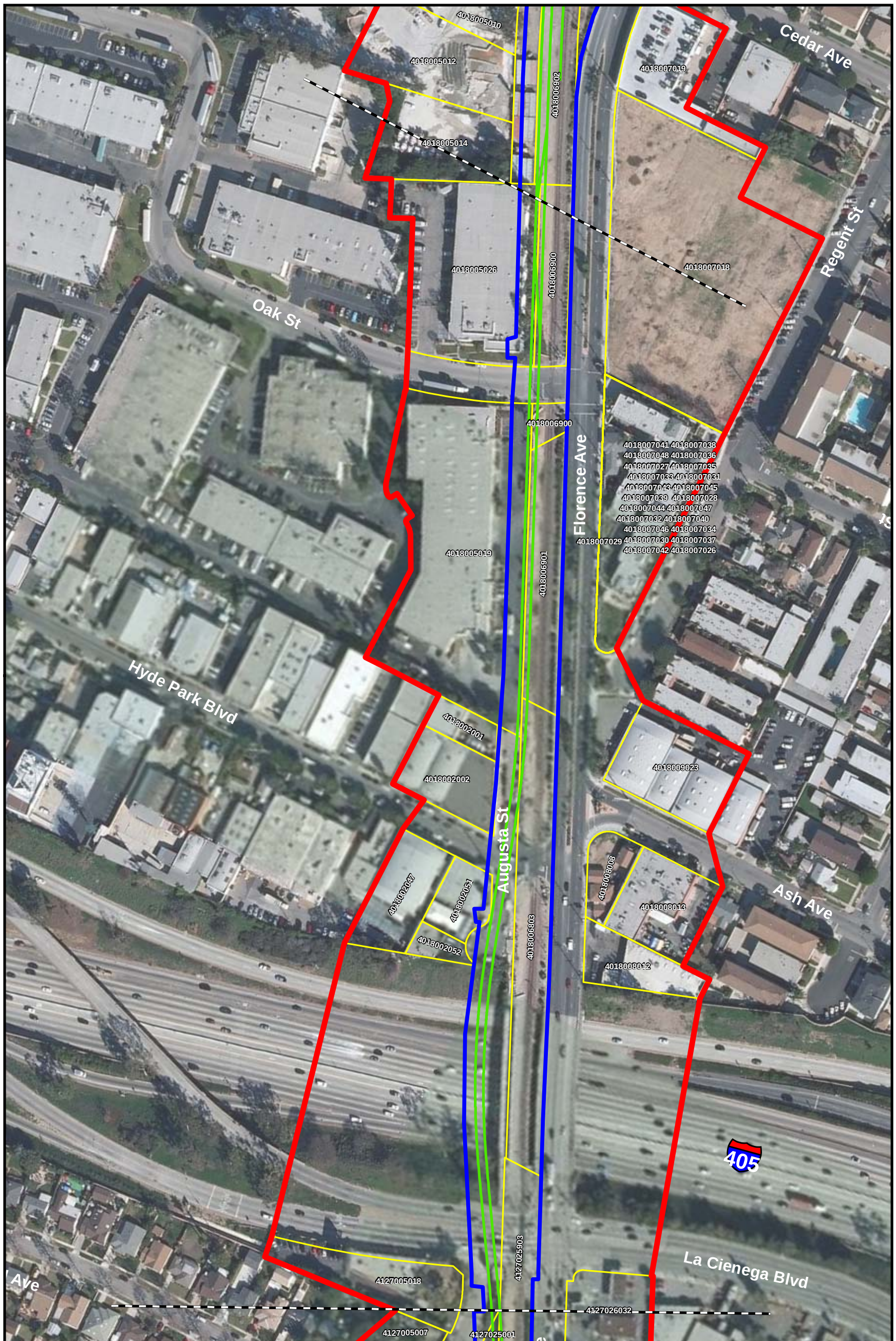
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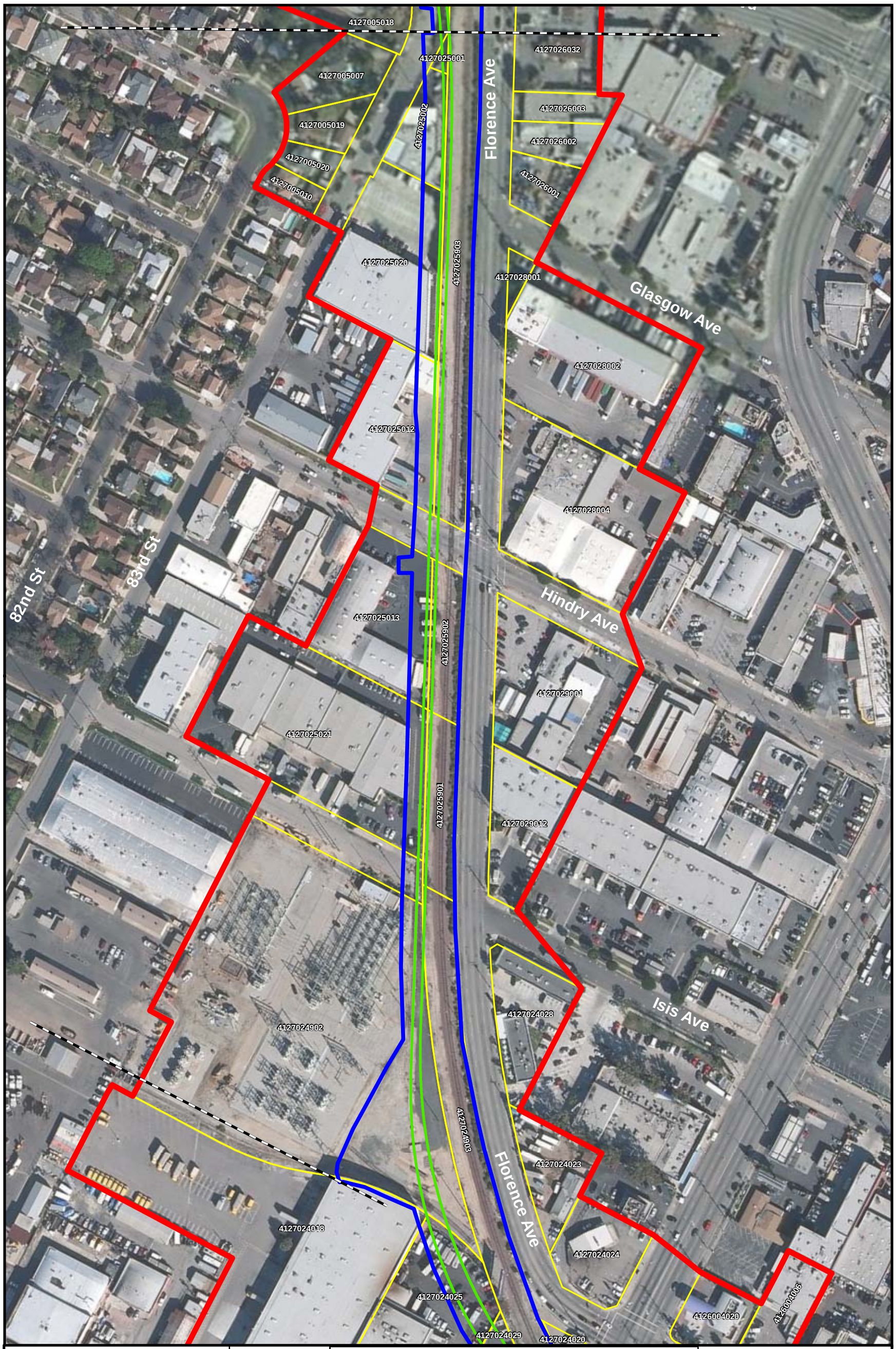
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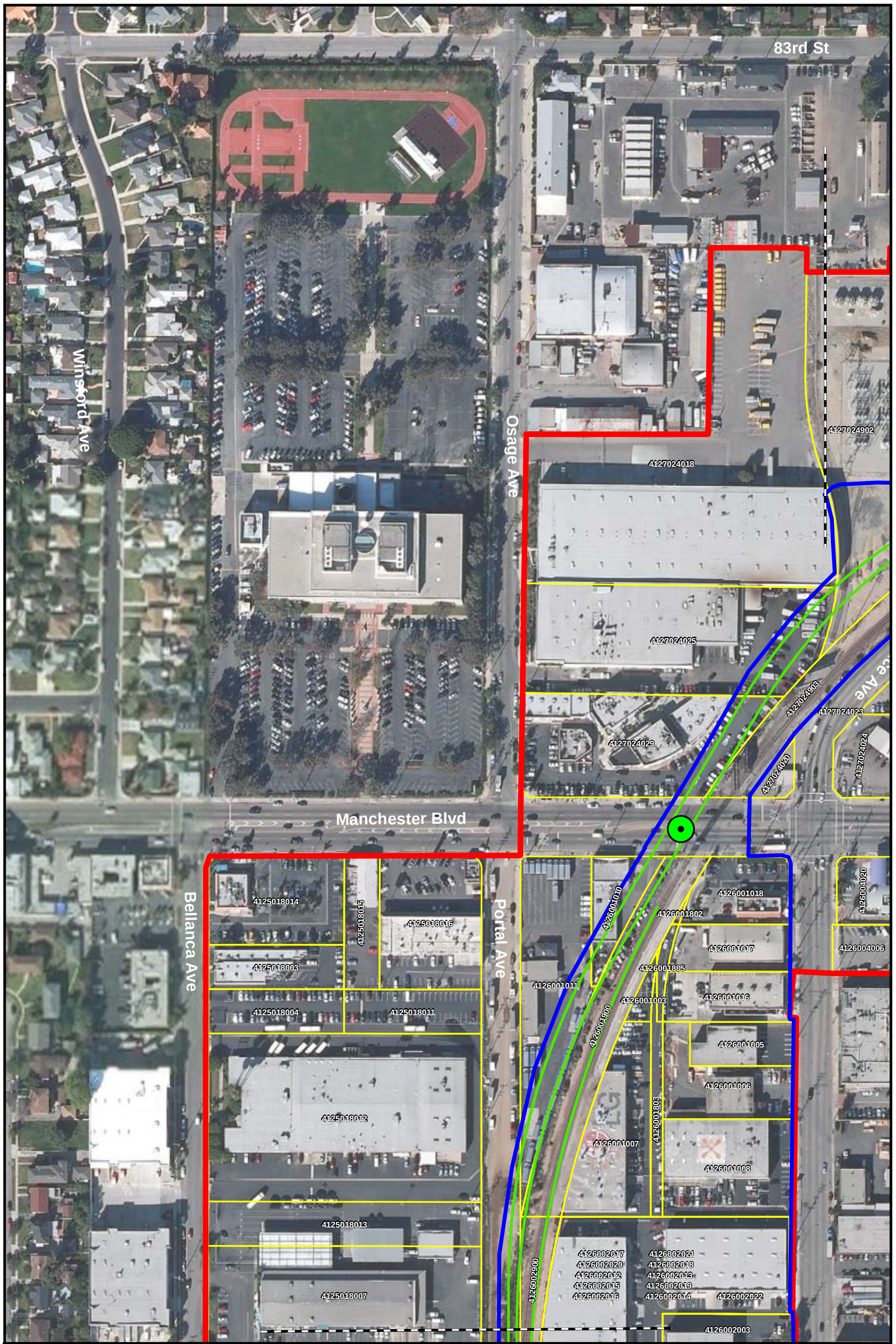
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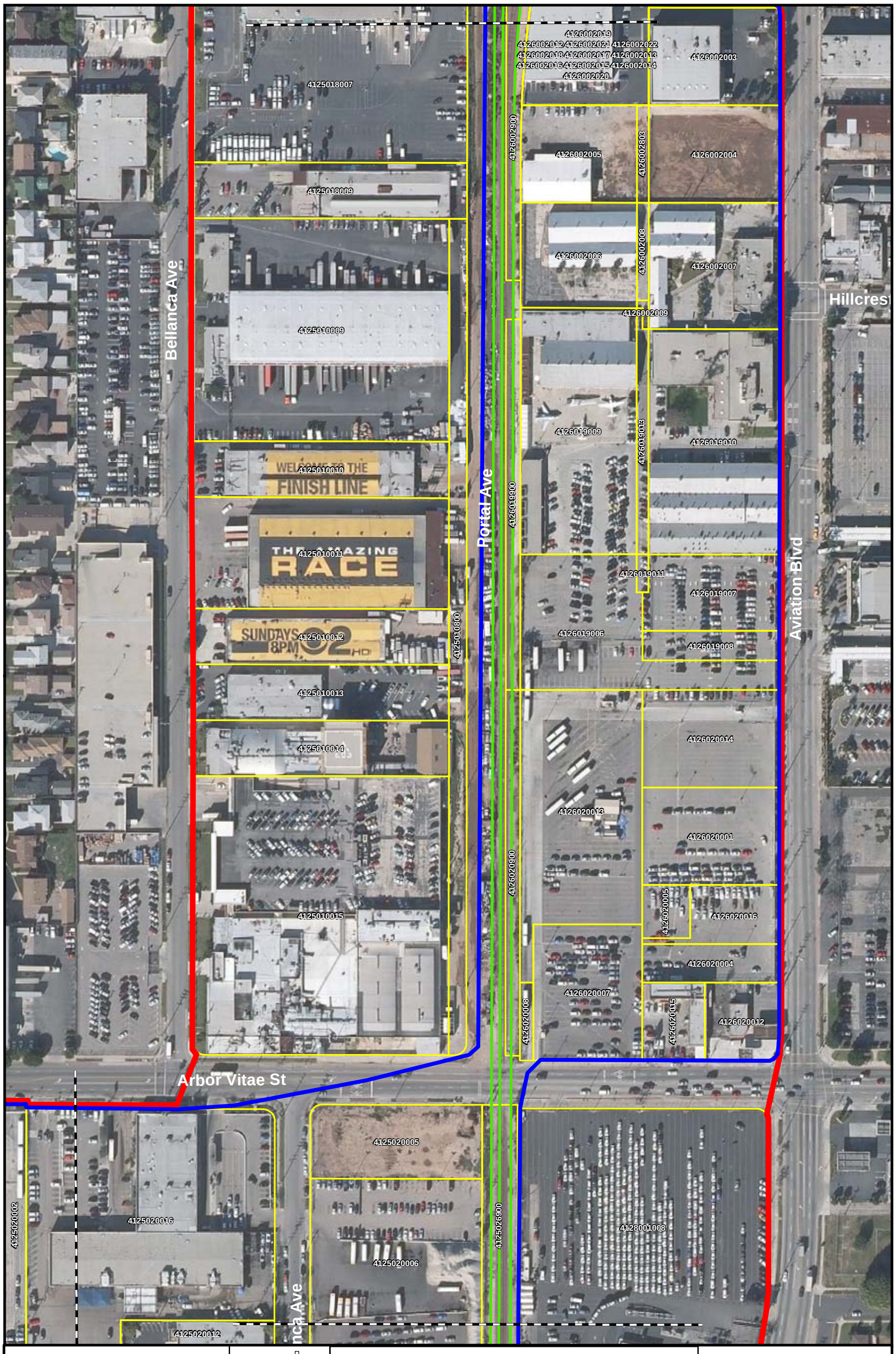
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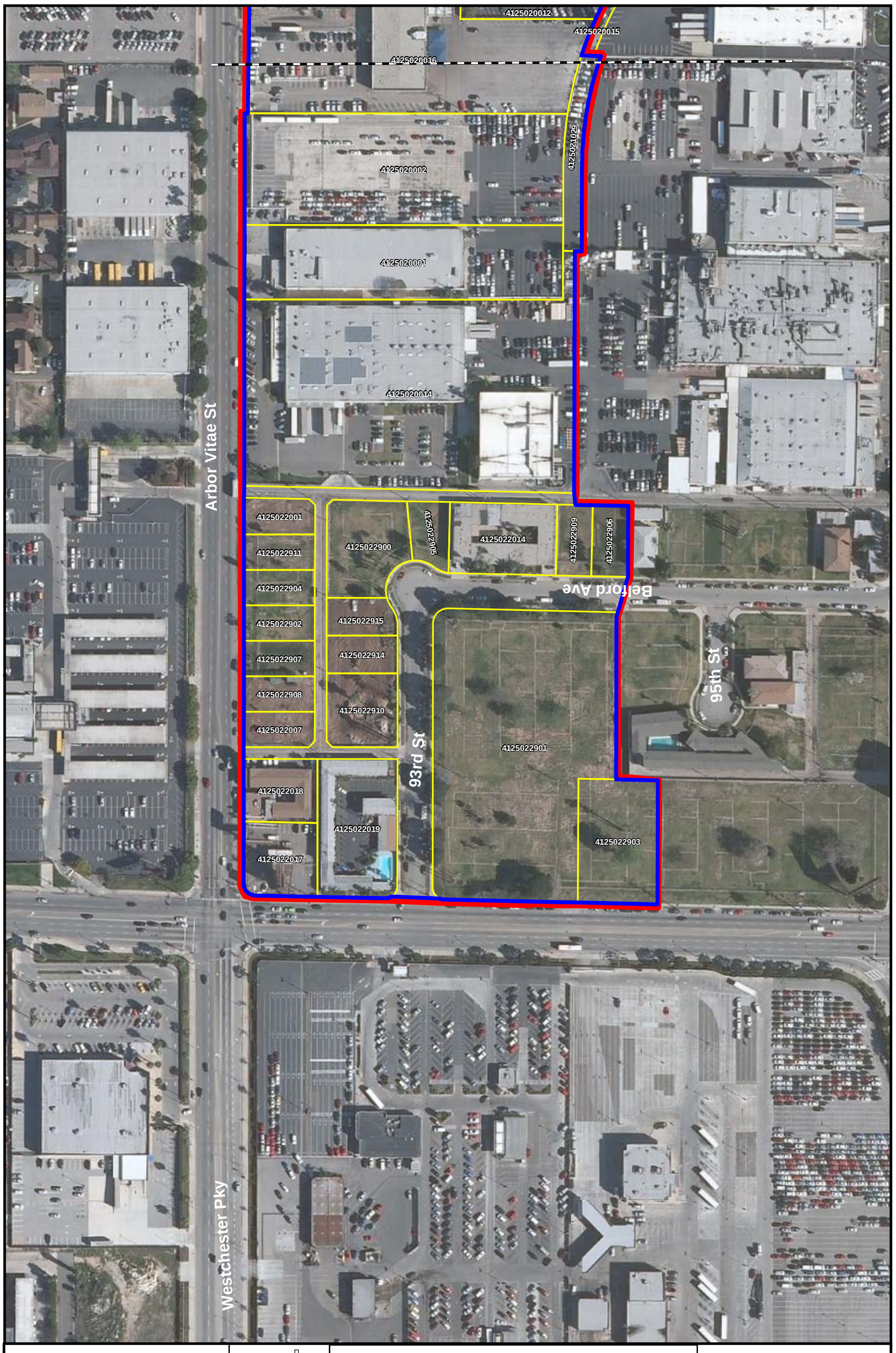
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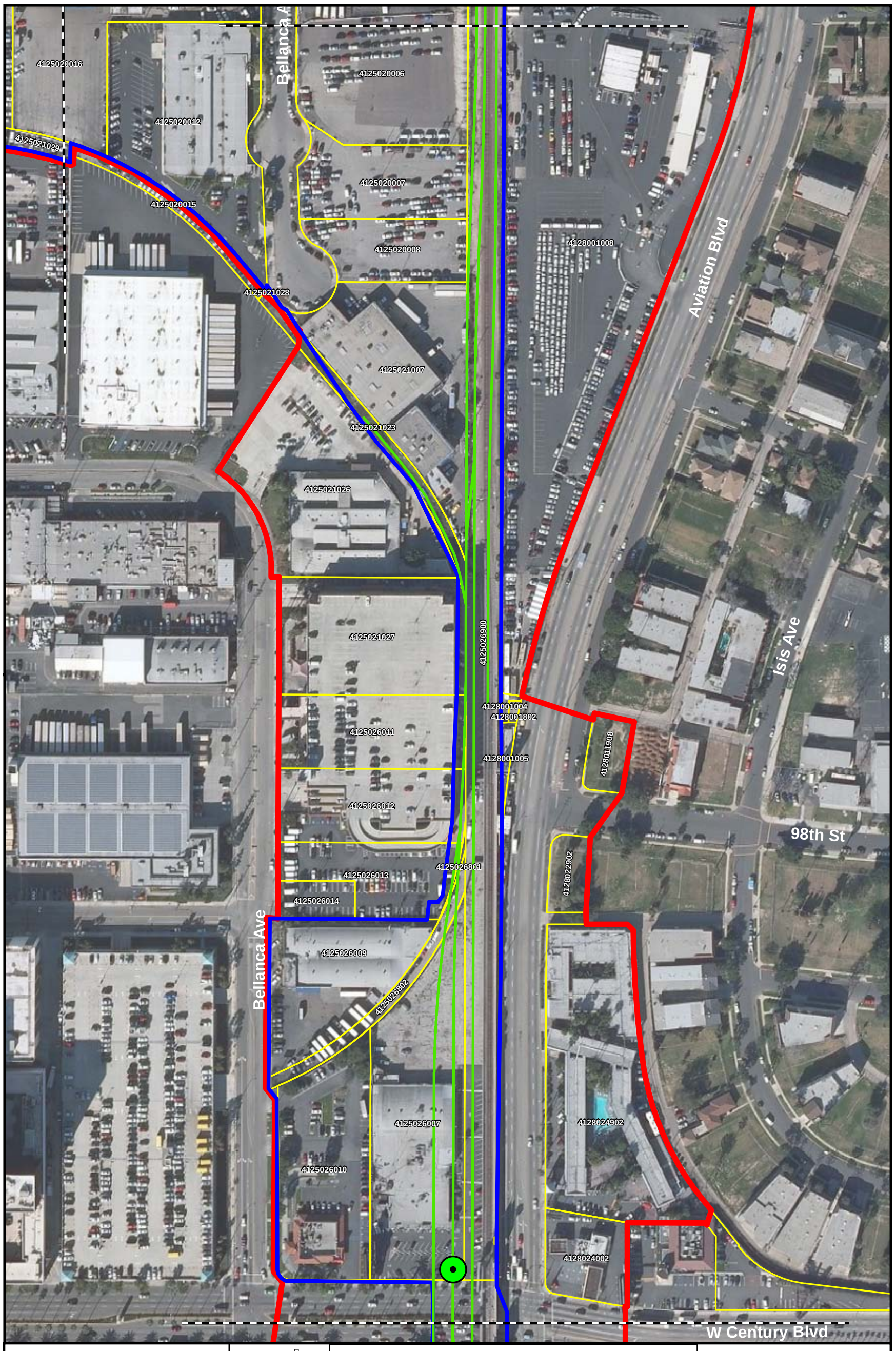
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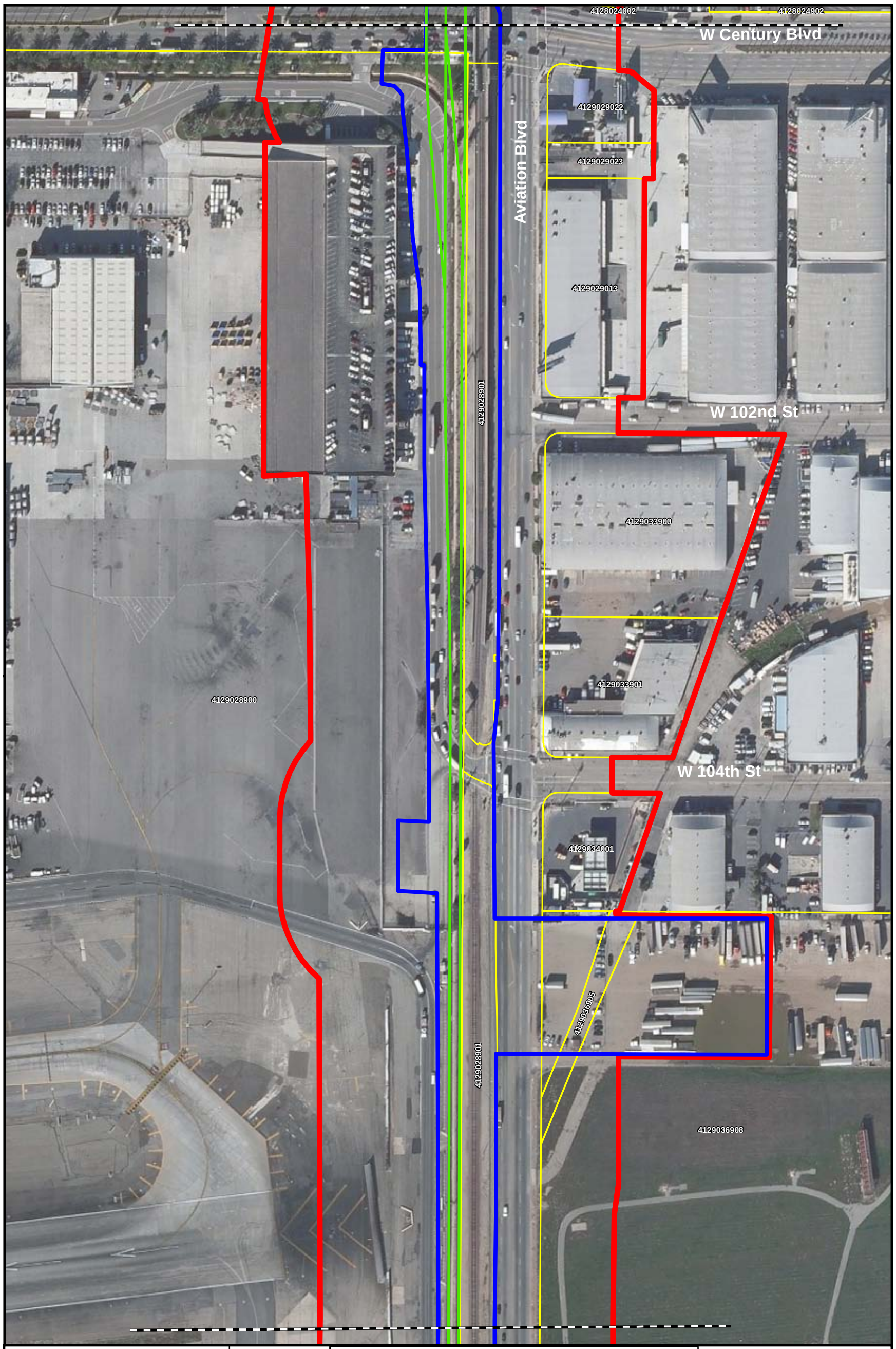
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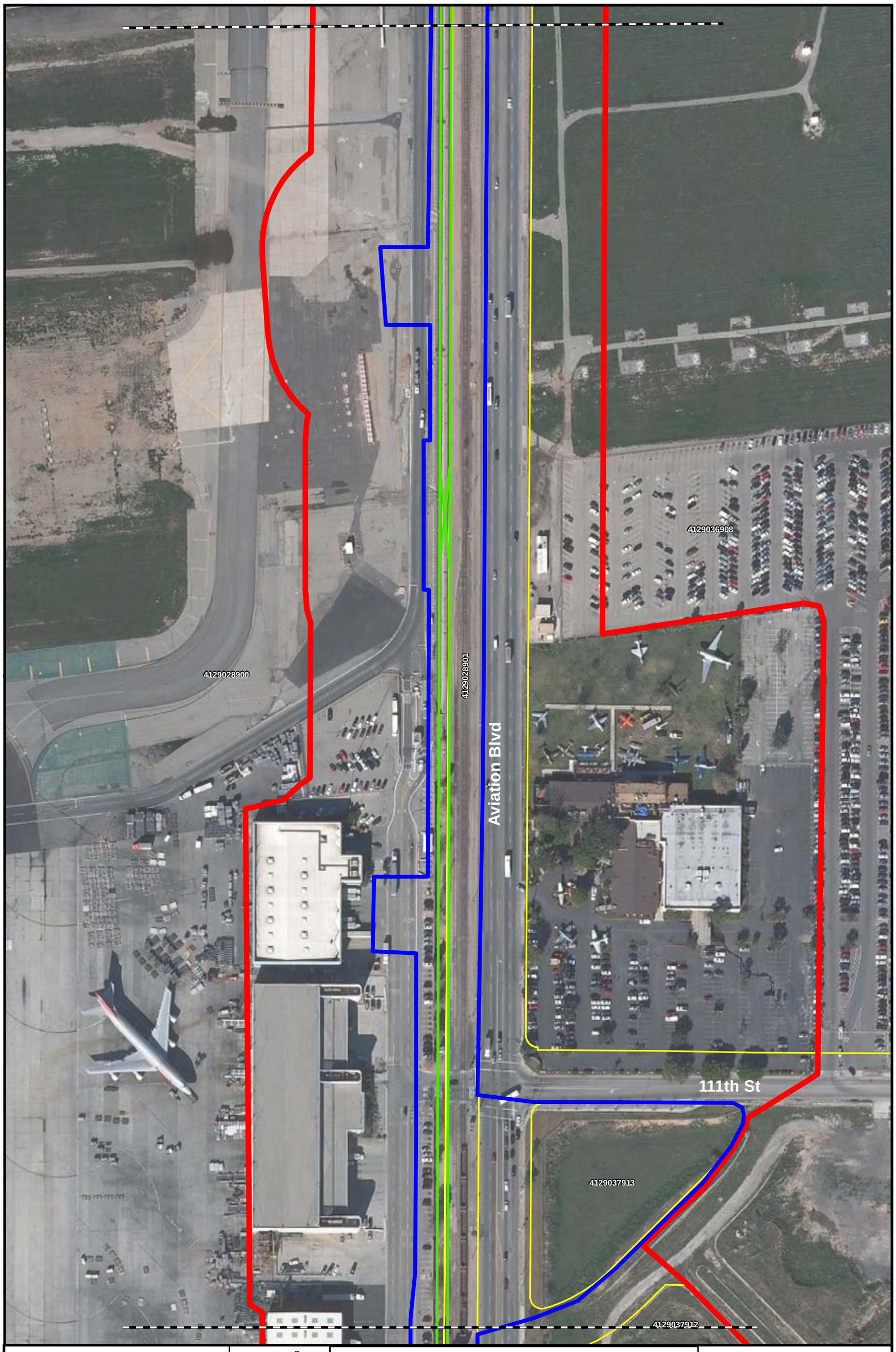


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Indirect APE
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**Crenshaw Transit Corridor**

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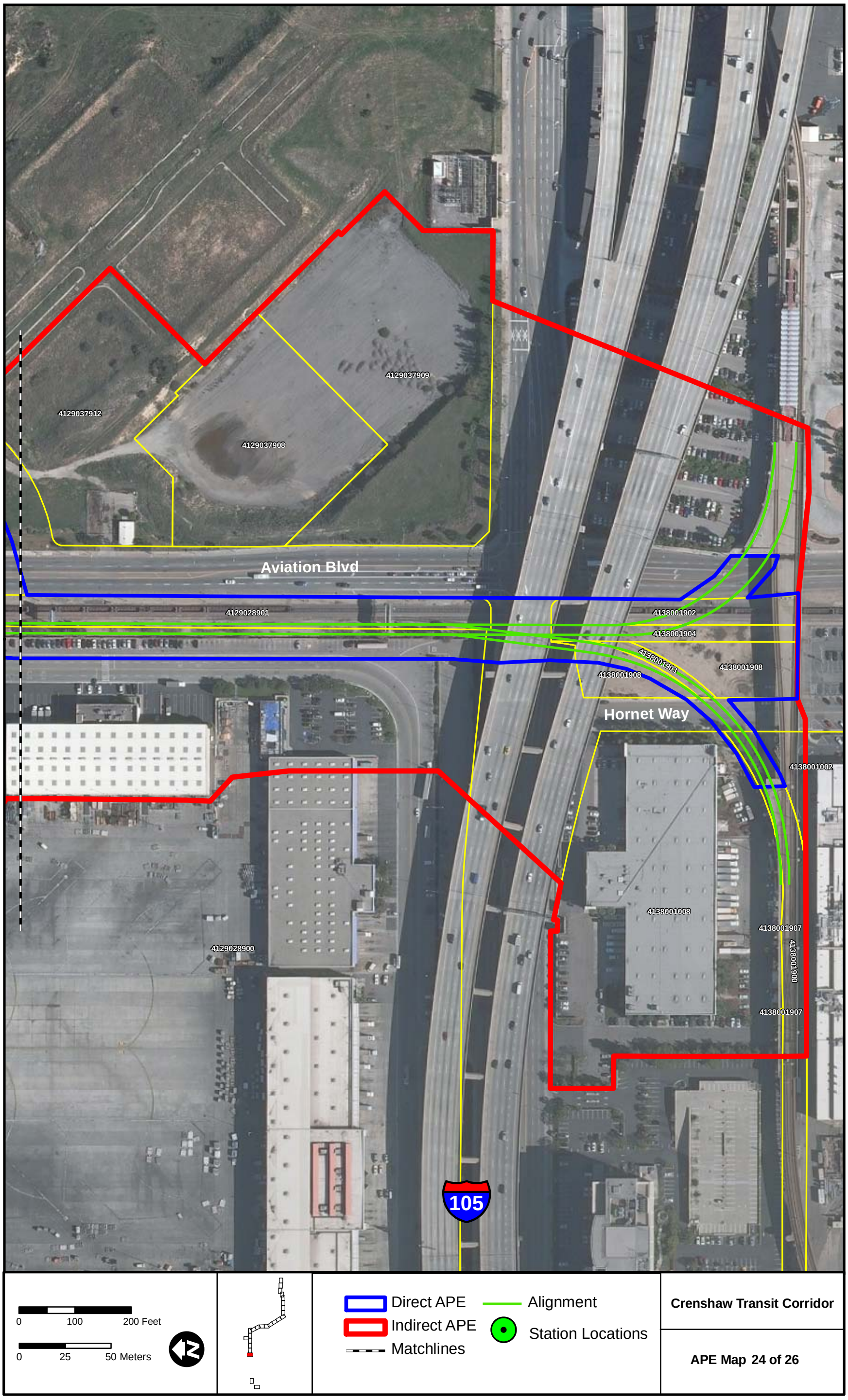


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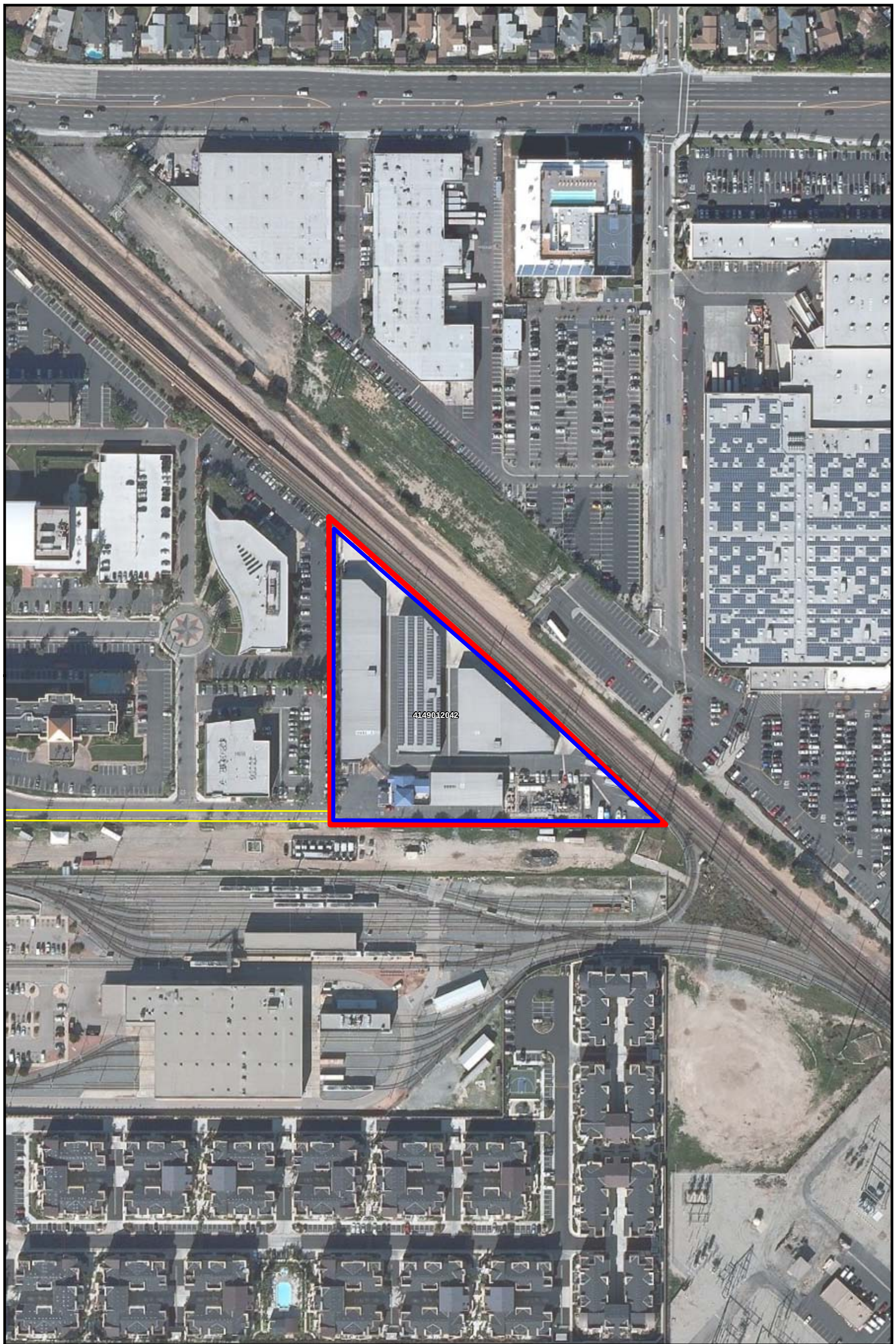


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# CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

**Project No. PS-4330-1968**

## Built Environment Technical Report

*Prepared for:*

Metro

*Prepared by:*
**SWCA Environmental Consultants**
**150 S. Arroyo Parkway, 2nd Floor**
**Pasadena, California 91105**

**May 2011**

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# 1.0 SUMMARY

## 1.1 Purpose and Scope

SWCA Environmental Consultants (SWCA) conducted a cultural resources inventory of the built environment that may be affected by the Los Angeles County Metropolitan Transportation Authority's (Metro's) proposed Crenshaw/LAX Transit Corridor Project (the project). The project is approximately 8.5 miles in length and is located within the cities of Los Angeles and Inglewood, Los Angeles County, California. The purpose of this project is to provide an effective north-south transportation network within the Crenshaw Transit Corridor—which is vital to alleviate current and projected connectivity and mobility problems.

This technical report was prepared to comply with current federal and state environmental review policies. National Environmental Policy Act (NEPA) guidelines require the identification of historic properties and evaluation of project-related effects on those properties. This report is also a component of compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and with regulations contained in 36 Code of Federal Regulations (CFR), Part 800. Section 106 of the NHPA defines historic properties as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places" (36 CFR Section 800.16 [l][1]). Effects under Section 106 of the NHPA are defined in the "Criteria of adverse effect" (36 CFR Section 800.5[1]).

The California Environmental Quality Act (CEQA) and CEQA Guidelines (California 2005) also require lead agencies to evaluate proposed projects for the potential to cause significant impacts on *historical resources*. A historical resource is defined as "a resource listed in, or determined eligible for listing in, the California Register of Historical Resources" in California Public Resources Code (PRC) Section 21084.1. A proposed project that may affect historical resources is submitted to the California State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the lead agency and before any project-related clearance, demolition, or construction activities may commence. This technical appendix was completed under provisions of CEQA (Section 15064.5) and CEQA Guidelines (Title 14, California Code of Regulations [CCR] Chapter 3, Article 5) for determining "significance of impacts to archeological and historical resources."

## 1.2 Dates of Investigation

A cultural resources records search for the project was conducted on January 2, 2008. Intensive-level surveys of the project Area of Potential Effect (APE) were conducted from August 2010 to February 2011. This report was completed in May 2011.

## 1.3 Investigation Constraints

Access to built environment resources was made from public rights-of-way; no building interiors were inspected as part of the effort to identify historic properties.

## 1.4 Summary of Findings

There are 66 resources listed in, determined eligible for listing in, or eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) in the project APE, and 34 resources listed in, determined eligible for listing in, or eligible for listing at the local level (not eligible for listing in the NRHP or CRHR). The APE was established by consensus and limits the scope of study to those parcels expected to be affected by the proposed project. There 41 historic properties (listed in, determined eligible for listing in, or eligible for listing in the NRHP), and 59 historical resources (listed in, determined eligible for listing in, or eligible for listing in the CRHR, or for local designation). See Table 1-1 below and Tables 4-3, 4-4, 4-5, 4-6, 4-7, and 4-8 (in the Affected Environment section) for a summary of these findings.

**Table 1-1. Summary of Findings**

| All Properties in APE | Findings (No. of resources) |
|---|---|
| **National Register of Historic Places**<br>Listed in, determined eligible for listing in, or found eligible for listing in, separately or as contributors to districts; includes two historic districts | **41** |
| **National Register Historic Districts**<br>Leimert Park<br>Inglewood Park Cemetery | **35**<br>**1** |
| **California Register of Historical Resources**<br>Listed in, determined eligible for listing in, or found eligible for listing in, separately or as contributors to districts | **25** |
| **Local Designation**<br>Listed in, determined eligible for listing in, or found eligible for listing in, separately or as contributors to districts | **34** |
| Found not eligible for listing in the NRHP or CRHR | 110 |
| **TOTAL RESOURCES EVALUATED** | **210** |
| **NOT EVALUATED**<br>Pre-1968 improvements exempted from study because of a lack of integrity | **230** |

Identification included review of one resource that was previously listed in or determined eligible for listing in the NRHP. Of the 210 resources evaluated for historic significance, 40 previously unidentified resources were found eligible for listing in the NRHP (including two historic districts), 25 resources were found eligible for listing in the CRHR, and 34 were found eligible for local designation. A total of 110 properties were found to be ineligible for any listing.

Tables 4-3, through 4-8 provide separate counts of historic properties, historical resources, properties found not eligible for either designation, and properties not evaluated for historic significance. After project historic resources identification was completed, including results of previous evaluations, exemptions, and survey efforts, a total of 440 historic properties or historical resources in the project APE was considered.

The remaining properties within the project area included vacant parcels and properties containing improvements that were completed after 1968 (Appendix F).

## 1.5 Disposition of Data

This report will be filed with the Federal Transit Administration (FTA), Metro, Parsons Brinckerhoff (PB), the South Central Coastal Information Center (SCCIC) located at California State University—Fullerton, and SWCA. All field notes and records related to the project will remain on file at SWCA's Pasadena office.

# 2.0 INTRODUCTION

Under contract to the Los Angeles County Metropolitan Transportation Authority (Metro), Parsons Brinckerhoff (PB) retained SWCA Environmental Consultants (SWCA) to prepare compliance for Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, including an intensive built environment survey for the proposed Crenshaw/LAX Transit Corridor Project. SWCA prepared this technical report to identify and evaluate historic built environment resources and to analyze effects of construction and implementation of the proposed project. Archaeological resources are addressed in a separate report.

## 2.1 Regulatory Setting

National Environmental Policy Act (NEPA) guidelines require compliance with federal laws that require the identification of historic properties and consideration of project-related effects on those properties. This report was prepared to comply with Section 106 of the NHPA, and with regulations contained in 36 Code of Federal Regulations (CFR) Part 800. These regulations require federal agencies to consider the effects of proposed projects on historic properties as part of the environmental assessment process.

Section 106 of the NHPA also requires federal agencies to take into account effects of undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following these regulations (36 CFR Part 800).

This technical report was also prepared to comply with requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines (CERES 2010) as they apply to cultural resources. Under CEQA, it is necessary for a lead agency to evaluate proposed projects for the potential to cause significant impacts on historical resources. A proposed project that may affect historical resources is submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the lead agency and before any project-related clearance, demolition, or construction activities may begin. If a proposed project could be expected to cause substantial adverse change to a historical resource, environmental clearance for the project would require the evaluation of alternatives or implementation of mitigation measures to reduce or avoid impacts. If a project is expected to result in an impact on historical resources, CEQA Guidelines require analysis of a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most the basic objectives of the project and avoid or substantially lessen any significant impacts on the historical resource.

Properties that may be historical resources within the identified project Area of Potential Effects (APE) were evaluated for National Register of Historic Places (NRHP) eligibility, according to criteria set forth in 36 CFR Part 60.4. The age criterion for inclusion in the NRHP is 50 years or more, except in cases of overriding significance (Criteria Consideration G). The properties were also considered for California Register of Historical Resources (CRHR) eligibility; although there is no established age threshold for the CRHR, the same 50-year cutoff was used for this project. Under Public Resources Code (PRC) Section 5024.1, the CRHR was established to serve as an authoritative guide to the state's significant historical and archaeological resources.

Under Section 106 and CEQA, if a proposed project and its related effects would adversely affect the qualities of properties either listed in or determined eligible for listing in the NRHP or the CRHR, such effects or impacts may be considered adverse or significant (respectively).

## 2.2 Project Personnel

This report was prepared by SWCA Architectural Historian Shannon Carmack, who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) (36 CFR Part 61, in history and architectural history. The historic context statement was prepared by Marlise Fratinardo of Sapphos Environmental, Inc., who also meets the PQS in history and architectural history. The report was reviewed for quality assurance/quality control (QA/QC) by SWCA Cultural Resources Principal Investigator John Dietler, Ph.D., Registered Professional Archaeologist (RPA). SWCA architectural historians Brandi Shawn, Samantha Murray, and Sarah Edwards provided technical support. SWCA geographic information systems (GIS) specialist Emily Kochert created the maps and figures used in this report; Danielle Desruisseaux served as technical editor.

## 2.3 Project Description

This section describes the alternatives that have been carried forward for study in the Final Environmental Impact Report (FEIR) that satisfy the purpose and need of the project. Details of the No Build and Locally Preferred Alternative (LPA), including design options and phasing options (minimum operable segments [MOS]) are described below.

### 2.3.1 No Build Alternative

Transit service under the No Build Alternative is focused on the preservation of existing services and projects. The No Build Alternative does not include any major service improvements or new transportation infrastructure beyond what is listed in Metro's 2009 Long-Range Transportation Plan (LRTP).

### 2.3.2 Locally Preferred Alternative

The Crenshaw/LAX Transit Corridor Project is a proposed transit infrastructure improvement project that would extend approximately 8.5 miles from the Metro Green Line Aviation/LAX Station to the Exposition Light Rail Transit (LRT) line (under construction) at the intersection of Exposition and Crenshaw Boulevards (Figure 2-1). The alignment would be double-tracked and would comprise at-grade street, at-grade railroad, aerial, and below-grade sections. The planned Metro Crenshaw Line would join the Metro Green Line at the Aviation/LAX Station and extend to the Crenshaw/Exposition Line Station in the north. Metro Green Line service can also be extended north to serve the new Aviation/Century Station for transfers to the Los Angeles International Airport (LAX). Metro will also consider two MOS. MOS-1 would extend from the Metro Green Line to the Crenshaw/King Station.

**Figure 2-1. Project Alignment**


Source: Parsons Brinkerhoff, 2011.

The incorporation of Design Option 6 would include the remaining underground segment to connect the Crenshaw/King Station to the Crenshaw/Exposition Station. MOS-2 would extend from the Metro Exposition Line to the Aviation/Century Station. MOS-2 would include the incorporation of Design Option 6 into the base project. These improvements would provide regional benefits to people throughout Los Angeles County.

#### 2.3.2.1 Grade separations

Proposed grade separations (Figure 2-2) are to be located:

- Along Crenshaw Boulevard between Exposition Boulevard and 48th Street (below grade)
- Between 60th Street and Harbor Subdivision

Along Harbor Subdivision (see Figure 2-2):

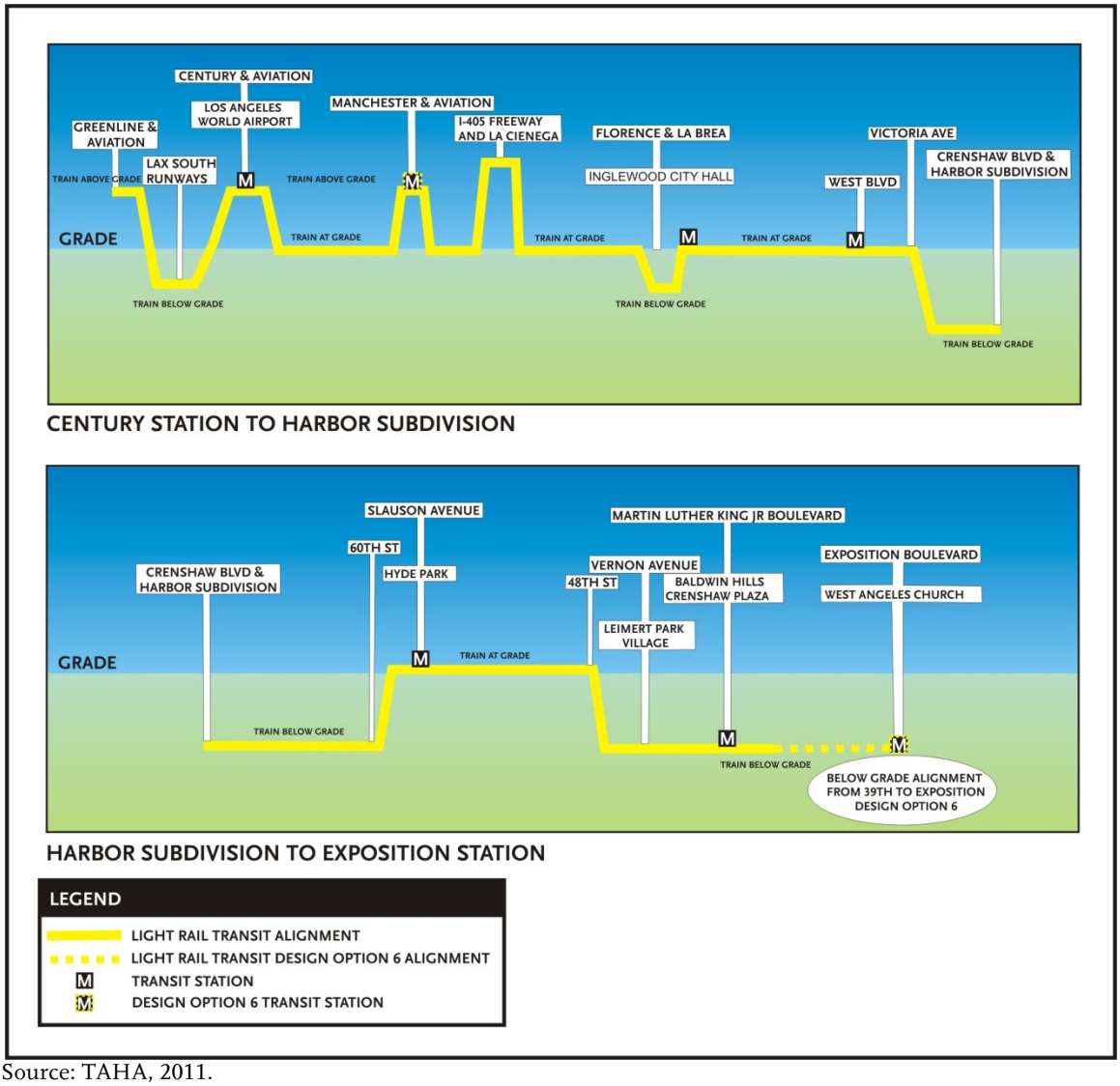
- Between Crenshaw Boulevard and Victoria Avenue
- Across La Brea Avenue (below grade)
- Across La Cienega Boulevard/I-405 Freeway (aerial)
- Across Manchester Avenue (aerial)
- Across Century Boulevard (aerial)
- Adjacent to the LAX south runways (below-grade trench)
- Across Centinela Avenue (below grade) (design option)

#### 2.3.2.2 Stations

Proposed station locations are planned as follows:

- Aviation/Century: Aerial station on Century Boulevard just north of the northwest corner of Aviation and Century Boulevards.
- Florence/La Brea: At-grade station just north of Market Street, to the west of Florence Avenue.
- Florence/West: At-grade center platform station just south of Redondo Boulevard, to the west of West Boulevard.
- Crenshaw/Slauson: At-grade center platform station on Crenshaw Boulevard, just south of Slauson Avenue.
- Crenshaw/King: Underground station on Crenshaw Boulevard, just south of Martin Luther King Jr. Boulevard
- Crenshaw/Exposition: Underground station on Crenshaw Boulevard just south Exposition Boulevard.
- Optional Aviation/Manchester: At-grade station east of Manchester Avenue or aerial station across Manchester Avenue, to the west of Aviation Boulevard.
- Optional Crenshaw/Vernon Station: Below-grade station on Crenshaw Boulevard, south of Vernon.

**Figure 2-2. Vertical Profile for the Crenshaw/LAX LRT Line**




Source: TAHA, 2011.

#### 2.3.2.3 Maintenance Yard

The Crenshaw/LAX LRT Project would require a new maintenance and operations facility. The facility would provide light rail vehicle (LRV) service and maintenance and storage for vehicles that are not in service. Proposed maintenance facility locations include:

- Site 14: 17.6-acre site bound by Arbor Vitae to the north and Harbor Subdivision to the east.
- Site 15: 20.5-acre site bound by Harbor Subdivision to the west, Aviation Boulevard to the east, and Arbor Vitae Street to the south.
- Site D22N: 3.5-acre site located in the city of Hawthorne, bound by Harbor Subdivision to the north and Isis Avenue to the east.
- Site 17: 14.2-acre site located in the city of Redondo Beach, bound by Redondo Beach Avenue to the west and Harbor Subdivision to the east.

### 2.3.3 Route Alignment and Termini

The alignment would begin at the existing Metro Green Line Aviation/LAX Station which is in an aerial configuration, and transition to a below-grade trench configuration, south of 111th Street, as it passes adjacent to the LAX south runways. After clearing the south runways north of 104th Street, the alignment would transition to an aerial configuration across Century Boulevard. At Century Boulevard, the LRT alignment would be on a new bridge constructed west of, and adjacent to, the existing railroad bridge.

The alignment would transition to an at-grade configuration north of the Wally Park structure and operate at-grade across Arbor Vitae Street and would transition to an aerial structure across Manchester Avenue. The alignment would transition back to grade level for at-grade crossings at Isis and Hindry Avenues. The LRT alignment would transition to an aerial configuration across La Cienega Boulevard and the I-405 Freeway, and would return to grade before Oak Street.

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 descend to a below-grade trench configuration under La Brea Avenue with an open-cut station to the east of La Brea Avenue. The alignment would transition back to grade east of La Brea Avenue until Victoria Avenue. At-grade crossings would occur at Centinela Avenue, West Boulevard and Brynhurst Avenue and an at-grade station would be located to the west of West Boulevard.

West of Victoria Avenue, the alignment would transition to a below-grade tunnel and continue along the Harbor Subdivision until Crenshaw Boulevard, where it would continue 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.

The alignment would travel at grade in a new median of Crenshaw Boulevard south of 59th Street to 48th Street. The frontage roads along Crenshaw Boulevard would be

eliminated where the alignment is operating at grade. There would be an at-grade station in the median of Crenshaw Boulevard, south of Slauson Avenue. The alignment would transition to a below-grade configuration north of 48th Street through a portal in the median of Crenshaw Boulevard. The alignment would be below grade for the remainder of the alignment, either to the MOS-1 at Martin Luther King Jr. Boulevard or at Exposition Boulevard, with the incorporation of Design Option 6. The below-grade alignment could be built as either a bored or cut-and-cover tunnel. The choice of tunneling methodology will be based on an analysis of the length and depth of the tunnel section. Below-grade stations would be located in the median of Crenshaw Boulevard at Martin Luther King Jr. and Exposition Boulevards, with portal entrances on properties adjacent to Crenshaw Boulevard.

MOS-2 would follow the same alignment described above, but would begin at the Crenshaw/Exposition Station with the incorporation of Design Option 6 and would terminate at the Aviation/Century Station.

# 3.0 METHODOLOGY FOR IMPACT EVALUATION

This section describes the processes for identifying cultural resources, determining the significance of those resources, evaluating potential effects from construction and operation of the project, and potential permanent changes to historic properties and/or their contextual settings, and the thresholds of significance that are applied to potential impacts. Section 4.0 describes the historic properties identified in the project area and their significance. Section 5.0 evaluates potential impacts to these resources from construction and operation, and Section 6.0 evaluates potential indirect and cumulative effects.

## 3.1 Definition of Historic Resources and Standards of Significance

### 3.1.1 Federal

A number of federal laws address the protection of historic and cultural resources. Analysis of expected effects to built environment resources are primarily addressed through the National Environmental Policy Act of 1969 (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), and Section 4(f) of the Department of Transportation Act of 1966.

#### 3.1.1.1 National Environmental Policy Act

The intent of NEPA is to protect the natural and built environment, including historic properties, from adverse effects resulting from federal actions. Before a federal agency may proceed with a proposed action, an environmental evaluation must be made to determine whether the action may have a significant effect on the environment. Effects on historic properties are usually assessed in coordination with the process established under Section 106 of the NHPA. Normally, the Section 106 process must be completed before an Environmental Impact Statement (EIS) can be finalized.

Generally under NEPA, historic and cultural resources include properties that are listed in or determined eligible for listing in the National Register of Historic Places (NRHP). Although NEPA does not provide specific definitions or criteria for determining the significance of historic properties, the term "historic property" is clearly defined in Section 106.

NEPA does require federal agencies to evaluate the significance of potential project-related effects, including both direct (tangible, e.g., demolition or alteration) and indirect (less obvious, e.g., noise or visual) effects. NEPA does provide guidance for determining significance as a measure of impact intensity (Section 1508.27) as follows:

> (b) Intensity. This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:
>
> 1. Impacts that may be both beneficial and adverse. A significant effect may exist even if the federal agency believes that on balance the effect will be beneficial.