would be 0.96 acres of land that would be required from LAX for a permanent easement. See Table 4-4, Assessor's Parcel Number 4129028900. Table 4-4 lists the parcel number, location, and the current and intended use of the properties required to construct the LPA. These parcels are shown in Figure 4-10 through Figure 4-23. Approximately 15 commercial properties of the 59 parcels to be acquired in full would be acquired at the Crenshaw/King and Crenshaw/Exposition Stations. Crenshaw Boulevard is a major commercial street within the Corridor. A windshield survey conducted on June 23, 2011 revealed that there were approximately 30 available commercial properties along Crenshaw Boulevard from Adams Boulevard to Slauson Avenue. The Corridor contains other intersecting arterials, such as Jefferson and Adams, Vernon, and Slauson which are zoned for commercial uses. These areas offer dispersed opportunities of built space and underutilized land within the corridor that is commercially zoned and would be adequate to accommodate these uses should they desire to stay in the corridor. In addition, joint development opportunities near these station areas that may occur in the future would provide additional commercial space.

Where acquisition and relocation are unavoidable with the LPA, Metro would follow the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, and implemented pursuant to the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the U.S. Department of Transportation (USDOT), dated February 3, 2005. Metro would apply acquisition and relocation policies to assure compliance with the Uniform Relocation Act and Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments. Therefore, no adverse effects related to displacement and relocation would occur.

MOS-King and MOS-Century, with shorter alignment segments, would result in less acquisition of property. Therefore, similar to the LPA, no adverse effects associated the MOSs would occur with application of the acquisition and relocation policies in compliance with the law.

In addition, Metro is in discussions with the Burlington Northern Santa Fe Railway (BNSF) Railway about the potential abandonment by BNSF of its operations along the Harbor Subdivision between Imperial Highway and Crenshaw Boulevard. If such discussions result in a decision by BNSF to file for abandonment, this may create the potential to reduce right-of-way requirements along the Harbor Subdivision due to reduced or removed clearance and infrastructure requirements.



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Table 4-4. LPA – Parcels Affected

Assessor's Parcel Number	Take Type	Address	Approx. Total Size of Parcel (sf)	Current Use	Required Acquisition (sf)	Future LRT Use
4138001903	FT	No Address Available	3,994	Parking Lot	7,525	Aerial Structure; Construction Lay Down
4138001908	FT	No Address Available	35,484	Parking Lot	12,418	Aerial Structure; TPSS and Signal House; Construction Lay Down
4129037913	CLA	No Address Available	81,023	Heavy Industrial - LAX	77,353	Temporary Use-Tunnel Staging
4129028900	PT	10011 Airport Blvd	26,861,746	Public Facilities - LAX	42,000	Permanent Easement-Structure - Cut, Fill, At-Grade Alignment and Stations; Aerial Structure; Tunnel Ventilation; Utility Relocation; TPSS and Signal House
4125026010	FT	5625 W Century Blvd	57,783	Commercial - Carl's Jr.	57,560	Station Facilities
4125026007	FT	5601 W Century Blvd	83,753	Commercial Lot	82,467	Aerial Structure; Station Facilities
4125026009	FT	9830 Bellanca Ave	47,319	Commercial - VIP Tours	46,586	Station Facilities
4125026802	FT	No Address Available	10,082	Railway	9,658	Structure - Cut, Fill, At-Grade Alignment and Stations; Aerial Structure; Station Facilities
4125026014	PT	9790 Bellanca Ave	8,451	Parking Lot	3,637	Station Facilities
4125026013	PT	9780 Bellanca Ave	29,946	Parking Lot	5,897	Structure - Cut, Fill, At-Grade and Stations; Aerial Structure; Station Facilities
4125026012	PT	9784 Bellanca Ave	39,535	Commercial Lot	2,289	Structure - Cut, Fill, At-Grade Alignment and Stations
4125026011	PT	9700 Bellanca Ave	39,617	Commercial Lot	1,690	Structure - Cut, Fill, At-Grade Alignment and Stations
4125021027	PT	9700 Bellanca Ave	6,273	Parking Lot- Wally Park	788	Structure - Cut, Fill, At-Grade Alignment and Stations
4125021023	PT	No Address Available	11,971	Parking Lot	713	Structure - Cut, Fill, At-Grade Alignment and Stations
4125020007	PT	9432 Bellanca Ave	70,095	Commercial Lot	20	Structure - Cut, Fill, At-Grade Alignment and Stations
4125020008	PT	9430 Bellanca Ave	26,591	Parking Lot	351	Structure - Cut, Fill, At-Grade Alignment and Stations

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2011

Notes: FT = Full Take (the whole parcel is proposed to be acquired); PT = Partial Take (a portion of the parcel is proposed to be acquired); UE = Underground Easement; CLA = Construction Laydown Area (Temporary Construction Easement)

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Table 4-4. LPA – Parcels Affected (continued)

Assessor's Parcel Number	Take Type	Address	Approx. Total Size of Parcel (sf)	Current Use	Required Acquisition (sf)	Future LRT Use
4125021007	PT	9400 Bellanca Ave	36,366	Light Industrial	3,070	Structure - Cut, Fill, At-Grade Alignment and Stations
4125010800	FT	No Address Available	42,332	Railway	127	Structure - Cut, Fill, At-Grade Alignment and Stations
4126001011	FT	5560 W Manchester Ave	48,754	Commercial - Budget Rent-a-Car	48,737	Aerial Structure; Tunnel Staging
4127024029	PT	5555 W Manchester Ave	65,132	Shopping Center		Aerial Structure
4127024025	PT	8506 Osage Ave	93,076	Warehouse	11,790	Structure - Cut, Fill, At-Grade Alignment and Stations, Aerial Structure
4127024020	FT	1201 W Manchester Ave	3,805	Commercial/Light Industrial	3,805	TPSS and Signal House
4127024018	PT	8492 Osage Ave	183,710	Warehouse	514	Structural - Cut, Fill, At-Grade Alignment and Stations; Aerial Structure
4127024902	PT	8331 Isis Ave	235,846	Light Industrial	28,858	Bored Tunneling; Structural - Cut, Fill, At-Grade Alignment and Stations; Utility Relocation
4127025021	PT	8320 Isis Ave	91,339	Warehouse	5,398	Structure - Cut, Fill, At-Grade Alignment and Stations; Utility Relocation
4127025013	FT	8335 Hindry Ave	40,732	Light Industrial	5,612	Structure - Cut, Fill, At-Grade Alignment and Stations; TPSS and Signal House; Utility Relocation
4127025012	FT	8330 Hindry Ave	33,507	Warehouse	5,961	Structure - Cut, Fill, At-Grade Alignment and Stations; Utility Relocation
4127025020	FT	5300 W 83rd St	48,532	Light Industrial	7,528	Structure - Cut, Fill, At-Grade Alignment and Stations; Utility Relocation
4127025002	FT	5200 W 83rd St	13,438	Light Industrial	5,385	Aerial Structure; Utility Relocation
4126001010	FT	5550 W Manchester Ave	14,144	Commercial - Addco Party Rentals	14,183	Aerial Structure; Tunnel Staging

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2011

Notes: FT = Full Take (the whole parcel is proposed to be acquired); PT = Partial Take (a portion of the parcel is proposed to be acquired); UE = Underground Easement; CLA = Construction Laydown Area (Temporary Construction Easement)



Table 4-4. LPA – Parcels Affected (continued)

Assessor's Parcel Number	Take Type	Address	Approx. Total Size of Parcel (sf)	Current Use	Required Acquisition (sf)	Future LRT Use
4127025001	FT	No Address Available	1,119	Industrial Lot	1,117	Aerial Structure; Utility Relocation
4018002051	PT	701 Augusta St.	10,756	Light Industrial	624	Aerial Structure
4018005019	PT	301 S. Oak St	115,766	Warehouse	12,405	Structural - Cut, Fill, At-Grade Alignment and Stations, Utility Relocation
4018005026	FT	300 N. Oak St	67,275	Warehouse	8,676	Structural - Cut, Fill, At-Grade Alignment and Stations, TPSS and Signal House; Utility Relocation
4018005007	PT	441 Railroad Pl	27,527	Mine/Quarry	754	Utility Relocation
4018005035	PT	441 W. Florence Ave	49,600	Parking Lot	2,320	Structure - Cut, Fill, At-Grade Alignment and Stations
4020005015	PT	No Address Available	237,906	Light Industrial	7,352	Structure - Cut, Fill, At-Grade Alignment and Stations
4020005006	PT	319 N. Eucalyptus Ave	131,919	Church	8,651	Structure - Cut, Fill, At-Grade Alignment and Stations, TPSS and Signal House
4020021003	PT	320 Eucalyptus Ave	23,827	Warehouse	1,306	Structure - Cut, Fill, At-Grade Alignment and Stations
4020021902	PT	No Address Available	23,548	Public ROW	3,562	Structure - Cut, Fill, At-Grade Alignment and Stations
4020021011	FT	No Address Available	18,160	Parking Lot	4,758	Structure - Cut, Fill, At-Grade Alignment and Stations
4016023911	PT	No Address Available	390,788	Light Industrial	285	Structure - Cut, Fill, At-Grade Alignment and Stations
4016030001	PT	250 W. Ivy Ave	90,896	Warehouse	10,869	TPSS Signal House, Structure - Cut, Fill, At-Grade Alignment and Stations
4016030014	FT	225 N. La Brea Ave	67,790	Restaurant - Acostas Tacos	65,588	Structure - Cut, Fill, At-Grade Alignment and Stations
4015018007	PT	230 N. La Brea Ave	143,002	Commercial - Store Building	38,786	Structure - Cut, Fill, At-Grade Alignment and Stations
4015019001	FT	317 E. Florence Ave	4,029	Commercial - Store Building	4,251	TPSS and Signal House
4015019002	FT	319 E. Florence Ave	4,279	Commercial - Store Building	4,513	TPSS and Signal House
4015019003	FT	325 E. Florence Ave	3,704	Commercial/Light Industrial - Greatest Love FFA	3,704	Station Facilities

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2011

Notes: FT = Full Take (the whole parcel is proposed to be acquired); PT = Partial Take (a portion of the parcel is proposed to be acquired); UE = Underground Easement; CLA = Construction Laydown Area (Temporary Construction Easement)



Table 4-4. LPA – Parcels Affected (continued)

Assessor's Parcel Number	Take Type	Address	Approx. Total Size of Parcel (sf)	Current Use	Required Acquisition (sf)	Future LRT Use
4015019004	FT	327 E. Florence Ave	4,525	Commercial/Light Industrial	4,525	Station Facilities
4015019005	FT	333 E. Florence Ave	6,913	Commercial/Light Industrial - A-1 Cycle Specialties	6,913	Station Facilities
4015019006	FT	335 E. Florence Ave	11,242	Commercial/Light Industrial - Veterans of Foreign Wars	11,242	Station Facilities
4015019007	FT	349 E. Florence Ave	15,323	Commercial/Light Industrial - Ber-Mar Pet Hospital	15,323	Station Facilities
4015019021	FT	403 E. Florence Ave	2,911	Commercial/Light Industrial - Mini Vans Auto Upholstery	2,911	Station Facilities
4015019022	FT	405 E. Florence Ave	7,932	Single-Family Residence	7,932	Station Facilities
4015019017	FT	407 E. Florence Ave	5,114	Commercial - Phenomenal Realty Services	5,114	Station Facilities
4015019024	FT	445 E. Florence Ave	33,770	Commercial/Light Industrial - Auto Mall	33,770	Station Facilities
4013027008	PT	827 E. Redondo Blvd	73,045	Light Manufacturing - Enderle Vault Co.	25,151	Structure - Cut, Fill, At-Grade Alignment and Stations
4013008901	FT	No Address Available	34,570	Public - Parking Lot	10,128	Structure - Cut, Fill, At-Grade and Stations; Station Facilities; TPSS and Signal House
4013008008	FT	No Address Available	24,186	Public - Parking Lot	8,294	Structure - Cut, Fill, At-Grade Alignment and Stations; Station Facilities
4013008011	FT	1125 E. Florence Ave	11,482	Light Industrial	9,479	Station Facilities
4013008005	FT	1131 E. Florence Ave	14,104	Light Industrial	13,996	Station Facilities
4013008003	FT	1135 E. Florence Ave	42,169	Warehouse	7,043	TPSS and Signal House; Station Facilities

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2011

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Assessor's Parcel Number	Take Type	Address	Approx. Total Size of Parcel (sf)	Current Use	Required Acquisition (sf)	Future LRT Use
4006035001	PT	7100 West Blvd	7,288	Multi-Family Res	1,822	Utility Relocation
4006021032	FT	3525 W 71st St	1,715	Single-Family Residence	1,715	Utility Relocation
4006021033	FT	6848 West Blvd	7,690	Light Industrial	1,468	Structure - Cut, Fill, At-Grade Alignment and Stations
4006021038	FT	6810 West Blvd	12,019	Service Station/Market	841	Structure - Cut, Fill, At-Grade Alignment and Stations
4006021036	PT	No Address Available	9,222	Parking Lot	333	Structure - Cut, Fill, At-Grade Alignment and Stations
4006023021	FT	No Address Available	11,557	Parking Lot	1,251	Structure - Cut, Fill, At-Grade Alignment and Stations
4006023020	FT	6745 S. Victoria Ave	10,153	Light Industrial	1,325	Structure - Cut, Fill, At-Grade Alignment and Stations; Tunnel Staging
4006024026	PT	6720 S. Victoria Ave	14,283	Commercial	14,462	Tunnel Staging
4006024024	FT	6705 Crenshaw Blvd	4,168	Commercial-Ramirez Custom Finishes	4,268	Bored Tunneling; Tunnel Ventilation; Construction Lay Down
4006024029	FT	3410 W. 67th St	46,383	Light Industrial- R&N Refinishings	29,024	Bored Tunneling; Structural - Cut, Fill, At-Grade Alignment and Stations; Tunnel Ventilation; Tunnel Staging
4005007026	FT	3331 W. 60th St	7,987	Commercial Lot	7,796	TPSS and Signal House
5006009021	FT	5759 11th Ave	5,110	Single-Family Residence	5,110	Structure - Cut, Fill, At-Grade Alignment and Stations
5006009022	FT	3309 W. Slauson Ave	7,500	Commercial	7,500	Structure - Cut, Fill, At-Grade Alignment and Stations
5006009023	PT	5760 Crenshaw Blvd	8,937	Commercial - US Bank	890	Structure - Cut, Fill, At-Grade Alignment and Stations
5006004022	PT	3410 W. Slauson Ave	10,688	Commercial - Payday Advance Check Cashing service, Louisiana Fried Chicken	1,060	Structure - Cut, Fill, At-Grade Alignment and Stations
5006004009	FT	3417 W. Slauson Ave	6,983	Commercial - Hi-Tech Dry Cleaners, LA Smoke Shop	6,983	Structure - Cut, Fill, At-Grade Alignment and Stations
5006009008	FT	5710 Crenshaw Blvd	19,003	Commercial	18,949	Station Facilities

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2011

Notes: FT = Full Take (the whole parcel is proposed to be acquired); PT = Partial Take (a portion of the parcel is proposed to be acquired); UE = Underground Easement; CLA = Construction Laydown Area (Temporary Construction Easement)



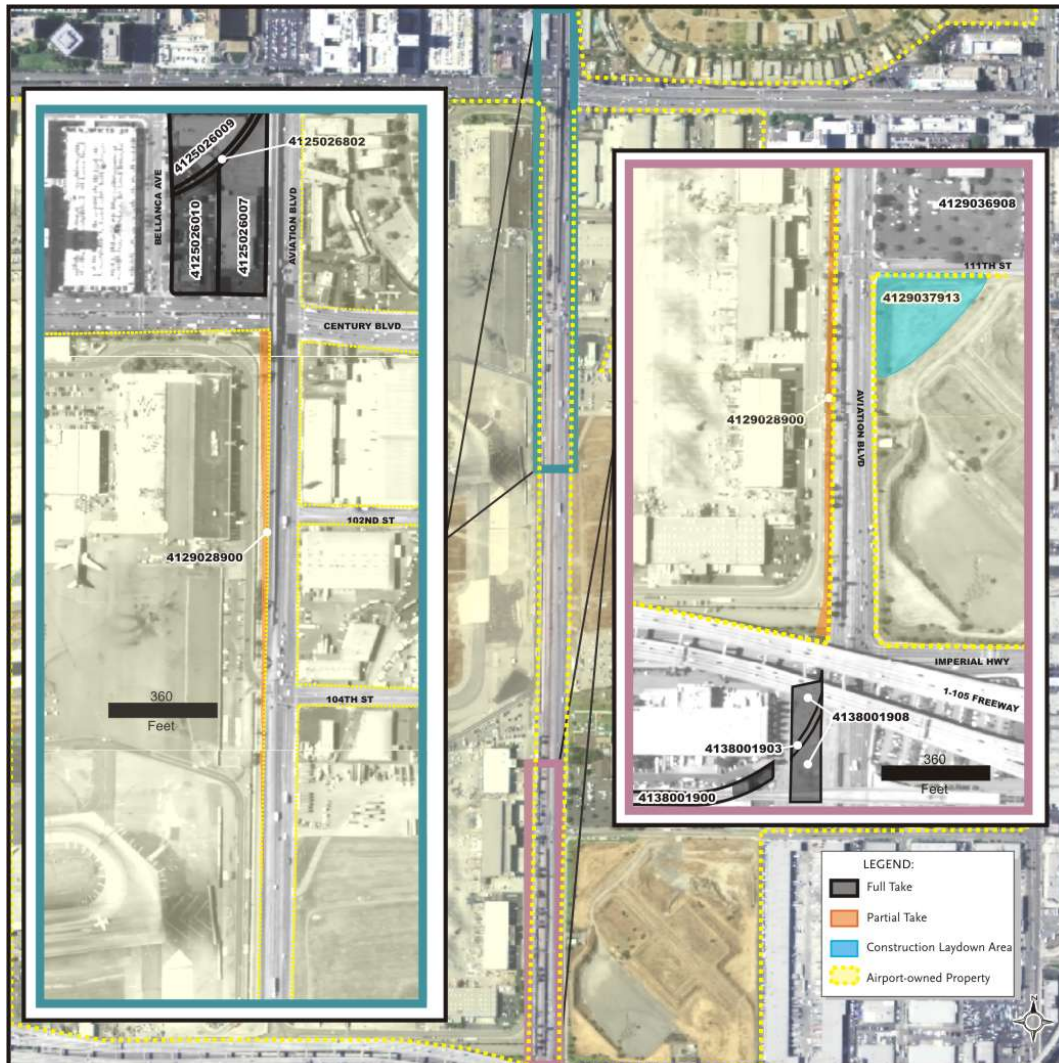
Table 4-4. LPA – Parcels Affected (continued)

Assessor's Parcel Number	Take Type	Address	Approx. Total Size of Parcel (sf)	Current Use	Required Acquisition (sf)	Future LRT Use
5013015001	FT	4727 Crenshaw Blvd	13,229	Commercial	13,229	TPSS and Signal House
5013023007	FT	4444 Crenshaw Blvd	10,679	Restaurant-Chris Burgers	11,935	Tunnel Staging
5024009015	FT	3540 W. MLK Jr. Blvd	6,016	Commercial	6,016	Construction Lay Down for Crenshaw/King Station
5024009014	FT	3552 W. MLK Jr. Blvd	7,145	Commercial	7,145	Construction Lay Down for Crenshaw/King Station
5024009013	FT	4050 Crenshaw Blvd	8,866	Commercial	8,866	Construction Lay Down for Crenshaw/King Station
5024009012	FT	4058 Crenshaw Blvd	4,226	Commercial	4,226	Construction Lay Down for Crenshaw/King Station; Below-Grade Station
5024009011	FT	4064 Crenshaw Blvd	3,800	Commercial	3,800	Construction Lay Down for Crenshaw/King Station; Below-Grade Station
5024009010	FT	4070 Crenshaw Blvd	3,800	Commercial	3,800	Construction Lay Down for Crenshaw/King Station; Below-Grade Station
5024009009	FT	4074 Crenshaw Blvd	3,800	Commercial	3,800	Construction Lay Down for Crenshaw/King Station; Below-Grade Station
5024009008	UE	4080 Crenshaw Blvd	11,400	Commercial	1,552	Tunnel Staging
5024009007	UE	4108 Crenshaw Blvd	7,601	Commercial	760	Tunnel Staging
5024009006	UE	4116 Crenshaw Blvd	3,800	Commercial	380	Tunnel Staging
5024009005	UE	4120 Crenshaw Blvd	3,800	Commercial Vacant	158	Tunnel Staging
5044022006	FT	3644 Crenshaw Blvd	28,235	Commercial	28,235	Park & Ride and Station Facilities
5044022007	FT	3630 Crenshaw Blvd	15,556	Commercial	15,556	Park & Ride and Station Facilities
5044002009	FT	No Address Available	7,450	Commercial	7,450	Park & Ride and Station Facilities
5044002008	FT	3515 Rodeo Rd	8,088	Commercial	8,088	Park & Ride and Station Facilities
5044002010	FT	3510 Exposition Blvd	17,408	School	17,408	Park & Ride and Station Facilities

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2011

Notes: FT = Full Take (the whole parcel is proposed to be acquired); PT = Partial Take (a portion of the parcel is proposed to be acquired); UE = Underground Easement; CLA = Construction Laydown Area (Temporary Construction Easement)

Figure 4-10. Parcels Affected: Harbor Subdivision from 111th Street to Century Boulevard



Left Inset: Between Century Boulevard and a point to the south of 104th Street (indicated in orange shading in left inset), a permanent easement (a partial take including an aerial easement and some land for the retained-fill structure) is required for the southbound track. Utilities, including the open drainage channel, will be relocated, potentially into the right-of-way of existing cargo roadway (underneath the roadway) in the case that the drainage channel cannot remain under the LRT structure.

Right inset: A narrow permanent easement (orange shading in right inset) is required adjacent to the Metro-owned Harbor Subdivision right-of-way from Imperial Highway to north of 111th Street. This easement is required to accommodate the aerial viaduct that transitions from the existing Metro Green Line to the Harbor Subdivision right-of-way.

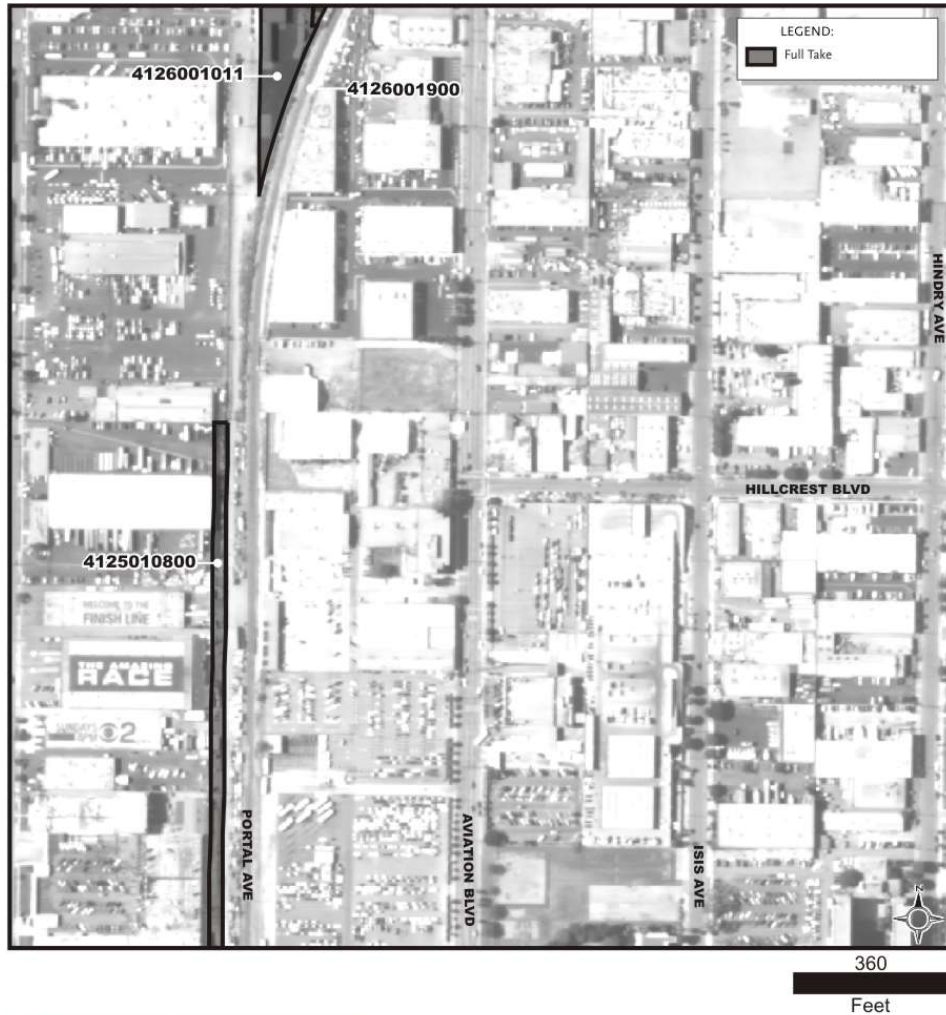
These easements may not be necessary if negotiations with BNSF support moving the structure to fall entirely within Metro's right-of-way.

Figure 4-10 (Continued). Parcels Affected: Harbor Subdivision from Ivy Avenue to Hillcrest Boulevard



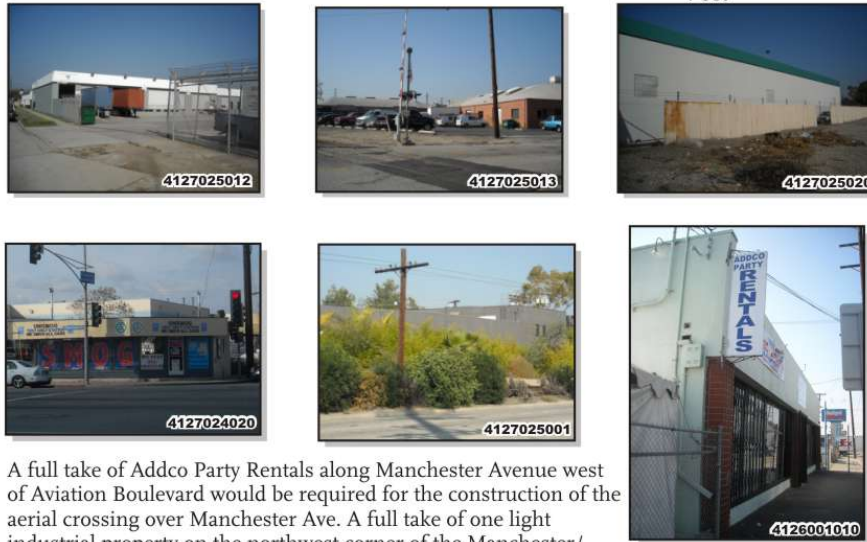
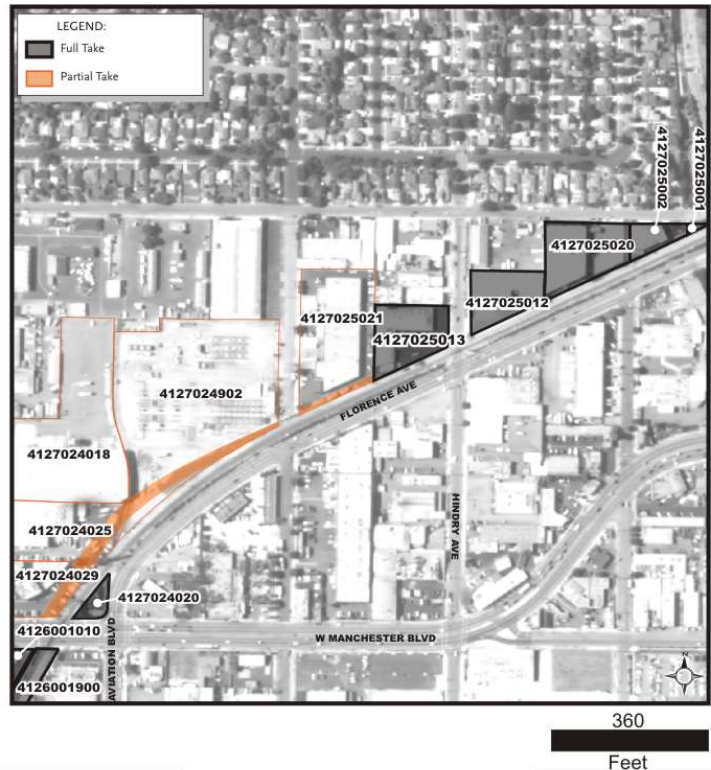
The construction of the Aviation/Century Station with bus and station facilities would require the acquisition of three parcels along Century Boulevard between Aviation Boulevard and Bellanca Avenue. These parcels include a Car's Jr. Restaurant, VIP Tours, and a commercial lot.

Figure 4-11. Parcels Affected: Harbor Subdivision from Arbor Vitae Street to Manchester Boulevard



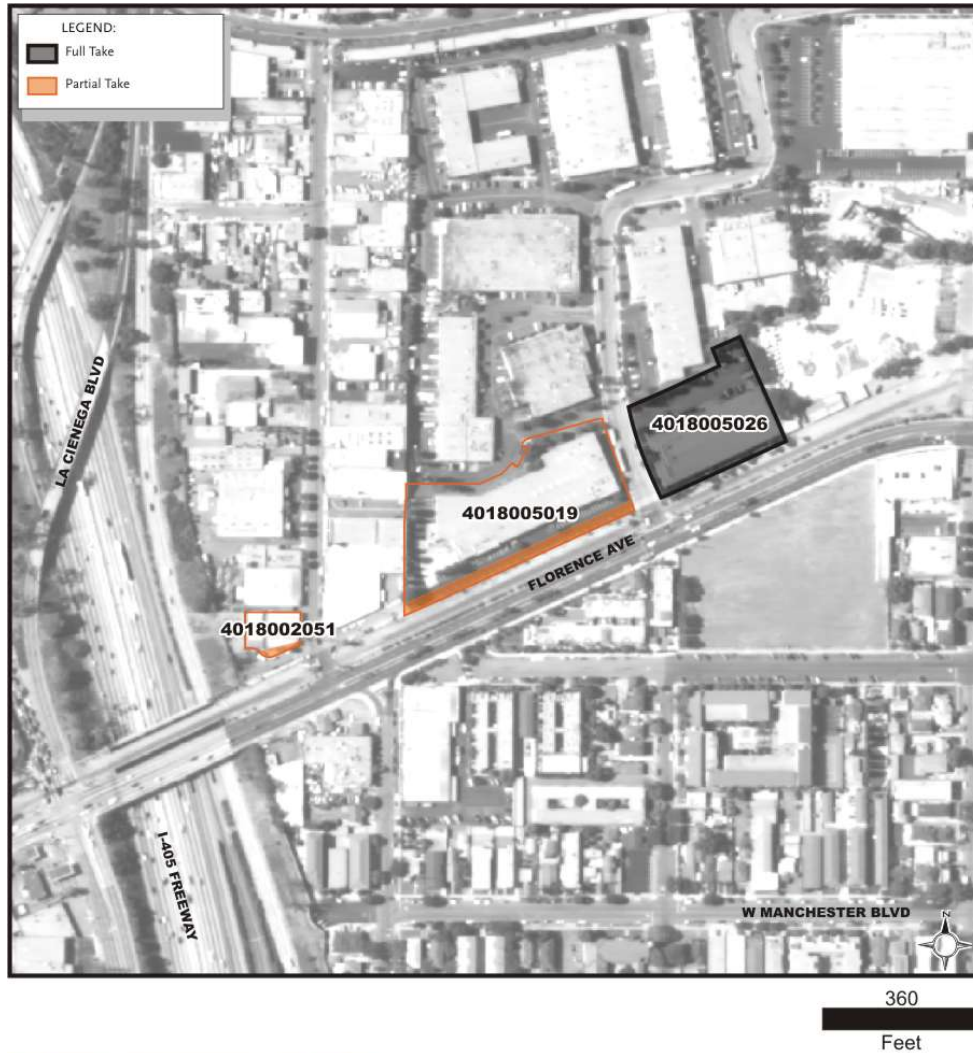
The LPA alignment would include an aerial structure over Manchester Avenue and would continue at-grade along the LACTMA-owned ROW south of the aerial crossing. The alignment could require a full take of the Budget Rental Car facility located at the southeast corner of the Manchester/Portal Avenues intersection.

Figure 4-12. Parcels Affected: Harbor Subdivision from Manchester Boulevard to the I-405 Freeway



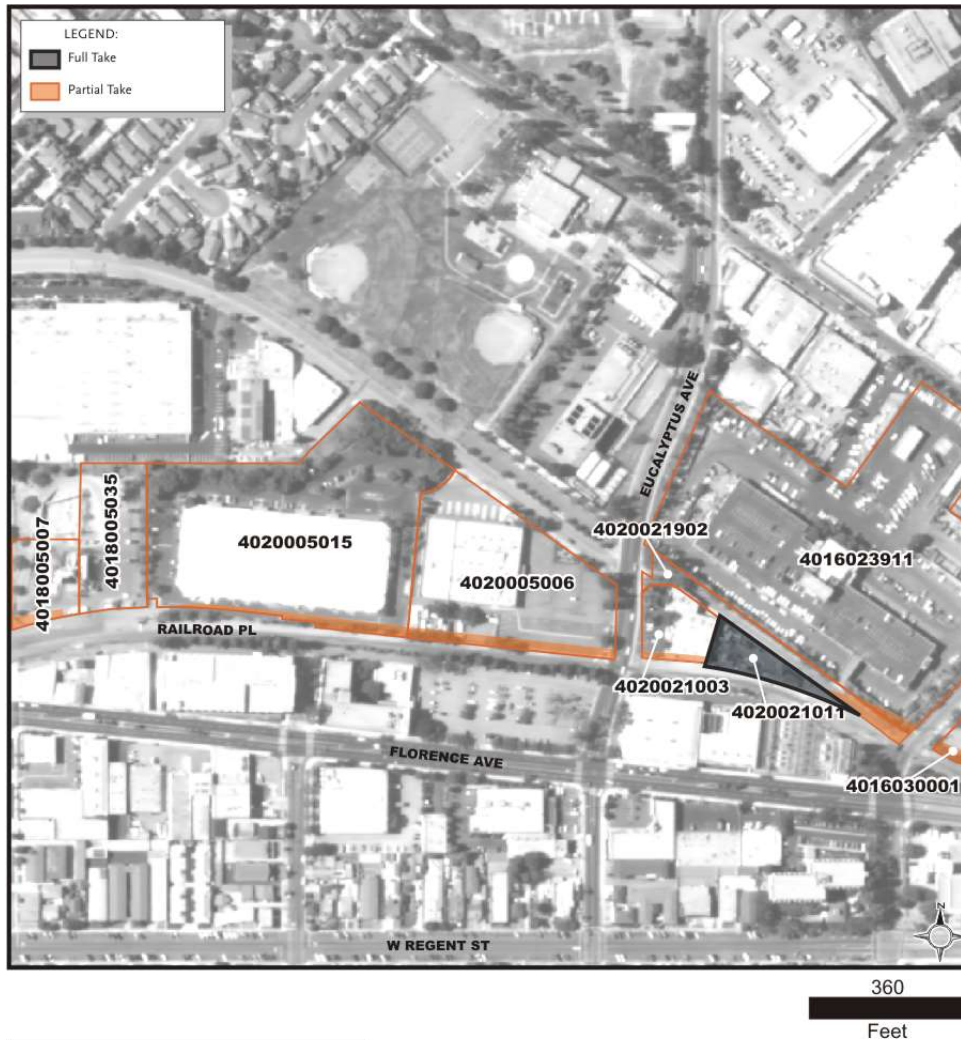
A full take of Addco Party Rentals along Manchester Avenue west of Aviation Boulevard would be required for the construction of the aerial crossing over Manchester Ave. A full take of one light industrial property on the northwest corner of the Manchester/Aviation Boulevards intersection will be required for a TPSS and signal house, and four light manufacturing properties on the north side of Florence Avenue would be required for utility relocation along the at-grade segment of the LPA alignment.

Figure 4-13. Parcels Affected: Harbor Subdivision from the I-405 Freeway to Railroad Place



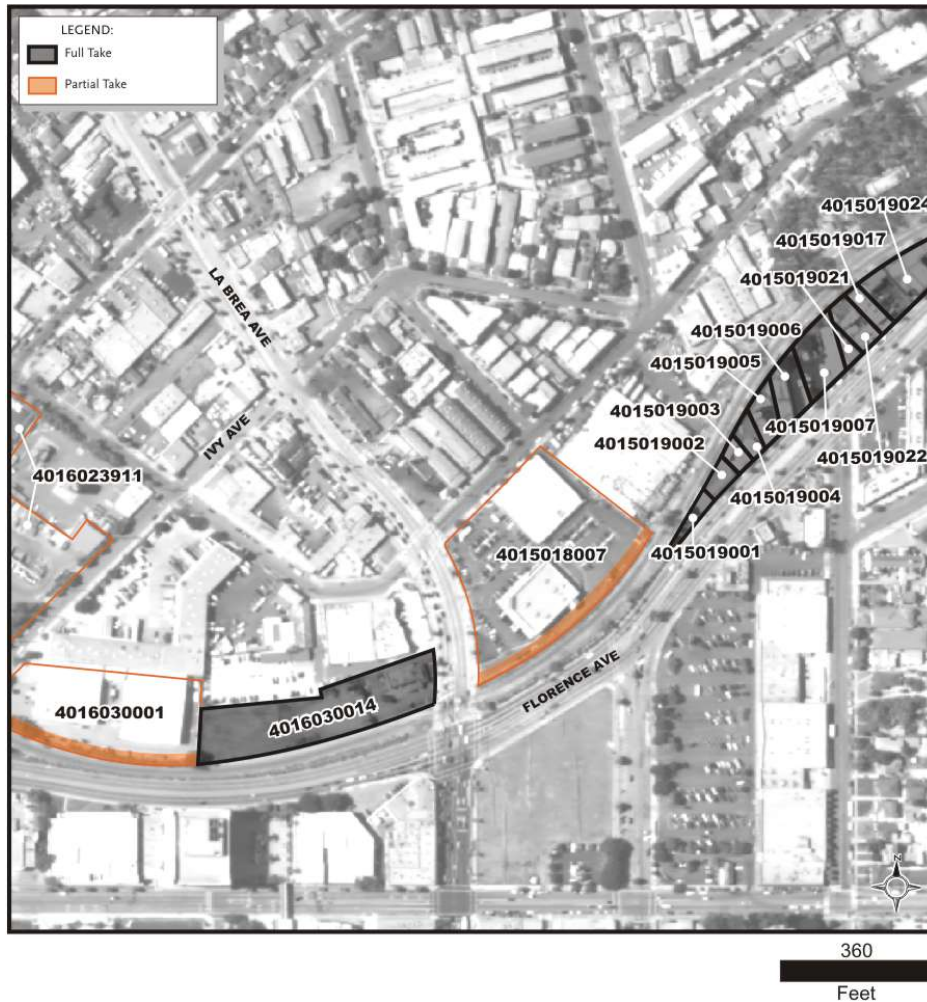
A full take of the distribution and shipping facility, Midnight Express International, on the corner of Florence Avenue and Oak Street would be required for utility relocation along the at-grade segment of the alignment. A partial take of two additional industrial properties along Florence Avenue would be required for the construction of the aerial crossing over the I-405 Freeway.

Figure 4-14. Parcels Affected: Harbor Subdivision from Railroad Place to Ivy Avenue



A full take of an industrial parcel at the intersection of Railroad Place and 3 Cable Place would be required for the at-grade portion of the LPA alignment. A partial take of industrial lots and the Faithful Central Bible Church along Railroad Place would also be necessary for utility relocation along this segment of the alignment. The partial acquisition of these parcels would not involve a take of any of the existing buildings.

Figure 4-15. Parcels Affected: Harbor Subdivision from Ivy Avenue to Hillcrest Boulevard



To accommodate the LPA crossing at La Brea Avenue, one restaurant property on the northwest corner of the La Brea/Florence Avenues intersection would be acquired. A sliver of ROW south of the Walgreens pharmacy building on the northeast corner of the La Brea/Florence Avenues intersection (parcel 4015018007) could potentially be acquired and a small portion of a warehouse building adjacent to the north of the LACTMA ROW between La Brea and Ivy avenues could be required to facilitate the LPA at-grade structure within this segment of the alignment. Ultimate determinations on the necessity of these properties or portions thereof will be made during final design.

Figure 4-15 (Continued). Parcels Affected: Harbor Subdivision from Ivy Avenue to Hillcrest Boulevard



A full acquisition of eleven commercial and light industrial properties along Florence Avenue east of Market Street would be acquired to accommodate station facilities for the La Brea Station as well as a TPSS and signal house.

Figure 4-16. Parcels Affected: Harbor Subdivision from Hillcrest Boulevard to Redondo Boulevard



To accommodate the park-and ride facility at the Florence/West Station, two light industrial properties and one warehouse adjacent to the north of Florence Avenue could be acquired, along with two public parking lot parcels. A partial take of cemetery vault manufacturer (4013027008), could be required for the at-grade LPA structure.



Figure 4-17. Parcels Affected: Harbor Subdivision from Redondo Boulevard to Crenshaw Boulevard



The acquisition of three light industrial parcels adjacent to the north of the LACTMA-owned ROW between West Boulevard and Victoria Avenue would be required in order to accommodate tunnel staging and the at-grade segment of the LPA alignment.



The LPA will transition to a cut and cover tunnel east of Victoria Avenue. The light industrial property between Brynhurst and Victoria Avenues (far right) will be required to accommodate the LPA at-grade segment as well as staging for the tunnel. A full take of a commercial lot (right) will also be required for construction lay down and cut and cover construction for the below-grade segment of the alignment.