

Figure 4-18. Parcels Affected: Crenshaw Boulevard from the Harbor Subdivision to W 63rd Street



Cut and cover staging and construction lay down for the below-grade LPA alignment would require the acquisition of the light industrial warehouse property at the northwest corner of Crenshaw Boulevard and 67th Street.

Figure 4-19. Parcels Affected: Crenshaw Boulevard from W 63rd Street to Slauson Avenue



360
 Feet



A vacant commercial lot on the east side of Crenshaw Boulevard between 60th Street and 59th Place would be acquired for a TPSS and signal house. Two commercial properties and one single-family residence could be acquired in order to accommodate the at-grade alignment at the Crenshaw Boulevard/Slauson Avenue intersection. In addition, a partial acquisition of two additional parcels, including a US Bank property, a Louisiana Fried Chicken restaurant and a Payday Advance facility could be required. The structures on these two parcels would not be affected.

Figure 4-20. Parcels Affected by Displacement: Crenshaw Boulevard from Slauson Avenue to W 52nd Street



One commercial parcel on the southeast corner of Crenshaw Boulevard and 57th Street could be required to facilitate the Crenshaw/Slauson Station. A paint and body shop is currently located on this property.

Figure 4-21. Parcels Affected: Crenshaw Boulevard from W 52nd Street to W 43rd Street



A full take of a commercial/light industrial property on the northeast corner of the Crenshaw Boulevard/48th Street intersection would be required for a TPSS and signal house. Currently located on this property is a hand carwash facility. The LPA would transition to a below-grade alignment north of 48th Street. A full take of the parcel of land at the intersection of Crenshaw and Leimert Boulevards could be required in order to accommodate tunnel staging for the below-grade segment. A restaurant building (left) is currently located on this property.

Figure 4-22. Parcels Affected: Crenshaw Boulevard from W 43rd Street to Martin Luther King Jr. Boulevard



LEGEND:	
	Full Take
	Partial Take
	Construction Laydown Area
	Underground Easement

In order to accommodate access to the Crenshaw/King Station at the corner of Martin Luther King Jr. and Crenshaw Boulevards, and to support construction, a full take of the commercial parcels at the southeast corner of this intersection would be required. An underground easement east of Crenshaw Boulevard would be required for tunnel staging. Pictured below and right are the three properties along Martin Luther King Jr. Boulevard, which currently include a hair salon and two restaurants.



Figure 4-22. (Continued) Parcels Affected: Crenshaw Boulevard from W 43rd Street to Martin Luther King Jr. Boulevard



In order to accommodate construction laydown and station facilities for the below-grade Crenshaw/King Station, four commercial properties on the east side of Crenshaw Boulevard south of Martin Luther King Jr. Boulevard will be acquired. These properties currently include Instant Tax Service, Lili Wigs Professional Styling, \$1 + Up Big Bargain convenience store, and King of Music record store.

Figure 4-23. Parcels Affected: Crenshaw Boulevard from Martin Luther King Jr. to Exposition Boulevards



A park-and-ride facility and Crenshaw/Exposition Station would require a full take of five parcels at the southeast corner of the Exposition/Crenshaw Boulevards intersection. Properties on these parcels consist of commercial uses including Earlz Grille, Haven Burgers, Yum Yum Donuts and Conroy's Flowers and Clean King Laundry. In addition, the Al-Madinah private school is located in the northeast corner.

Table 4-5 shows the parcels that would require parcel or full acquisition for the design options. These parcels are shown in Figure 4-24 and Figure 4-25.

Partially-Covered LAX Trench Option. This design option would not require the acquisition of any additional properties. No additional adverse effects related to displacement and relocation would occur.

Below-Grade Crossing at Centinela Option. The Below-Grade Crossing at Centinela Option would not require additional acquisitions or impact additional properties than described for the LPA. No additional adverse effects related to displacement and relocation would occur.

Optional Aviation/Manchester Station. The Optional Aviation/Manchester Station would include a station at Manchester Boulevard and the Harbor Subdivision. There are two locations where the optional station could be placed: (1) On a modified aerial structure over Manchester Boulevard and (2) on the north side of Manchester Boulevard near the Edison Substation. If the station were to be located on the aerial structure, it would be located on private property to the north; however, no additional parcels would be displaced. If the station is located on a portion of the parcel containing the Edison Substation, no additional acquisitions would be required relative to the LPA, because a portion of the Edison Substation parcel would also be acquired in part under the LPA. The acquisition of the Edison parcel would not affect existing facilities at the Edison Substation. No additional adverse effects related to displacement and relocation would occur.

Optional Below-Grade Crenshaw/Vernon Station. The Optional Below-Grade Crenshaw/Vernon Station would require 6 additional full takes, 3 additional partial takes, and 23 additional underground easements. All of these parcels are commercial parcels, and the parcels that would be fully taken include retail and restaurants. Similar to the LPA, Metro would apply acquisition and relocation policies to assure compliance with the Uniform Relocation Act and Amendments. Therefore, no additional adverse effects related to displacement and relocation would occur.

Alternate Southwest Portal at Crenshaw/King Station. The Alternate Southwest Portal at Crenshaw/King Station would locate the station portal on the southwest corner of the Crenshaw Boulevard/Martin Luther King Jr. Boulevard intersection. This option would require two additional underground easements under the Baldwin Hills Crenshaw Plaza parcel for the station footprint and under the Wal-Mart Building for a potential entrance. No surface displacement is anticipated. If necessary, Metro would apply acquisition and relocation policies to assure compliance with the Uniform Relocation Act and Amendments. Therefore, no additional adverse impact related to displacement and relocation would occur.

Table 4-5. Design Options – Parcels Affected

Assessor's Parcel Number	Take Type	Address	Approx. Total Size of Parcel (sf)	Current Use	Required Acquisition (sf)
Below-Grade Crossing at Centinela					
No Additional Parcels Required Compared to the LPA.					
Optional Below-Grade Crenshaw/Vernon Station					
5013021022	FT	4720 S Crenshaw Blvd	14,347	Neighborhood Commercial (Church's Chicken Restaurant)	3,214
5013021015	PT	4622 S Crenshaw Blvd	15,244	Neighborhood Commercial (Financial Services)	69
5013021014	PT	4606 S Crenshaw Blvd	22,866	Neighborhood Commercial (Crenshaw Collision Center/ Enterprise Rent-A-Car)	373
5013021023	PT	4602 S Crenshaw Blvd	7,538	Neighborhood Commercial (First Security Investment)	7
5013023007	FT	4444 S Crenshaw Blvd	10,677	Neighborhood Commercial (Chris Burgers Restaurant)	10,677
5013023006	FT	4434 S Crenshaw Blvd	6,334	Neighborhood Commercial (Tavis Smiley Foundation)	6,334
5013023005	FT	4414 S Crenshaw Blvd	750	Neighborhood Commercial (Angeles Vista Pet Medical Center)	750
5013023008	FT	4414 S Crenshaw Blvd	3,046	Neighborhood Commercial (Angeles Vista Pet Medical Center)	3,046
5013023012	FT	3350 W Vernon Ave	18,047	Neighborhood Commercial (El Pollo Loco Restaurant)	18,047
5024018900	UE	4395 S. Leimert Blvd	44,217	Open Space (Leimert Park)	11,386
5024018002	UE	3407 W 43rd Place	5,585	Neighborhood Commercial (Beauty Supply Store)	1,681
5024018003	UE	3411-3413 W 43rd Place	3,612	Neighborhood Commercial (Vitamin Store; Clothing Store)	2,897
5024018004	UE	3415-3419 W 43rd Place	5,437	Neighborhood Commercial (Ahneva Ahneva and Universal College of Beauty)	4,478
5024018903	UE	3419 W 43rd Place	840	Neighborhood Commercial (Universal College of Beauty)	462
5024018006	UE	3423 W 43rd Place	5,238	Neighborhood Commercial (Botach Tactical)	1,879
5024018007	UE	4330 S Crenshaw Blvd	20,651	Neighborhood Commercial (WSS)	737
5024018008	UE	4320-4328 S Crenshaw Blvd	9,619	Neighborhood Commercial (Various retail)	180

Table 4-5. Design Options – Parcels Affected (continued)

Assessor's Parcel Number	Take Type	Address	Approx. Total Size of Parcel (sf)	Current Use	Required Acquisition (sf)
5024018009	UE	4314-4318 S Crenshaw Blvd	4,419	Neighborhood Commercial (Various retail)	83
5024018010	UE	4308-4312 S Crenshaw Blvd	6,185	Neighborhood Commercial (Various retail)	772
5024018021	UE	4308 S Crenshaw Blvd	4,478	Neighborhood Commercial (Barber shop)	1,021
5024018022	UE	4300-4306 S Crenshaw Blvd	8,481	Neighborhood Commercial (Various retail)	3,692
5024018012	UE	3450 W 43rd St	15,768	Neighborhood Commercial (Office and retail)	1,729
5024018902	UE	No Address Available	60,223	Neighborhood Commercial (Parking lot)	14,759
5024017035	UE	4292 S Crenshaw Blvd	15,671	Neighborhood Commercial (McDonald's)	11,649
5024017005	UE	4292 S Crenshaw Blvd	3,814	Neighborhood Commercial (McDonald's)	1,978
5024017006	UE	4292 S Crenshaw Blvd	3,815	Neighborhood Commercial (RC Kitchen and Bath)	1,678
5024017007	UE	4270 S Crenshaw Blvd	3,817	Neighborhood Commercial (Auto Repair Shop)	1,445
5024017008	UE	4252 S Crenshaw Blvd	18,609	Neighborhood Commercial (Auto Repair Shops)	5,581
5024017009	UE	4240-4248 S Crenshaw Blvd	14,663	Neighborhood Commercial (Sal's Premium Auto)	4,149
5024017010	UE	4230 S Crenshaw Blvd	22,050	Neighborhood Commercial (Crenshaw Car Wash)	8,766
5024017011	UE	4210 S Crenshaw Blvd	9,187	Neighborhood Commercial (Jack in the Box Restaurant)	5,190
5024017012	UE	4200 S Crenshaw Blvd	10,468	Neighborhood Commercial (Twins Oil Change)	6,710
Optional Aviation/Manchester Station					
No Additional Parcels Required Compared to the LPA.					
Alternate Southwest Portal Location at Crenshaw/King Station					
5032002039	UE	4101 Crenshaw Blvd	371,459	Regional Center Commercial (Baldwin Hill Crenshaw Plaza)	1,000
5032002054	UE	4101 Crenshaw Blvd	55,152	Regional Center Commercial (Wal-Mart Building)	500
Partially-Covered LAX Trench Option					
No Additional Parcels Required Compared to the LPA.					

Source: TAHA, Parsons Brinckerhoff, and Los Angeles County Assessor, 2009

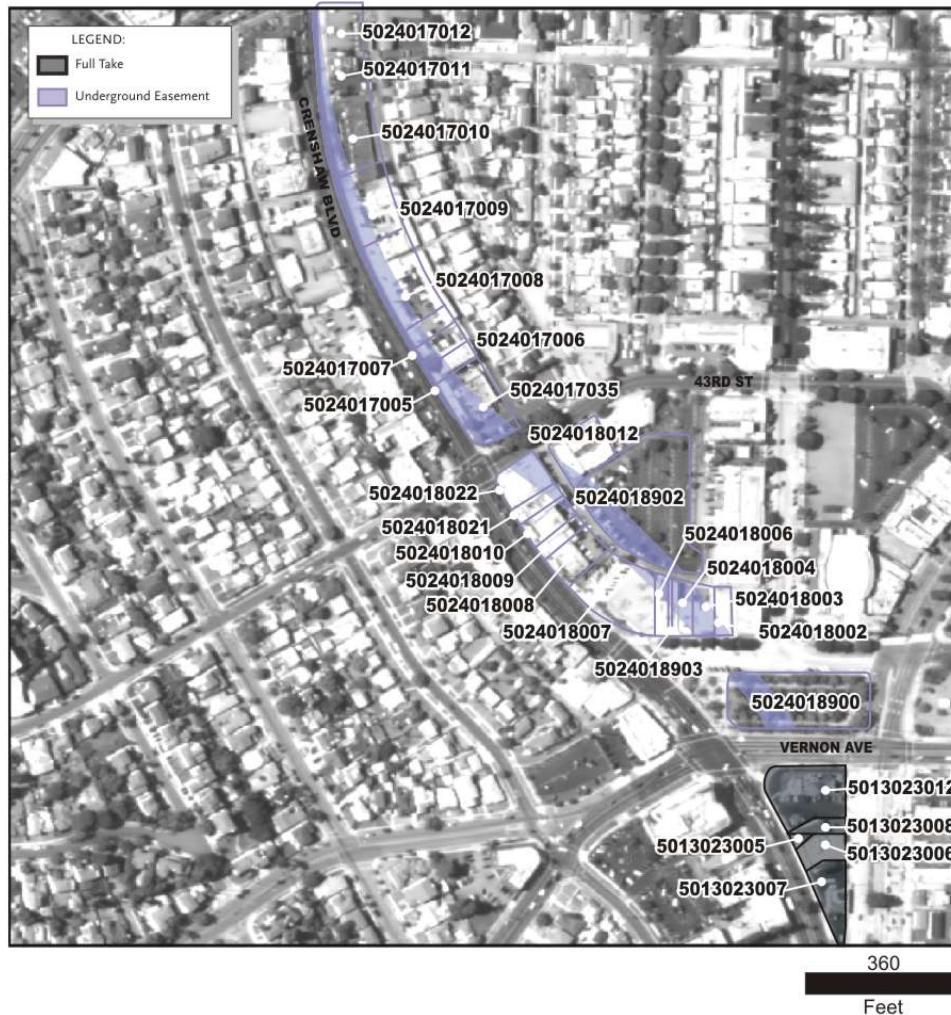
Notes: FT = Full Take; PT = Partial Take; UE = Underground Easement; CLA = Construction Laydown Area (Temporary Construction Easement)

Figure 4-24. Parcels Affected: Optional Below-Grade Crenshaw/Vernon Station (1 of 2)



The Optional Below-Grade Vernon Station involves a below-grade station at the southeast corner of the Crenshaw Boulevard/Vernon Avenue intersection. Tunnel ventilation associated with this option could require the acquisition of the property on the northeast corner of Crenshaw Boulevard and 48th Street. Currently located on this property is a Church's Chicken restaurant.

Figure 4-24. Parcels Affected: Optional Below-Grade Crenshaw/Vernon Station (cont.)(2 of 2)



The Optional Below-Grade Vernon Station would require the acquisition of five commercial parcels at the southeast corner of the Vernon Avenue/Crenshaw Boulevard intersection. These properties currently include a veterinary clinic, the Tavis Smiley Foundation, Chris Burgers restaurant and an El Pollo Loco restaurant. Underground easements would be required for a set of commercial properties in Leimert Park Village north of 43rd Place.



Figure 4-25. Parcels Affected: Alternate Southwest Portal at Crenshaw/King Station



The Alternate Southwest Portal at King Station would involve station portal at the southwest corner of the Crenshaw/Martin Luther King Jr. Boulevards intersection, adjacent to the Wal-Mart building. In order to accommodate a portal in this location, a permanent underground easement would be required adjacent to the Wal-Mart building property and potentially beneath it.

**4.2.2.2 Right-of-Way Leases
No-Build Alternative**

The No-Build Alternative would not terminate right-of-way leases.

LPA

There are 190 month-to-month leases and 103 annual or longer leases currently using Harbor Subdivision land. These leases will be terminated to accommodate the route alignment trackway, stations, TPSS sites, and parking. The majority of the right-of-way leases allow for Metro to terminate the lease with 90 days notice, or less.

Entities with longer term leases displaced by the LPA may be entitled to relocation assistance under the Uniform Relocation Act or California Relocation Act due to the termination of their lease agreements with Metro. However, the qualification for assistance is dependent upon the specific lease agreement. In many instances, the lease agreement with Metro contains a provision wherein the tenant acknowledged that they are not entitled to relocation benefits if the lease is terminated for a public transit project. Therefore, no adverse effects related to right-of-way leases would occur.

MOS-King or MOS-Century would not affect right-of-way leases. Therefore, similar to the LPA, no adverse effects associated the MOSs would occur.

Design Options

The same leases along the Harbor Subdivision that would be terminated under the LPA would be terminated under the design options. No additional leases would be terminated. Therefore, no adverse effects related to right-of-way leases would occur for the design options.

**4.2.2.3 Right-of-Way Licenses
No-Build Alternative**

The No-Build Alternative would not result in displacement or relocation impacts.

LPA

Metro has granted licenses within the Harbor Subdivision for underground and above ground utility and communications infrastructure, parking, and storage. It is expected that these licenses would be terminated under the terms of each license. Therefore, no adverse effects related to right-of-way leases would occur.

MOS-King or MOS-Century would not affect right-of-way licenses. Therefore, similar to the LPA, no adverse effects associated the MOSs would occur.

Design Options

The same licenses along the Harbor Subdivision that would be terminated under the LPA would be terminated under the design options. No additional licenses would be terminated. Therefore, no adverse effects related to right-of-way licenses would occur for the design options.

4.2.3 Mitigation Measures

DR1 Metro shall provide relocation assistance and compensation pursuant to 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 the Crenshaw/LAX Transit Corridor Project.

4.2.4 CEQA Determination

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. According to the CEQA, displacement and relocation impacts would be considered significant if the proposed project would:

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

No-Build Alternative

Under the No-Build Alternative, housing or residential properties within the corridor would not be displaced. Therefore, the No-Build Alternative would not displace housing.

LPA

Under the LPA, three residential properties would be affected. The full acquisition of two single-family residences located at 3525 West 71st Street and at 405 East Florence Avenue would be required to accommodate the at grade LRT alignment. The residence at 3525 West 71st Street currently illegally encroaches onto the Harbor Subdivision. The residence at 405 East Florence Avenue is in an industrial area surrounded by auto-related industrial uses. While these single-family residences may be located in low-income areas, they are not affordable housing units. A multi-family residential property located at 7100 West Boulevard, south of the Harbor Subdivision, would be affected by the street reconfiguration. The multi-family residential building would not physically be impacted. As previously discussed, property acquisition, relocation assistance, and compensation would be provided by Metro as required by the Uniform Act and California Relocation Act (California Act). Therefore, less-than-significant impacts are anticipated for the displacement of housing.

Similar to the LPA, the MOSs, with shorter alignments, would result in less-than-significant impacts related to the displacement of housing.

Design Options

The design options would not require the full or partial acquisition of residential parcels or housing and would have no impact related to the displacement of housing.

Significant Impacts Remaining After Mitigation

Application by Metro of federal and State acquisition and relocation programs, policies, and procedures, as stipulated in Mitigation Measure **DR1** would ensure that relocation impacts remain less-than-significant under CEQA.

4.3 Community and Neighborhood Impacts

This section examines the affected environment related to communities and neighborhoods. The social, economic, and demographic characteristics of the numerous communities and neighborhoods located within the study area are outlined. Refer to Appendix F, Regulatory Framework and CEQA Guidelines for a discussion of the regulatory framework governing the protection and organization of neighborhoods and communities. This section describes the profiles of the existing neighborhoods and communities that may be affected by the proposed alternatives. Following is the impacts analysis of each project alternative, the design options, and potential maintenance and operations facility sites.

Major transit projects can affect the social and psychological environment of neighborhoods and communities, potentially resulting in changes to the physical layout of the area, demographics, land uses, and the sense of neighborhood in local communities. In comparison to a general land use analysis, community and neighborhood impact analyses address the social and psychological aspects, such as changes in population, community cohesion and interaction, isolation, social values, quality of life, as well as the division of established communities, community barriers, removal or displacement of community assets or special buildings, removal of parking, access to community assets, and economic development. As such, the analysis presented relies on the analysis presented in the separate land use, visual, environmental justice, noise, safety, traffic, and displacement discussions within this FEIS/FEIR. As part of the NEPA process, Metro has coordinated with local planning agencies and conducted public outreach to determine the scope of potential effects the proposed alternatives may have on established communities and neighborhoods within the study area.

4.3.1 Existing Conditions/Affected Environment

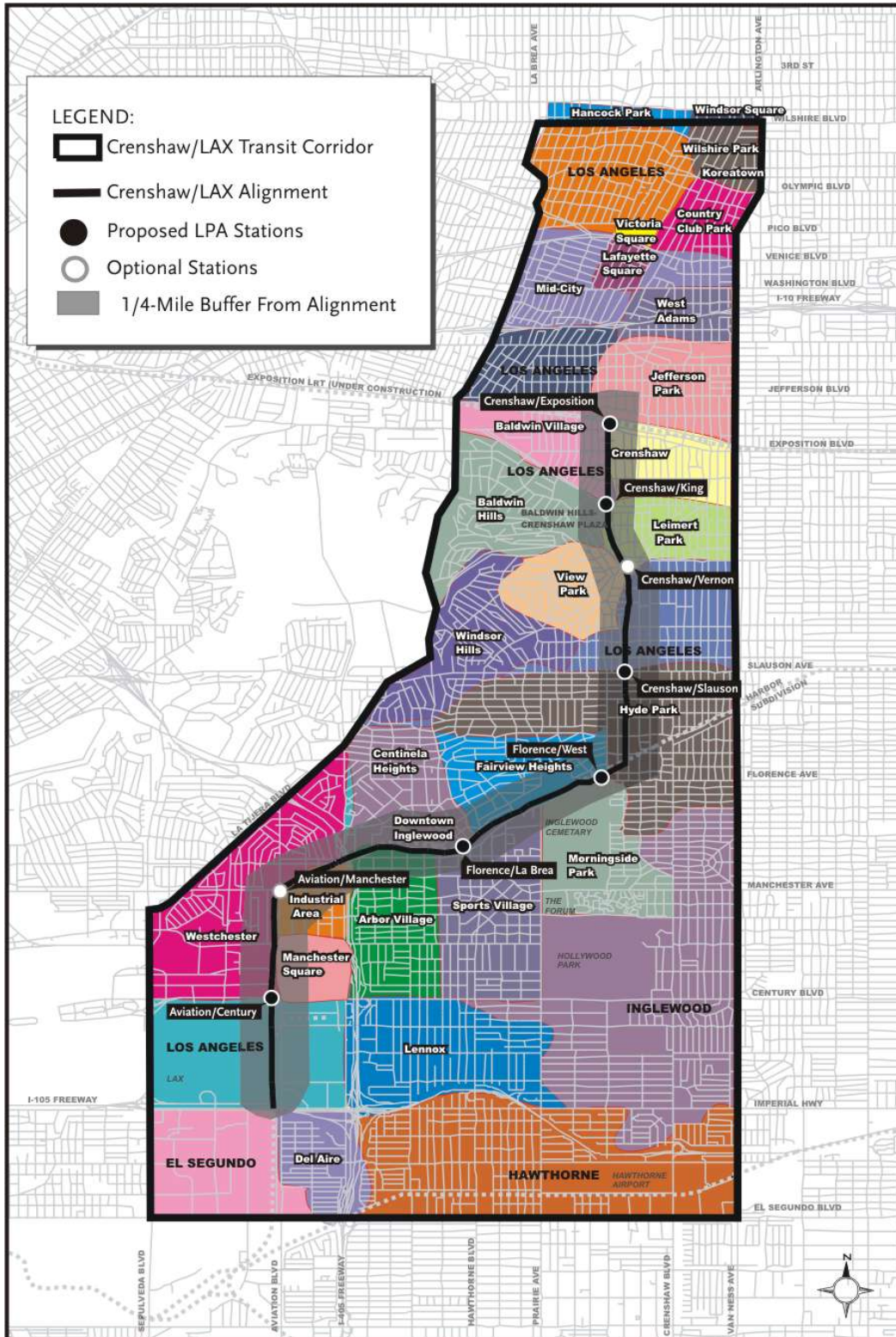
The following characterizations of the communities and neighborhoods located within the study area are based on a thorough review of land use maps generated from SCAG geographic information system (GIS) data, local neighborhood council boundary maps, Thomas Bros. Maps, aerial photography, and field surveys.

A neighborhood or community can be described as an area in which the predominant land use is residential, although there may be a considerable number of residents in primarily non-residential areas.

4.3.1.1 Study Area Communities and Neighborhoods

Figure 4-26 illustrates the existing neighborhoods and communities located within the study area. A description of each known neighborhood or community within 1/4-mile of the project alignment is provided below. Community facilities and assets that are adjacent to the proposed alignment are identified. Refer to Section 4.12 Parklands and Community Facilities for a detailed discussion and analysis of study area community facilities.

Figure 4-26. Generalized Study Area Neighborhoods and Communities



Source: Thomas Bros. Guide & TAHA, 2011

Manchester Square. Manchester Square is located in the southwestern portion of the study area and includes a dense area of apartment buildings (and vacant parcels) that are generally isolated within the northeast corner of the Aviation/Century Boulevards intersection, east of the Harbor Subdivision. These residences, as well as airport-related uses in the areas, are located under the flight path of airplanes flying to and from the LAX, located adjacent and east of the Harbor Subdivision, south of Century Boulevard. This community is diverse and includes primarily Black/African-American, with a mix of Hispanic or Latino, White (non-Hispanic), and Asian residents.

Westchester. The Westchester neighborhood is located within the City of Los Angeles boundaries with Sepulveda Boulevard on the west, Manchester Avenue on the south, and the I-405 Freeway on the east. Portions of unincorporated County of Los Angeles, such as Ladera Heights are located north of Westchester. This neighborhood includes small scale single-family homes built primarily in the 1950s. Commercial, industrial, and public facility uses exist in the southeastern section of this neighborhood, near the I-405 Freeway and the Harbor Subdivision (i.e., County of Los Angeles Department of Public Works facility, an electric substation site, and large commercial buildings). This neighborhood includes primarily White (non-Hispanic), with some Hispanic or Latino residents.

City of Inglewood. Nearly the entire City of Inglewood is located within the central and southern portion of the study area. Below is a description of several neighborhoods and communities located in the City of Inglewood, which are adjacent to the proposed alignment.

Morningside Park. The Morningside Park neighborhood of the City of Inglewood is an area including small scale single-family homes (built in the 1930s and 1940s) within the City of Inglewood. This neighborhood is generally bound by Hyde Park and the Harbor Subdivision on the north, Crenshaw Boulevard/Inglewood city limit on the east, Century Boulevard on the south, and West Boulevard on the west. Inglewood Park Cemetery is located in the northwestern section of this neighborhood, adjacent and south of the Harbor Subdivision. Adjacent to the Harbor Subdivision, this neighborhood is comprised primarily of Black/African-American residents.

Sports Village. The Sports Village community of the City of Inglewood is generally bound by the Harbor Subdivision on the north, Prairie Avenue and the east boundary of the Hollywood Park Race Track and Casino on the east, Century Boulevard on the south, and La Brea, Eucalyptus, and Fir Avenues on the west. This community includes single- and multi-family homes and commercial uses between Prairie and La Brea Avenues. The Forum and Hollywood Park Race Track and Casino are located on the east side of Prairie Avenue. This community includes downtown Inglewood located along Market Street and La Brea Avenue, as well as the City of Inglewood City Hall, Inglewood Courthouse, and Inglewood High School. The Sports Village community contains a larger proportion of households that do not own a vehicle (greater than 20 percent) than both the Crenshaw Corridor (16 percent) and County of Los Angeles (8 percent). Adjacent to the Harbor Subdivision, this community is comprised primarily of Black/African-American residents.

Arbor Village. The Arbor Village community of the City of Inglewood is generally bound by La Brea, Eucalyptus, and Fir Avenues on the east, the Harbor Subdivision on the north, Century Boulevard on the south, and the I-405 Freeway on the west. This community includes a mix of single- and multi-family homes and some commercial buildings. St. John Chrysostom Church School and a portion of the Faithful Central Bible Church complex are located in this community, adjacent to the Harbor Subdivision. This community is comprised of a mix of Hispanic or Latino, Black/African-American, and White (non-Hispanic) residents.

Fairview Heights. The Fairview Heights neighborhood of the City of Inglewood is generally bound by the Inglewood city limit on the north, West Boulevard and Victoria Avenue on the east, the Harbor Subdivision on the south, and La Brea Avenue on the west. This neighborhood includes primarily single- and multi-family homes. Industrial buildings are located adjacent to the Harbor Subdivision. This community includes Edward Vincent Park, which is located north and adjacent to the Harbor Subdivision near Centinela and Florence Avenues. Adjacent to the Harbor Subdivision, this community is comprised of a mix of Black/African-American and Hispanic or Latino residents.

Industrial Areas. There are two Industrial Areas in the City of Inglewood. One is generally bound by Beach Avenue and Venice Way on the north, La Brea Avenue on the east, the Harbor Subdivision on the south, and the I-405 Freeway and La Cienega Boulevard on the west. This area includes large-scale industrial buildings adjacent to the Harbor Subdivision with primarily multi-family residences in the northern section of the area. This Industrial Area is primarily composed of Black/African-American residents.

The second Industrial Area is generally bound by Florence Avenue/Harbor Subdivision on the north and west, Arbor Vitae Street on the south, and the I-405 Freeway on the east. The northern, western, and southern boundaries of this area include a portion of the Inglewood western city limit. This area includes large-scale commercial and industrial buildings adjacent to the Harbor Subdivision. This Industrial Area is primarily comprised of Hispanic or Latino residents.

Hyde Park. Hyde Park is located in the City of Los Angeles in the central portion of the study area and is generally bound by the City limit on the south and west, Western Avenue on the east, Slauson Avenue on the north, and La Brea Avenue on the west. Portions of unincorporated County of Los Angeles and the City of Inglewood are located west and south of Hyde Park, respectively. The Hyde Park community includes the Crenshaw Towne Plaza (southeast corner of Crenshaw Boulevard and Slauson Avenue), as well as a commercial and apartment building frontage along Crenshaw Boulevard. Schools and churches are identifiable land uses in Hyde Park. The Hyde Park community contains a larger proportion of households that do not own a vehicle (greater than 20 percent) than both the Crenshaw Corridor (16 percent) and County of Los Angeles (8 percent).

The Hyde Park community also consists of older commercial and industrial buildings along Crenshaw Boulevard, with deteriorating one- to two-story apartment buildings located beyond the boulevard frontage. Traveling west on the Harbor Subdivision from Crenshaw Boulevard, the Hyde Park community consists primarily of large-scale industrial, auto-related, and manufacturing facilities. This community includes primarily

Hispanic or Latino, with some Black/African-American residents. In addition, Ascension Lutheran School, Golden Day Pre-School, Hyde Park Early Education Center, Hyde Park Boulevard Elementary School, Nikki Tiffany School and Day Care Development Center are located within this community.

View Park-Windsor Hills. View Park-Windsor Hills is located in the west-central portion of the study area and is generally bound by Slauson Avenue on the south, just west of the Crenshaw Boulevard frontage on the east, Stoker Street on the north, and La Brea Avenue on the west. This neighborhood is located within unincorporated County of Los Angeles, and similar to Baldwin Hills, includes predominately higher income Black/African-American homeowners.

Baldwin Hills. A portion of Baldwin Hills is located in the west-central portion of the study area and is generally bound by Stocker Street on the south, Crenshaw Boulevard on the east, Santa Rosalia Drive and Coliseum Street on the north, and La Cienega Boulevard on the west. This neighborhood includes large scale single-family homes (built in the 1950s and 1960s) with some apartment buildings along Stocker Street. In addition, this neighborhood is within unincorporated County of Los Angeles and includes predominately higher income Black/African-American homeowners.

Baldwin Village. Baldwin Village (also known as “The Jungle”) is located in the west-central portion of the study area and is roughly located west of Crenshaw Boulevard, north of Martin Luther King Jr. Boulevard/Coliseum Boulevard, south of Rodeo Road, and extends west towards La Cienega Boulevard. Baldwin Village is a highly dense neighborhood of two- to three-story apartment buildings built in the 1940s and 1950s. The Baldwin Village community contains a larger proportion of households that do not own a vehicle (greater than 20 percent) than both the Crenshaw Corridor (16 percent) and County of Los Angeles (8 percent). This community includes primarily Black/African-American, with some Asian residents.

Crenshaw District. Most of the Crenshaw District is located in the east-central portion of the study area and is generally bound by Slauson Avenue on the south, Arlington Avenue on the east, Vernon Avenue on the north, and west of the Crenshaw Boulevard frontage on the west. The Crenshaw District, along with Leimert Park, comprises one of the largest middle-class, Black/African-American communities in the nation. Single-family homes and two- to three-story apartment buildings are located to the east of the commercial uses that front Crenshaw Boulevard in this community. This section of the community includes primarily Black/African-American with some Hispanic or Latino residents. In addition, Today’s Fresh Start Charter School, Ivie League Christian Pre-School, Crenshaw Montessori Academy, Crenshaw TOT Academy, Crenshaw High School, Pacific Beauty School, View Park Prep Charter High School, and View Park Prep Accelerated Charter Middle School are located in this area of the Crenshaw District.

Another area of the Crenshaw District is considered to include the Crenshaw Boulevard frontage between Martin Luther King Jr. Boulevard and Rodeo Road. The Baldwin Hills Crenshaw Plaza is located in the Crenshaw District, just north of Leimert Park. This section of the community includes primarily Black/African-American with some Asian residents.



Leimert Park. Leimert Park is located entirely in the east-central portion of the study area and is generally bound by Vernon Avenue on the south, 4th Avenue/Roxton Avenue on the east, Rodeo Road on the north, and Crenshaw Boulevard on the west. Leimert Park, a regional Black/African-American community cultural center, is located south of the Baldwin Hills Crenshaw Plaza, and includes a relatively high number of transit dependent households. This community includes primarily Black/African-American residents. In addition, Golden Day School, Inc. is located in this community.

Jefferson Park. Most of the Jefferson Park area is located in the north-central portion of the study area and is generally bound by Rodeo Road on the south, Western Avenue on the east, Adams Boulevard on the north, and Crenshaw Boulevard on the west. Some public facility and institutional uses exist in Jefferson Park adjacent to the Exposition LRT Line currently under construction, including West Angeles Church of God in Christ. Jefferson Park also includes bungalow and craftsman-style single-family homes (many of which are rented) east of the Crenshaw Boulevard frontage. Dorsey High School is located within this area, on the north side of Rodeo Road. This community includes a mix of Hispanic or Latino and Black/African-American residents. In addition, West Angeles Youth Center, West Angeles Christian Academy, St. Patrick Elementary School, Qurdobah School, and Al Madinah School are located in this community.

Demographic Characteristics

The demographic profile of the study area is presented below in Table 4-6 through Table 4-9. According to the U.S. Census Bureau’s 2000 Census, the residents of the study area are primarily younger persons up to 44 years of age (72 percent). Most persons living in the study area are of Black/African-American (44 percent) and Hispanic or Latino (42 percent) ethnic descent. The proportion of Black/African-American population residing within the study area is nearly five times greater when compared to that of the County of Los Angeles as a whole. Whereas, the proportion of Hispanic or Latino population residing in the study area is nearly the same when compared to that of the County of Los Angeles as a whole. The study area is comprised primarily of renters (many renting single-family homes). Approximately 47 percent of the households within the study area earn less than \$30,000, annually, while 16 percent of the households within the study area earn between \$60,000 and \$100,000, annually.

Table 4-6. Study Area Population by Age

Age	Number of Persons	Percent of Total
Under 18 years	111,762	30%
18 to 44 years	156,829	42%
45 to 64 years	68,802	19%
65 years and older	32,811	9%
Total	370,204	100%

Source: U.S. Census Bureau, Census 2000 Summary File 1 (SF 1), 2001 and TAHA, 2008.

Table 4-7. Study Area Population by Race and Ethnicity

Race/Ethnicity	Study Area		County of Los Angeles	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total
Black/African-American	161,669	44%	901,472	9%
Hispanic or Latino	155,128	42%	4,242,213	45%
White Non-Hispanic	23,355	6%	2,959,614	31%
Asian	19,458	5%	1,124,569	12%
All Others /a/	10,594	3%	291,470	3%
Total	370,204	100%	9,519,338	100%

/a/ Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, “some other race,” and persons of two or more races.

Source: U.S. Census Bureau, Census 2000 SF 1, 2001 and TAHA, 2008.

Table 4-8. Study Area Annual Household Income

Annual Household Income	Study Area		County of Los Angeles	
	Number of Households	Percent of Total	Number of Households	Percent of Total
Less than \$10,000	19,961	16%	330,000	10%
\$10,000 to \$19,999	19,885	16%	400,550	13%
\$20,000 to \$29,999	19,114	15%	393,448	13%
\$30,000 to \$39,999	16,754	13%	358,663	11%
\$40,000 to \$49,999	11,775	9%	302,822	10%
\$50,000 to \$59,999	9,456	7%	253,707	8%
\$60,000 to \$99,999	20,002	16%	623,364	20%
\$100,000 and above	9,987	8%	473,725	15%
Total	126,934	100%	3,136,279	100%

Source: U.S. Census Bureau, Census 2000 SF 3, 2001 and TAHA, 2008.

Table 4-9. Study Area Housing by Occupancy

Occupancy	Study Area		County of Los Angeles	
	Number of Units	Percent of Total	Number of Units	Percent of Total
Owner-Occupied	30,098	25%	1,499,744	46%
Renter-Occupied	82,855	69%	1,634,030	50%
Vacant	6,977	6%	137,135	4%
Total	119,930	100%	3,270,909	100%

Source: U.S. Census Bureau, Census 2000 SF 1, 2001 and TAHA 2008.

Neighborhood Councils

Six individual Neighborhood Councils (NC) are located within ¼-mile of the alignment. Within the South NC Area, portions of the United Neighborhoods of Historic Arlington Heights, West Adams, and Jefferson Park Communities; and the West Adams, Mid-City, Park Mesa Heights NCs, as well as the Empowerment Congress West Area Neighborhood Development Council are located in the study area. Within the West NC Area, a portion of the Westchester-Playa del Rey NC traverses the study area.

City of Los Angeles Department of City Planning – Business Improvement Districts

The study area includes portions of four Business Improvement Districts (BIDs). The Jefferson Park BID is located along Jefferson Boulevard at Crenshaw Boulevard and continues to the south on the east side of Crenshaw Boulevard. The Greater Leimert Park Village/Crenshaw Corridor BID is located along Crenshaw Boulevard. This BID includes portions of the Leimert Park neighborhood and Baldwin Hills Crenshaw Plaza. The Gateway to Los Angeles BID (near Aviation and Century Boulevards) and the Westchester BID (near La Tijera and Sepulveda Boulevards) is also located within the study area.

4.3.2 Environmental Impacts/Environmental Consequences

4.3.2.1 Methodology

Established communities have a set of identifiable perceptual and behavioral relationships occurring within an identifiable geographic area. The Federal Highway Administration (FHWA) has published a guide, *Community Impact Assessment*, to evaluate the effects of transportation planning and project implementation on a community and its quality of life.

No-Build Alternative

A substantial permanent change to the physical environment of the study area would not occur under the No-Build Alternative. As such, no barriers, disruption, or displacement beyond existing conditions would occur in an established community or neighborhood within the study area. This alternative would not alter or block access to community assets, displace on- or off-street parking spaces, or impact economic development. This alternative would not result in changes to population, community cohesion and interaction, social values, quality of life, result in isolation. Therefore, under the No-Build Alternative, no adverse impacts are anticipated related to communities.

LPA

Harbor Subdivision. Within the Harbor Subdivision, the LPA would operate in an exclusive guideway including below grade, at grade, and aerial segments. As such, proposed LRT stations would vary between underground, at grade with side or center platforms, and aerial configurations. The Harbor Subdivision is currently an active freight railroad and acts as a boundary between a majority of the established communities or neighborhoods identified in this portion of the study area. The LPA would not introduce a new barrier to this area. However, one single-family residence that appears to be encroaching onto the Harbor Subdivision would be removed (refer to

Section 4.2 Displacement and Relocation of Existing Uses). The LPA would not create additional barriers, disruption, or displacement in the existing established communities and neighborhoods along the Harbor Subdivision. In addition, this alternative would not alter or block access to community assets, displace on- or off-street parking spaces, impact economic development, result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation. Neighborhoods within 0.25-mile of station areas would see increased quality of life by becoming focal points due to increased accessibility and increased economic development potential. Therefore, under the LPA, no adverse environmental effects are anticipated related to communities along the Harbor Subdivision.

Crenshaw Boulevard. Along Crenshaw Boulevard, the LPA would operate in the street median in either an at-grade or below-grade configuration. Proposed stations would be either at-grade with platforms, or in an underground configuration. Crenshaw Boulevard is the eastern or western border of approximately 85 percent of the established communities or neighborhoods identified in the study area. Crenshaw Boulevard traverses three communities, north of the Harbor Subdivision: Windsor Square, Mid-City, and Hyde Park. The LPA would operate in a below-grade configuration through a majority of Hyde Park, from the Harbor Subdivision north to approximately 59th Place. Numerous mature trees, which are considered to be community assets, exist in the Crenshaw Boulevard median from approximately 59th Street north to 48th Street (below grade portal). Within this segment, the LPA would remove these trees and operate at grade within a new median. This would result in the loss of a community asset, as well as a potential visual quality impact. The potential visual impacts and proposed mitigation measures, which outline the replacement of trees along this portion of Crenshaw Boulevard, are discussed in Section 4.4 Visual Quality.

Along Crenshaw Boulevard, many on-street parking spaces would be removed due to the right-of-way requirements of the median-running LRT alignment. In addition, on-street parking spaces associated with the Crenshaw Boulevard frontage roads (the frontage roads currently exist from Slauson Avenue north to just south of Vernon Avenue) would be displaced in the Hyde Park and Crenshaw District communities. Currently, each frontage road on Crenshaw Boulevard contains two rows of parking. The removal of a frontage road would remove one row of on-street parking. Because a parking utilization survey found that the existing on-street parking along this segment of Crenshaw Boulevard was underutilized, the loss of parking would not alter the perception of accessibility and affect local businesses within the Hyde Park and Crenshaw District communities. The reduction in empty parking areas and street reconfiguration could add to the vibrancy of the street and surrounding community. There are several houses along this portion of the median-running LRT alignment that have driveways that require cars backing out. Currently the curbs adjacent to these residences prohibit parking so that these residents can back out safely without entering the lanes of traffic. The project would continue to prohibit parking in these areas to allow residents to exit safely. The LPA would not result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation. With the incorporation of mitigation measures in the above referenced sections, this alternative would not alter or block access to community assets, displace on- or off-street parking spaces, or impact economic development. Therefore, under the LPA, no adverse environmental effects are anticipated related to communities along Crenshaw Boulevard.

The MOSs would result in shorter alignments than the LPA. MOS-King would have a northern terminus at the Crenshaw/King Station and spillover parking to the adjacent streets may occur, but is likely to be minimal based on parking demand at stations with park-and-ride facilities. There is potential for shared use of existing and planned off-street parking resources should Metro and the owners of adjacent parking resources reach an agreement. However, outside of any agreements or access, owners of adjacent parking resources may provide parking controls, such as validation, to restrict transit parking. The implementation of parking controls and strategies are outside of Metro's jurisdiction. No adverse effects to station area parking would occur for MOS-King. For MOS-Century, the terminus station area effects would be concentrated near the Aviation/Century Station. However, with current parking restrictions in this area due to airport parking demand, the potential parking spillover effects would not be considered adverse for MOS-Century.

Design Options

The design options would enhance access and would not create additional barriers or disruption in the existing established communities and neighborhoods. These design options would not alter or block access to community assets, displace on- or off-street parking spaces, negatively impact economic development, result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation. The addition of the optional station at Vernon in the Leimert Park community would provide a beneficial effect to the community. This community is a cultural activity center and increased accessibility with a below grade station would provide an amenity which would have a positive psychological effect on the community. Therefore, no adverse environmental effects are anticipated related to communities for the design options.

4.3.3 Mitigation Measures

4.3.4 No mitigation measures are required.CEQA Determination

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. In accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to land use impact if it would:

- Physically divide an established community.

No-Build Alternative

A substantial permanent change to the physical environment of the study area would not occur under the No-Build Alternative. As such, no barriers, disruption, or displacement beyond existing conditions would occur in an established community or neighborhood within the study area. Therefore, under the No-Build Alternative, no impacts are anticipated related to the division of an established community.

LPA

As discussed in Section 4.3.2, the LPA would not create additional barriers, disruption, or displacement in the existing established communities and neighborhoods as it would operate along an existing freight railway and in the median of a major arterial. Therefore, under the LPA, less-than-significant impacts are anticipated related to the division of an established community.

Similar to the LPA, less-than-significant impacts are anticipated related to the division of an established community for the MOSs with shorter alignments.

Design Options

Similar to the LPA, less-than-significant impacts are anticipated related to the division of an established community for all of the design options.

4.4 Visual Quality

This section discusses the existing visual character of the study area, which considers views and vistas, natural features, aesthetic resources, such as monuments, parks, and historic structures, and the built environment, including development patterns, structural heights and densities, pedestrian improvements, and roadway enhancements. This section provides an evaluation of the potential effects of the proposed project on existing aesthetic resources and visual character.

4.4.1 Existing Conditions/Affected Environment

4.4.1.1 Visual Character

Portions of the proposed project travel through or border the Cities of Los Angeles, Inglewood, El Segundo, as well as portions of Los Angeles County. The existing visual environment, within and surrounding the study area, which includes Aviation Boulevard, Florence Avenue, and Crenshaw Boulevard, is dominated by the uses and developments within the Cities of Los Angeles and Inglewood. Therefore, the existing visual character discussion focuses on the development patterns and resources found in these two cities within the project vicinity. Although these two cities are densely developed, the changing topography, mature vegetation, and varying setbacks within the project area exhibit a more suburbanized character. Set against the backdrop of the Hollywood Hills in the near distance and the Angeles National Forest from a regional perspective, the areas surrounding the alignment provide periodic corridor views of the hills to the north and offer a range of elevation changes which have resulted in a variety of setbacks and development densities.

The following discussion describes various segments of the proposed project corridor alignment and their visual character. Figure 4-27 on the following page shows the location of each of the photos used to characterize the visual environment along the project alignment(s).

The Harbor Subdivision from Imperial Highway to Aviation Boulevard/Manchester Avenue

Land uses along this portion of the alignment include airport and industrial uses, with a few residential neighborhoods located primarily east of Aviation Boulevard (Exhibit A). The area consists of low-density uses, with single- or two-story structures surrounded by landscaping. Views along Aviation Boulevard are primarily restricted to the roadway with the exception of north-facing views, which extend to the mountains, and south-facing views, which include LAX.

Figure 4-27. Existing Visual Character Photo Locations



Source: Parsons Brinckerhoff, 2008.

Exhibit A. The Harbor Subdivision from Imperial Highway to Aviation Boulevard/Manchester Avenue



Corridor views of the local hills to the north are visible from Aviation Boulevard, which is primarily industrial in character. (A1)



A limited number of residential neighborhoods are near the proposed project alignment within this portion of the study area. Residential units shown are east of Aviation Boulevard and south of Arbor Vitae Street in Inglewood. (A2)

Source: Parsons Brinckerhoff, 2008.

Aviation Boulevard/Manchester Avenue to the Harbor Subdivision and Florence Avenue at Crenshaw Boulevard

This portion of the study area includes the northern extent of Inglewood, an area that includes parks, churches, the Harbor Subdivision, and the downtown area of Inglewood on Market Street just south of Florence Avenue (Exhibit B). Florence Avenue follows the southern extension of the Edward Vincent Jr. Park, which contains the Inglewood Veterans Memorial building and Centinela Springs, a historic landmark. Mature trees, landscaped medians, and a few area landmarks, including St. John Chrysostom Church and the Inglewood Park Cemetery, characterize the area. This portion of the proposed project contains low-density housing and a limited number of taller buildings.

Crenshaw Boulevard from the Harbor Subdivision to Exposition Boulevard

Crenshaw Boulevard includes primarily commercial uses with residential uses scattered throughout. These commercial uses include a mix of neighborhood shops and restaurants, as well as more well-known businesses and services. Located at northeast corner of Exposition and Crenshaw Boulevards, the West Angeles Church of God in Christ Cathedral adds visual interest along this portion of the study area (Exhibit C). In addition, the portion of Crenshaw Boulevard from Coliseum Street to Slauson Avenue is designated by the City of Los Angeles as a scenic highway. The roadway includes landscaped medians and parkways allowing for a separation of uses. Views of the mountains can be seen to the north and a variety of community resources are located within the roadway corridor, including the Baldwin Hills-Crenshaw Plaza at Martin Luther King Jr. Boulevard, Leimert Park at Leimert Boulevard and Vernon Avenue, and the wall murals at 50th Street near Crenshaw High School, as well as local shops near Slauson Avenue.

**Exhibit B. Aviation Boulevard/Manchester Avenue to the Harbor Subdivision and
 Florence Avenue at Crenshaw Boulevard**



Mature trees and landscaped medians along Florence Avenue at the entrance to the City of Inglewood. This segment of Florence Avenue parallels the Harbor Subdivision. (B1)



Buildings and pedestrian-oriented streetscape located in downtown Inglewood along Market Street. (B2)



Hidden behind vegetation, areas of residential uses edge the Harbor Subdivision. View looking northeast along La Colina Drive in Inglewood. (B3)



Mature palms and St. John Chrysostom Church are located along Florence Avenue at the southern edge of Edward Vincent Jr. Park. Visible are the Harbor Subdivision railroad tracks and walking path within the park that parallel Florence Boulevard. (B4)

Source: Parsons Brinckerhoff, 2008.

Exhibit C. Crenshaw Boulevard from the Harbor Subdivision to Exposition Boulevard



The architecture of the West Angeles Church of God in Christ at Crenshaw and Exposition Boulevards adds interest to the uses along this section of Crenshaw Boulevard. (C1)



A variety of commercial uses line Crenshaw Boulevard from I-10 to Martin Luther King Jr. Boulevard. (C2)



The distinct architecture of the Wal-Mart (former Broadway Department Store) building located in the Baldwin Hills-Crenshaw Plaza at Martin Luther King Jr. Boulevard. (C3)



View of Leimert Park near Crenshaw Boulevard and Vernon Avenue. Although the park is self-contained it is surrounded by a shopping district and housing. (C4)



Crenshaw Boulevard northbound near 50th Street. This segment is characterized by landscaped center median and mature trees. Frontage roads also have minor landscaping. (C5)



The mural on Crenshaw Boulevard at 50th Street near Crenshaw High School adds to the streetscape along this portion of the corridor. (C6)

4.4.1.2 Aesthetic Resources

Local policy documents identify specific resources of value to the community. These resources include historic structures, landmarks, parks, topographic features, and scenic highways. Figure 4-28 shows the location of these resources in relationship to the proposed project corridor.

4.4.2 Environmental Impact / Environmental Consequences**4.4.2.1 No-Build Alternative**

The No-Build Alternative would not include construction activities within the proposed project corridor; therefore, it would not have a physical effect on visual resources or community character.

4.4.2.2 LPA

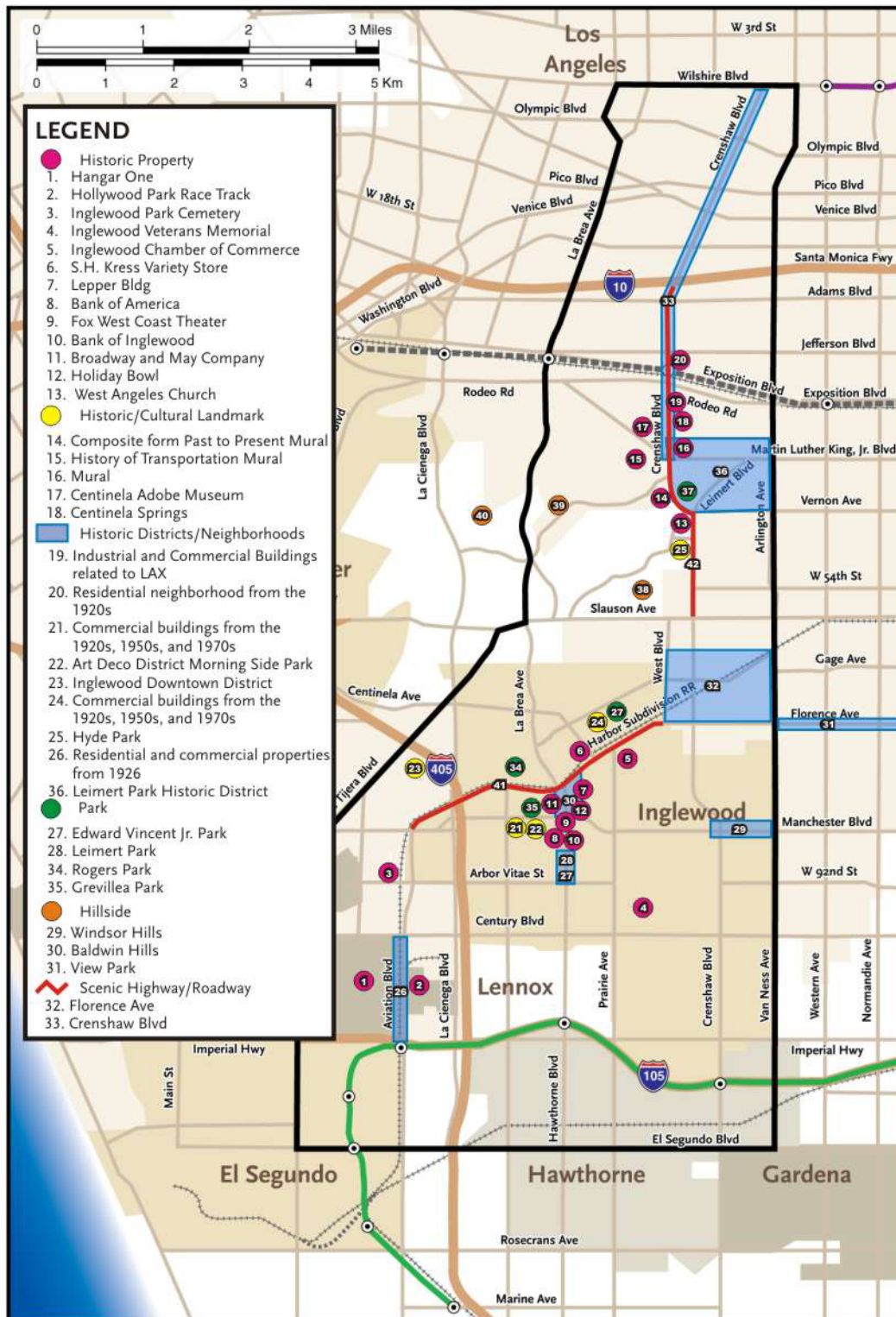
For most of the alignment, light and glare associated with the LPA is not anticipated to have an impact because the alignment would generally be in the existing roadway or railroad rights-of-way, which currently produce transport-related light and glare. In addition, the light intensity from trains is expected to be comparable to existing buildings and vehicles along the alignment. The shadow pattern created by the elevated crossing structures would change throughout the day and seasonally, depending on the alignment's direction, time of day, and time of year. Shadow impacts along the alignment would vary with orientation, guideway height, and the height of surrounding trees and local development.

Harbor Subdivision from the Metro Green Line Aviation Station to the I-405

The alignment would begin near the existing Metro Green Line Aviation Station which is in an aerial configuration, and transition to a below-grade trench configuration, at 111th Street, as it passes adjacent to the LAX south runways (Exhibit D). The key visual element in this section is the aerial structure near Imperial Highway. The aerial structure is located within industrial and commercial areas and would not contrast in scale or mass with the surrounding industrial and commercial buildings or the elevated I-105 Freeway viaduct. After clearing the south runways north of 104th Street in a below-grade trench configuration, the LPA would transition to an aerial alignment across Century Boulevard, west of, and adjacent to, the existing railroad bridge. Since the alignment would be in a trench that fully covers the central portion of the LAX RPZ for the LAX south runways, the LRT alignment and LRVs would not be visible to approaching aircraft.

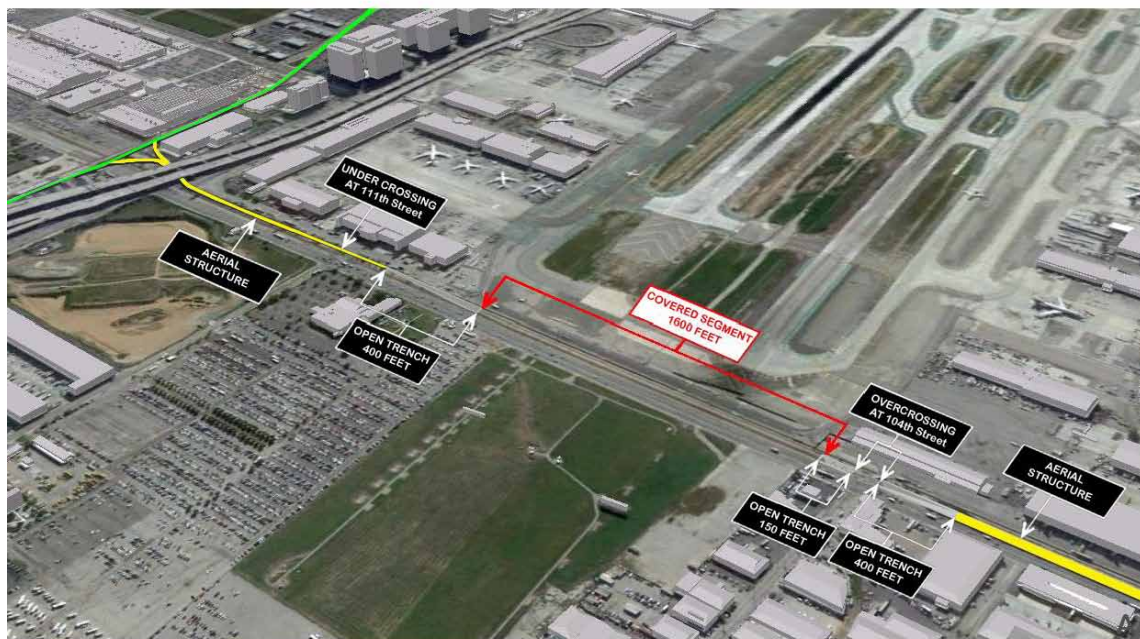
There would be no adverse visual effects to the pocket of residences located east of the alignment and north of Century Boulevard as they are located some distance from the alignment and there are billboards, utility poles, trees, and other elevated structures between the alignment and the residences that already affect their views. These effects would be limited as the area is primarily commercial and industrial in use, property acquisitions would not result in changes to land use, and the alignment would be aerial including the Aviation/Century Station, which would fit within the character of the existing environment.

Figure 4-28. Aesthetic Resources



Source: Parsons Brinckerhoff, 2008.

Exhibit D. Harbor Subdivision along the LAX South Runway Complex

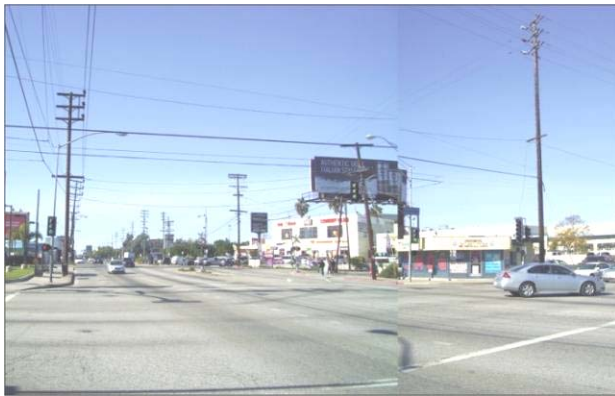


The below-grade trench alignment along Aviation Boulevard east of the LAX south runways would have a 1,600-foot segment of trench covered with no visible impact (including visible lighting) to the existing freight line traffic and surface traffic along Aviation Boulevard or to planes landing on the LAX south runways.

The alignment would transition to an at-grade configuration north of the Wally Park parking structure and operate at-grade across Arbor Vitae Street and would transition to an aerial structure across Manchester Avenue (Exhibit E). There would be no effects on visual resources or community character within this segment of the proposed alignment as the proposed improvements and station would fit within the character and context of the existing area. Although the aerial crossing at Manchester Avenue would create a new visual element in the area, as well as reduce light on the street and cast shadows on adjacent land uses, the scale and character of the surrounding buildings, which include two- and three-story commercial and industrial buildings, allow the aerial crossing at Manchester Avenue to fit within the context of the surrounding area.

Exhibit E. Manchester Avenue Crossing

Existing



Aviation Boulevard/Manchester Avenue intersection, looking west on Manchester Avenue.

Proposed



The proposed aerial crossing over Manchester Avenue would not substantially alter the existing views or visual character.

Source: RAW International, 2011.

The LRT alignment would transition back to grade level for at-grade crossings at Isis and Hindry Avenues. The alignment would transition to an aerial configuration across La Cienega Boulevard and the I-405 Freeway and would return to grade before Oak Street. This area is primarily commercial in character although a few residential areas are located northwest and southeast of the alignment. The residential areas may have limited views of the elevated structure. The residences are located some distance from the highest point of the elevated structure, which would be located just above the I-405 Freeway, and there are commercial buildings and vegetation between the residential areas and the elevated structure.

The scale and mass of the LRT bridge structure would add a substantial visual element and would be larger in scale than similar structures in the surrounding area (Exhibit F). However, the LPA operating within this segment of the alignment would fit within the character of the existing environment and no adverse effects related to visual quality are anticipated.

Exhibit F. Aerial Crossing over the I-405 (3)

Existing



Florence Avenue bridge over I-405 looking northeast.

Proposed



The proposed aerial crossing over I-405 looking northeast. Although large in scale, the structure would be primarily visible only from the commercial/industrial area along Florence Avenue.

Source: Anil Verma, 2011.

The Harbor Subdivision from Oak Street to Victoria Avenue

The alignment would continue at grade to the east with at-grade crossings at Oak Street, Cedar Street, Ivy Street, and Eucalyptus Avenue. The alignment would then descend to a below-grade trench configuration under La Brea Avenue with a station to the east of La Brea Avenue.

The LRT station would not affect scenic resources or be completely out of character with surrounding uses.

The alignment would transition back to grade east of La Brea Avenue until Victoria Avenue. An at-grade crossing would occur at Centinela Avenue, West of Centinela Avenue, there is a row of oleanders that provide a visual buffer between the Harbor Subdivision, Florence Avenue and the single-family residences along La Colina Drive. The loss of landscaping and vegetation would result in an adverse effect to visual quality to residences along La Colina Drive and would require the implementation of mitigation measures to minimize adverse visual effects related to the LPA operating at-grade through this segment of the alignment. This vegetation would be replaced with fencing and columnar screen trees as depicted in Exhibit G. From Centinela Avenue, the at-grade alignment would be within the Harbor Subdivision between East Florence Avenue and Edward Vincent Jr. Park (Exhibit H). Double rows of large, mature palm trees currently line this segment of the alignment, and the LPA has been designed to ensure that over 90 percent of these palms will be preserved. Retaining walls of approximately 3.5 feet in height would be used to separate the alignment from the adjacent sloping hillside along the southern edge of Edward Vincent Jr. Park. Continuing east along the

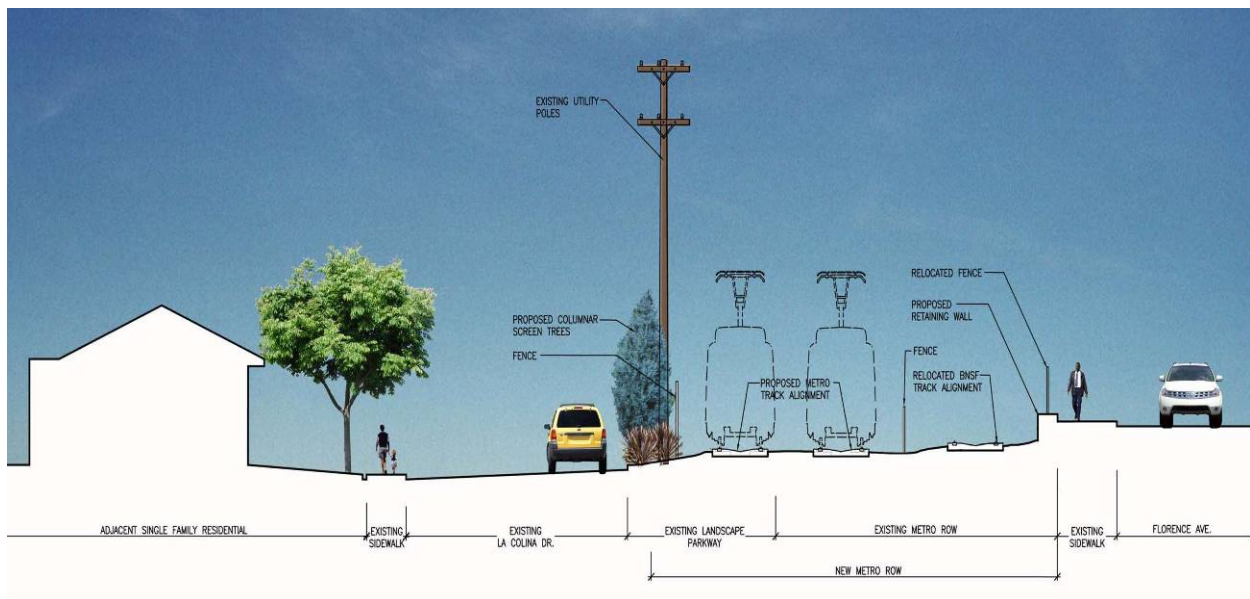
Exhibit G. The Harbor Subdivision from Oak Street to Victoria Avenue (1)

Existing



Harbor Subdivision along La Colina Drive, looking east showing buffer of vegetation between residences and Harbor Subdivision.

Proposed



Cross-section view of LRT alignment adjacent to residences along La Colina Drive looking east shows the new buffer of vegetation that would replace the existing vegetation, resulting in no impacts to the residences along La Colina Drive.

Exhibit H. The Harbor Subdivision from Oak Street to Victoria Avenue (2)

Existing



Harbor Subdivision looking east, adjacent to Edward Vincent Jr. Park and Florence Avenue.

Proposed



Cross-section view of LRT alignment along Harbor Subdivision adjacent to Edward Vincent Jr. Park and Florence Avenue showing that the majority of palm trees would be retained resulting in no adverse visual effects.

Source: Anil Verma, 2011.

Harbor Subdivision, at-grade crossings would occur at West Boulevard and Brynhurst Avenue and an at-grade station would be located to the west of West Boulevard. No substantial change to visual character would occur along this segment. Implementation of Mitigation Measures V1 through V5 would result in no adverse effects related to visual quality.

Victoria Avenue along the Harbor Subdivision to 60th Street along Crenshaw Boulevard

West of Victoria Avenue, the alignment would transition to a below-grade tunnel and continue along the Harbor Subdivision until Crenshaw Boulevard and continuing north under Crenshaw Boulevard until north of 59th Place where it would transition to grade level through a portal in the middle of the Crenshaw Boulevard median. The alignment is required to be below grade under this segment of Crenshaw Boulevard because the street right-of-way width is 100 feet, which would be insufficient to accommodate an at-grade LRT without reducing roadway lane capacity.

(Exhibit I). The below-grade alignment would not have an effect on visual resources and would be located within an existing railroad and roadway right-of-way, which currently produces transportation related light and glare. The cut and cover alignment between Victoria Avenue and 60th Street would be consistent with the character of the existing environment. No adverse effects related to visual quality would occur along this portion of the alignment.

Exhibit I. Victoria Avenue along the Harbor Subdivision to 60th Street along Crenshaw Boulevard

Existing



The alignment would not be visible just south of 59th Street, looking South.

Proposed



South of the Harbor Subdivision looking north on Crenshaw Blvd (alignment also below grade).

Source: Parsons Brinckerhoff, 2008.

Crenshaw Boulevard between 60th Street and 48th Street

The alignment would travel at grade in a new median on Crenshaw Boulevard from south of 59th Street to 48th Street. Crenshaw Boulevard would be reconfigured where the alignment is operating at grade. Frontage roads, which contain two rows of parking on each side of the street, and medians would be eliminated. One row of on-street parking would be preserved on both sides of the street. Wider sidewalks, a new bicycle lane, and new sidewalk trees and landscaping would be incorporated. A portion of this segment of the alignment is within a portion of a scenic highway/roadway designation for Crenshaw Boulevard, running from the I-10 Freeway to Slauson Avenue. A tunnel portal would be constructed just north of 60th Street to accommodate the transition from below-grade to at-grade. The portal structure would be approximately 600 feet in length and would be located within the street median. The Crenshaw/Slauson Station would be located within the median of Crenshaw Boulevard south of the intersection of Crenshaw Boulevard and Slauson Avenue (Exhibit J).

In order to accommodate the station and the at-grade system as it continues north on Crenshaw Boulevard, the mature trees and landscaped medians would be removed. Crenshaw Boulevard would also be reconfigured to remove the frontage roads. Removal of the large, mature trees within the roadway median and reconfiguration of the frontage roads would affect the character of the streetscape, which currently has a park-like or grand-boulevard character (Exhibit K). Also within this area is a cultural landmark, the “Teach Us To Know” mural, which covers a residential wall west of Crenshaw Boulevard at 50th Street. Replacing the landscaped median with a street-grade transit system would affect the character of the setting. The loss of landscaping and vegetation would result in an adverse effect to visual quality. Mitigation measures will be implemented to minimize adverse visual effects of the LPA operating at-grade through this section of the alignment. With the implementation of Mitigation Measures **V1** through **V4**, no adverse effects are anticipated related to visual quality.

Crenshaw Boulevard between 48th Street and Exposition Boulevard

The alignment would transition to a below-grade configuration north of 48th Street through a portal in the median on Crenshaw Boulevard. The alignment would continue below grade to the northern terminus at the Crenshaw/Exposition Station. A portal for the Crenshaw/King Station would remove the existing uses at the southeast corner of the Crenshaw Boulevard/Martin Luther King Boulevard intersection (Exhibit L). The portal location and park-and-ride facility at the Crenshaw/Exposition Station would remove the existing land uses on the southeast corner of the Exposition/Crenshaw Boulevards intersection (Exhibit M). The removal of land uses at these intersections would result in a notable visual change, however, the station facilities in this location would fit within the context of the surrounding area. The removal of existing retail uses would initially be replaced with open plaza space in the short term, which would provide a visual marker for the station entrance. This open space plaza would include many visual elements of transit infrastructure, including, but not limited to hardscaping, landscaping, canopies, escalator and elevator entrances, art, and ticket vending machines. The siting and content of these visual elements have been developed with community input during station area planning workshops and would fit within the context of surrounding development. Future development may potentially be explored at this location as part of a joint development strategy.

Exhibit J. Crenshaw Boulevard between 60th Street and 48th Street (1)

Existing



Crenshaw Boulevard at Slason Avenue looking South down Crenshaw Boulevard.

Proposed



Crenshaw/Slason Station near the southwest corner of Crenshaw Boulevard and Slason Avenue would not substantially impair the visual character of Crenshaw Boulevard.

Source: Anil Verma, 2011.

Exhibit K. Crenshaw Boulevard between 60th Street and 48th Street (2)

Existing



Crenshaw Boulevard from 54th Street looking south.

Proposed



Loss of landscaped medians and mature trees would affect visual quality within a designated scenic roadway.

Source: Anil Verma, 2008.

Exhibit L. Crenshaw Boulevard between 48th Street and Exposition Boulevard (1)

Existing



Crenshaw Boulevard at Martin Luther King Jr. Boulevard looking south.

Proposed



Crenshaw/King Station southeast portal, looking south on Crenshaw Boulevard at Martin Luther King Jr. Blvd. would result in the removal of commercial buildings but would not adversely affect the visual character of the area.

Source: Anil Verma, 2011.