



## **4.0 COMMUNITY PARTICIPATION**

### **4.1 Introduction**

This chapter documents the community participation for the Metro Crenshaw/Los Angeles International Airport (LAX) Light Rail Transit (LRT) Project Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR), in compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). This chapter documents the public participation activities specifically related to the evaluation of the four new maintenance facility site alternatives. The community participation activities completed to date include the initial identification of the potential new sites (February 2010), the identifications of site alternatives (March 2010), and notification of efforts to prepare this SDEIS/RDEIR (September 2010). During circulation of this SDEIS/RDEIR, an open house/public meeting will be held on March 1, 2011 at 6:00 p.m. and an open house/public hearing will be held on March 31, 2011 at 6:00 p.m. to receive public testimony regarding the environmental effects of the alternative maintenance facility sites. Responses to comments will be received through the public circulation period and will be addressed and incorporated into the Crenshaw/LAX Transit Corridor Project Final environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which is scheduled to be completed in Summer 2011. The FEIS/FEIR will identify a preferred maintenance site alternative for the Crenshaw/LAX Transit Corridor Project. The following meetings were held during this outreach process:

- February 24, 2010, 6:00 p.m., Westchester United Methodist Church – Meeting to disclose new site search and solicitation for initial identification of sites.
- March 24, 2010, 6:00 p.m., Westchester United Methodist Church – Briefings to update site selection process.
- March 25, 2010, 6:00 p.m., Saint Mary’s Academy School Gym – Briefings to update site selection process.
- March 27, 2010, 10:00 a.m., Christ the Good Shepherd Episcopal Church – Briefings to update site selection process.
- March 31, 2010, 6:00 p.m., Lula Washington Dance Theater – Briefings to update site selection process.
- September 2010 through January 2011 – Meetings with potentially affected individual tenants and property owners. All properties were sent a notice in the mail and offers of meetings were made available.
- December 1, 2010, 10:00 a.m., Del Aire Park – Briefings to update site selection process.
- March 1, 2011, 6:00 p.m., Flight Path Learning Center – Open House/Public Meeting to receive comment on circulated SDEIS/RDEIR.
- March 31, 2011, 6:00 p.m., Inglewood City Hall – Open House/Public Hearing to receive comment on circulated SDEIS/RDEIR

The goals of the Metro’s public involvement program for this project are to:

- Encourage and educate a broad and diverse base of stakeholders, particularly underrepresented minority communities, regarding the on-going status of the project.
- Ensure that the outreach activities facilitated meaningful participation in the project planning/development process, especially for potentially affected members of the community.
- Document, log, and respond to the public’s concerns regarding the project, which in turn could provide the technical team with information needed to develop mitigation measures and to ensure that the public’s comments can be appropriately summarized in this environmental document.
- Facilitate public participation by providing multiple opportunities for the project team to meet and engage the public.
- Provide multi-lingual communications. Handout materials are always produced in both English and Spanish and are prepared in other languages, as needed.

## **4.2 Public Outreach Activities**

### **4.2.1 Disclosure of Identification of Potential Sites**

Following the elimination of the two maintenance facility site alternatives evaluated in the Crenshaw/LAX Transit Corridor Project DEIS/DEIR, renewed community participation was initiated to solicit ideas for new sites that the project team should consider. The first community participation activity was a public workshop held on February 24, 2010. At this meeting, the public was presented with a summary of the services to be provided at the maintenance facility and the physical requirements necessary to make it functional. The public was asked to identify potential sites by placing markers in locations they found to be desirable. The second part of the meeting was focused on identifying selection criteria that the public felt was important to the evaluation of the potential sites.

### **4.2.2 Stakeholder Identification**

To continue to keep the public informed of the site evaluation and selection study, Metro maintained a contact list of stakeholders located throughout the project area and, in particular, those located adjacent to the potential maintenance facility sites and others who could be directly affected. The stakeholder list is a “living document” and has continued to grow throughout the life of the project. Contacted stakeholders included, but were not limited to: residents, chambers of commerce, business improvement districts (BIDs), environmental groups, transit organizations/advocates, community-based organizations, faith-based organizations, educational institutions, neighborhood councils, businesses, professional associations, homeowners associations (HOAs), elected officials, city managers, and community redevelopment agencies. The current



stakeholder database for the Crenshaw/LAX Transit Corridor Project includes approximately 1,600 individuals, businesses, and organizations.

#### **4.2.3 Mailings for Public Workshops**

Based on the list of stakeholders, approximately 3,000 flyers were distributed to notify stakeholders of the the February 24, 2010 public workshop, which initiated the additional analysis for the new maintenance facility sites. In the flyers, the public was presented with information regarding the purpose and physical requirements of a maintenance facility site and was asked to participate in the initial identification of potential sites.

In March 2010, approximately 15,000 flyers were distributed for four additional public workshops. The purpose of these workshops was for the project team to present the 16 potential sites that the public identified at the first public workshop in February 2010. In addition, the project team planned to discuss the selection criteria proposed by the public to screen the potential sites.

#### **4.2.4 Electronic Invitations**

E-mail blasts, including a “Save-the-Date” and a “Reminder” e-mail, were sent out to the stakeholder list for the one February and four March 2010 meetings. The stakeholder list includes over 3,500 individuals.

#### **4.2.5 Workshops for the Screening of Potential Sites**

At the four March 2010 meetings, the 16 potential sites that the public had identified at the previous February meeting, as well as the public-recommended screening criteria, were displayed. The project team informed the meeting attendees of the results of an initial screening that had occurred using the criteria. The objective was to identify potential sites that could be eliminated because of fatal flaws. This initial screening process was displayed on a matrix and identified eight sites to be dropped from further consideration. During these meetings, public input was sought regarding the remaining eight sites under consideration.

#### **4.2.6 Community/Stakeholder Briefings**

Metro also contacted all potentially affected major property owners and nearby building tenants in an effort to disclose information about the remaining four potential maintenance facility sites. Metro conducted briefings and presentations with more than 40 potentially affected property owners and tenants. Typically, the briefing included an overview of the project and the selection process to be used to identify potential maintenance facility sites. The information also included a timeline for potential property acquisitions and an explanation of how potential real estate acquisitions would occur. Owners and tenants were also asked to contribute information about their property or business that could help characterize the extent of potential displacements and relocations. Metro also conducted a supplementary briefing on December 1, 2010, to inform adjacent property owners and area residents and businesses in the vicinity of the Site #17 Marine/Redondo Beach and Division 22 Northern Expansion Alternatives. A

mailing was sent out to property owners within a half-mile of the two sites and included approximately 5,000 properties.

#### **4.2.7 Briefings with Local Governments**

Metro also wanted to ensure local governments were kept informed of efforts to identify and select new maintenance facility sites. The maintenance facility site alternatives are located in four different local government jurisdictions. These include the Cities of Los Angeles, Hawthorne, Inglewood, and Redondo Beach. Introductory briefings were conducted with each of these jurisdictions. Briefings included information on potential issues resulting from the selection of maintenance site alternatives. Update briefings were provided as requested.