

PART II - SECTION 4(F) EVALUATION

1.0 Summary

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

2.0 Proposed Project

The proposed Crenshaw/LAX Transit Corridor Project (Project) involves a light rail transit (LRT) alignment that would extend approximately 8.5 miles from the Metro Green Line Aviation/LAX Station to the Exposition LRT line (under construction) at the Exposition/Crenshaw Boulevards intersection. The LRT alignment would be double-tracked and would be comprised of at-grade street, at-grade railroad, aerial, and below-grade sections. The development of a new maintenance facility in connection with the Crenshaw/LAX Transit Corridor Project is essential to the successful implementation of the Project. Moreover, there is a lack of adequate capacity at Metro's existing light rail maintenance facilities and logistical issues require that a new maintenance facility be constructed. For a full description of the Project, refer to Chapter 2.0 of the DEIS/DEIR.

3.0 Section 4(f) Evaluation

This section contains the Section 4(f) evaluation of the Crenshaw/LAX Transit Corridor Project on parklands and historic properties. The Section 4(f) evaluation includes a description of the proposed action, a list of eligible properties for the National Register of Historic places, and an evaluation of individual parklands or historical resources potentially impacted by the Project. The evaluation of each resource includes information on the location and of the property impacted, impacts of the project on the property, measures to minimize harm, and coordination with the agency having jurisdiction over the resource.