

Attachment A

Responses to Comments Received

Introduction

The Supplemental Environmental Assessment (EA) for the Crenshaw/LAX Transit Corridor Project (Project) was circulated to the public for comment during a 30-day comment period from July 2, 2012 to August 1, 2012. During the public comment period, written comments from 15 commenters (10 agencies and five individuals and community organizations). A public hearing for the proposed project modifications was held on July 16, 2012 and oral comments were received from 14 individuals. Some commenters commented on multiple topics, only comments substantive to the project are summarized and responded to in this document. The 29 total sets of comments were categorized into the following 14 topics:

- Coordination and compliance with applicable regulations under the specific agency jurisdiction
- Effects of proposed modifications in the City of Inglewood
- Effects to Faithful Central Bible Church (FCBC)
- Florence/Hindry Station
- Noise effects to the Westchester Theater
- Job creation
- Park Mesa grade separation
- Responsiveness to community input
- Effects to Inglewood neighborhoods
- Landscape maintenance and sound walls
- Incorporation of art and a bicycle lane in the City of Inglewood
- Project serving the community
- Connection to Los Angeles International Airport (LAX)
- Centinela crossing

This attachment provides a summary of substantive comments received during the public review period, as well as summary responses to these comments. All of the original correspondence and public hearing transcripts are included in Attachment B to the Finding of No Significant Impact (FONSI).

List of Commenters on the EA

Table A-1 lists the agencies and individuals that commented on the EA.

Table A-1. List of Commenters

Name	Source	Agency/Organization
Public Agencies		
Gregor Blackburn	Mail	United States Department of Homeland Security, Federal Emergency Management Agency
Paul Frost	Mail	California Department of Conservation
Dianna Watson	Mail	Department of Transportation - District 7, Regional Planning (State of California)
Dave Singleton	Mail	Native American Heritage Commission (State of California)
Scott Morgan	Mail	California Office of Planning and Research, State Clearinghouse
Rosa Munoz	Mail	California Public Utilities Commission
Carmen Sainz	Mail	County of Los Angeles Regional Planning Airport Planning Commission
Leroy D. Baca	Mail	County of Los Angeles Sheriff's Department Headquarters
James T. Butts, Jr.	Mail	City of Inglewood, Office of the Mayor
Linda Tatum	Mail	City of Inglewood, Planning and Building Department
Individuals		
Salomon Anaya	Mail	Submerged Art Gallery
E. Earl Scott Apostle	Comment Form	Black Foundation Center
Marc. T. Little	Mail	Faithful Central Bible Church

Name	Source	Agency/Organization
Cynthia Moore	Email	Individual
Joel J. Ranc	Email	City of Inglewood Serials and Government Documents
Oral Testimony Received During Public Hearings		
Shari Barrett	Public Hearing	Kentwood Players
Michael Benebau	Public Hearing	Individual
Marie Bryant	Public Hearing	Park Mesa Heights Community Council
Tut Hayes	Public Hearing	Individual
Webster Johnson	Public Hearing	Individual
John McNeill	Public Hearing	Individual
Reverend Jackie Russell	Public Hearing	Faithful Central Bible Church
Diane Sambrano	Public Hearing	Individual
Clint Simmons	Public Hearing	Crenshaw Subway Coalition
William M. Smith	Public Hearing	Individual
Wayne Spencer	Public Hearing	Individual
Dale Steiber	Public Hearing	Individual
Michael Stevens	Public Hearing	Inglewood City Council
Theodore Thomas	Public Hearing	Park Mesa Heights Community Council

Summary of Agency Comments & Responses

As described above, 10 public agencies submitted letters on the proposed project modifications. The letter from the State of California, Governor's Office of Planning and Research (OPR) consisted of a forwarding of two agency letters FTA had already received directly from the agencies. Two common themes emerged from the agency comments received on the EA:

- Coordination and compliance with applicable regulations under the specific agency jurisdiction
- Effects of proposed modifications on the City of Inglewood

A summary of comments from the agency letters and responses to those comments are provided below.

Coordination and compliance with applicable regulations under the specific agency jurisdiction

Comment: The United States Department of Homeland Security, Federal Emergency Management Agency noted the need for compliance with the National Flood Insurance Program floodplain management building requirements.

Response: *The proposed project modifications have been assessed for the potential to occur within floodplains. None of the proposed project modifications would occur within any areas designated on maps as floodplains. As noted in Section 3 (page 20) of the EA, the project modifications would have no adverse effects related to floodplains.*

Comment: In a re-submittal of a previously received letter dated October 30, 2009, the Department of Conservation Oil and Gas noted the procedures for encountering idle, plugged, and abandoned wells and the need to complete a well abandonment procedure packet.

Response: *The proposed project modifications are not anticipated to affect wells under the jurisdiction of the Department of Conservation. As noted in Section 3 (page 21) of the EA, subsurface gases from oil fields would not be affected by the proposed project modifications. If unforeseen circumstances arise where wells are located in the project right-of-way or on other properties to be acquired, the project will comply with procedures for idle, plugged, and abandoned wells and submit a well abandonment procedure packet.*

Comment: The California Department of Transportation (Caltrans) stated that, should additional traffic be created on the freeway on ramps by the proposed project modifications, an additional traffic study would be required. Caltrans also stated that additional compliance permits for encroachment and heavy equipment within their right-of-way would also be required.

Response: *The proposed project modifications would not affect traffic on freeway ramps, thus not requiring an additional traffic impact study. Coordination with Caltrans and the City of Inglewood Department of Public Works regarding potential lane closures has been ongoing and will continue. Permits will be obtained for construction done within the Caltrans right-of-way and for heavy equipment as required.*

Comment: The Native American Heritage Commission stated that no sacred lands were identified in its search of its Inventory of Native American cultural resources. The Commission also requested that FTA consult with local Native American groups and a list of contacts was provided.

Response: *Native American groups that have expressed interest in the project have been included in the distribution list for documents and public notices. Coordination with local Native American groups has occurred in the development of the Crenshaw/LAX Transit Corridor Project Construction Phase Cultural Resources Monitoring and Mitigation Plan and has been ongoing.*

Comment: The OPR forwarded two letters from other agencies that FTA has already received during the comment period.

Response: *None required.*

Comment: The California Public Utilities Commission (CPUC) commented that it had jurisdiction over highway-rail crossings in California, and that CPUC and the Los Angeles County Metropolitan Transportation Authority (LACMTA) had coordinated and reached agreement on all the proposed project refinements, except the mid-block pedestrian crossing. CPUC commented that LACMTA should continue to coordinate with CPUC regarding the mid-block pedestrian crossing..

Response: *The LACMTA has coordinated with CPUC on all grade crossing and related safety matters. The mid-block pedestrian crossing has been introduced to CPUC and coordination is still ongoing to achieve agreement from the CPUC. The mid-block crossing would not be implemented until CPUC approval is granted.*

Comment: The County of Los Angeles Regional Planning Airport Commission identified potential dust, smoke and light emission impacts during construction of the project that it believed could occur within the Runway Protection Zone and acknowledged that the proposed mitigation measures to be implemented at all times during construction would eliminate the effects.

Response: *The project modifications do not occur in the vicinity of a Runway Protection Zone. As identified in the Final Environmental Impact Statement (FEIS), the Crenshaw/LAX Transit Corridor Project would occur within the Runway Protection Zone. Mitigation measures will address potential impacts near a runway protection zone.*

Comment: The County of Los Angeles Sheriff's Department noted that additional stations would require additional police personnel, but that the exact level of staffing would be determined when the proposed project is operational.

Response: *The proposed Crenshaw/LAX Transit Corridor Project would result in the need for additional police personnel. This need was analyzed and discussed in the FEIS and subsequent Record of Decision (ROD). However, the proposed project modifications do not include additional stations beyond the stations identified in the FEIS. Additional police personnel for the proposed project modifications are not required.*

Effects of proposed modifications on the City of Inglewood

The following comments were submitted by the City of Inglewood Economic and Community Development Department and the Office of the Mayor.

Comment: Parking should be provided at the potential Hindry Station to prevent Metro patrons from occupying parking spaces, intended for short-term use, for long periods of time.

Response: The Project is an urban rail line with expected low parking demand. It is anticipated that most users of the Hindry Station would be from pick-up or drop-off from automobiles, walking, or other transit connections. Further, users who require parking are anticipated to use the park and ride sites at the nearby La Brea, West, and Exposition Stations. Together, these facilities would serve the transit corridor's parking demands.

Comment: Has the feasibility of retaining the existing bridge (BNSF railroad bridge over the I-405 freeway) in place been considered? This would potentially reduce costs and impacts, and the existing structure could have a beneficial use during and subsequent to construction of the project.

Response: The feasibility of retaining the bridge was examined with the conclusion being that the existing railroad bridge cannot be modified to support the two light rail tracks. Currently, the BNSF tracks cross La Cienega at-grade, then continue over I-405. The Crenshaw line needs to be grade-separated over La Cienega Blvd; therefore, a new higher structure over I-405 will have to be built to accommodate this grade separation. The proposed modification to demolish the existing bridge and construct a new bridge is intended to reduce costs and improve the overall light rail transit bridge design efficiency.

Comment: Inglewood has recommended an alternative location for the bus stop at the southeast corner of the Florence Avenue/Locust Street intersection. The alternative location would not require right-of-way acquisition or street widening.

Response: The proposed bus bay at the southwest corner of the Florence Avenue/Locust Street intersection was selected based on its proximity to the pedestrian crossing to access the Florence/La Brea Station. The location of the bus bay will be finalized during the final design phase of the project by the design build contractor. The revised location will be considered during the final design process. Should the pedestrian crossing be moved to the east side of the Florence Avenue/Locust Street intersection, the proposed bus bay would also be moved to the southeast corner to maintain a good pedestrian connection.

Comment: The assessment notes that the audible warning bells at the proposed mid-block pedestrian crossing will have a volume of 75dB and will be activated every time a train passes the location. As the warning signals will be within close proximity (95) feet to a sensitive resource (Faithful Central Bible Church's sanctuary), the commenter believes that this may constitute a significant impact.

*Response: A noise analysis was conducted indicating that the trains and warning devices would combine to generate an hourly noise level of 56 dBA at the nearby office building and 52 dBA at the church sanctuary. Using the 49 dBA ambient noise reading, project-related noise levels would be less than the institutional land use impact criteria identified in Table 3-1 of the *Transit Noise and Vibration Impact Assessment* guidance document and no moderate or severe impacts would occur. Therefore, no significant noise impacts would occur to either building at the FCBC.*

Comment: The assessment notes that during construction of the mid-block pedestrian crossing, small areas of the adjacent Faithful Central Bible Church parking lot will be occupied by construction activity. Any required parking that is obstructed during construction must be accommodated elsewhere in accordance with Section 12-41 (Parking Alternatives) of the Inglewood Municipal Code (IMC).

Response: LACMTA will coordinate with Inglewood to minimize the loss of parking within the City. Mitigation Measure T5 and T6 ensure LACMTA's commitment to mitigate for loss of parking along the project corridor.

Comment: It should also be noted that in Inglewood, tree removal must comply with the Inglewood Tree Preservation Ordinance as stipulated under Chapter 12, Article 32 of the IMC.

Response: LACMTA will coordinate with the City of Inglewood to mitigate for the loss of street trees. Compliance with mitigation measure V3 and EB2 will ensure that this is accomplished.

Comment: The City of Inglewood would like a below-grade crossing at the Florence/Centinela location for the following reasons:

- The Florence/Centinela crossing, as proposed in the Base LRT, may affect the operation and viability of the Inglewood Park Cemetery by impacting the funeral procession routes.
- Safety for the 352 students attending St. Mary's Academy is a major concern. The Florence/Centinela Crossing is the only viable path to get into North Inglewood by foot.
- The potential impact to public safety services, especially fire services.

Response: The Florence/Centinela Avenues crossing is not part of the proposed project modifications in the EA. The crossing was evaluated as a design option throughout the FEIS. Please see response to comment 10-12 in Appendix K of the FEIS, which stated that the grade crossing analysis conducted by LACMTA determined that grade separations were not required at these locations.

Based on the design of the project and adherence to CPUC regulations, no adverse safety impacts were found to occur with the project. Many of the proposed project modifications in the EA have been incorporated in response to CPUC comments and to ensure the safe circulation of vehicles and pedestrians in the vicinity of the Crenshaw/LAX light rail transit line. With the proposed project modifications, additional design measures have been made to facilitate the flow of pedestrians and vehicles. The sidewalk would be widened to 10 feet north of the tracks and a 20-foot wide pedestrian crossing on the west side of Eucalyptus Avenue where the majority of pedestrian circulation would occur. With the increased sidewalk width, the sidewalk pedestrian carrying capacity would be improved over what was analyzed in Section 4.12.2.3 of the FEIS.

The proposed project modifications would not alter emergency response times. The crossing gates would generally not be down for a period of more than 34 seconds. With the maximum train operation during peak periods, gate down time would occur approximately 19 percent of the time and 9 percent during off-peak periods. It is likely that emergency vehicles would switch to the other side of the street particularly when there are median extensions. The emergency vehicles would wait behind queued vehicles at the crossing movement in the same direction. Should the at-grade crossing be inaccessible for a substantial duration, the grade separation at La Brea Avenue would provide a superior alternate route than those proposed by a commenter. Section 4.12.2.3 of the FEIS found that there would be no adverse effects related to emergency response times for the project.

Comment: One comment stated that the pedestrian counts cited in the environmental document were too conservative and additional pedestrian counts were cited by the commenter taken at Faithful Central Bible Church (FCBC) at the peak volumes on Easter and Good Friday.

Response: The counts cited a peak flow of 1,000 pedestrians every 15 minutes during Sundays when the light rail service is in operation and would result in approximately one train and 400 pedestrians every six minutes. The pedestrian queuing area along the sidewalk in front of FCBC is approximately 12 by 60 feet and could queue approximately 144 pedestrians. At a rate of 1,000 pedestrians every 15 minutes, it would take approximately 2.15 minutes of the gates being down to fill the queuing area. The crossing gates would be down for a period of 34 seconds and 68 seconds if two trains were to pass consecutively. Therefore, at that rate of pedestrian flow, the pedestrian queuing area would not be exceeded. A pedestrian at the end of the queue walking at a pace of 2.5 miles per hour would take approximately 30 seconds to reach the other side of the crossing. Within the average six-minute time period that would occur during the off-peak hour, approximately 1,728 pedestrians could cross the LRT tracks. Even on the highest church volume days, the capacity of the crossing would not be exceeded.

In addition to the pedestrian crossing at Eucalyptus Avenue which has been demonstrated to handle peak pedestrian flow, a mid-block crossing has been added to the proposed project modifications as a more direct and shorter connection from the majority of FCBC parking to the Tabernacle sanctuary. Although not

required, this option would add more convenient access for FCBC parishioners. The pedestrian gates at this crossing would act in unison with the Eucalyptus Avenue crossing.

Summary of Individual Comments

As described above, written comments received from 5 individuals and oral comments were received from 14 individuals during the public hearing. Topics ranged from comments on the proposed project modifications analyzed in the EA as well as comments on the overall project analyzed in the FEIS and the Record of Decision. Responses to specific, substantive comments on the proposed project modifications analyzed in the EA are provided below. In addition, responses to general comments on the overall project and project elements unchanged by the proposed project modifications are also provided.

Topics related to Proposed Modifications in the EA

- Effects near Faithful Central Bible Church (FCBC).
- Florence/Hindry Station.
- Noise effects to the Westchester Theater.

Topics related to the overall project

- Job creation.
- Park Mesa grade separation
- Responsiveness to community input
- Effect to Inglewood neighborhoods
- Landscape maintenance and sound walls
- Incorporating art and a bicycle lane in Inglewood
- Project serving the community
- Connection to Los Angeles International Airport (LAX).
- Centinela crossing

Responses to Individual Comments

Topics Related to Proposed Modifications in the EA

Effects Near FCBC

Comment: Two comments were received about potential effects on FCBC from noise and vibration, safety, traffic, emergency response times, pedestrian circulation (near Eucalyptus Avenue), land use restrictions, air quality and environmental justice.

Response:

Noise: A supplemental analysis was conducted as a response to community concerns about potential noise effects to FCBC to confirm the findings in the EA and Section 4.6.2.2 of the FEIS. (The supplemental analysis will be included in the appendix to the EA). A Sunday morning noise reading (recording) was conducted in the right-of-way between the office building and the Tabernacle (sanctuary). The noise monitor indicated a one-hour average noise level of 49 dBA. The results of the detailed analysis indicate that the trains and warning devices would combine to generate an hourly noise level of 56 dBA at the office building and 52 dBA at the Tabernacle. Using the 49 dBA ambient noise reading, project-related noise levels would be less than the institutional land use impact criteria identified in Table 3-1 of the Transit Noise and Vibration Impact Assessment guidance document and no moderate or severe impacts would occur. Therefore, no noise impacts would occur to either building at FCBC.

Vibration: Section 4.6.2.2 of the FEIS included a vibration analysis for the FCBC that was completed using guidance from the Transit Noise and Vibration Impact Assessment (May 2006). The results indicated that

the project-related vibration level would be 68 VdB at a distance of 72 feet from the track. A revised analysis has been completed using distances of 60 feet for the office building and 95 feet for the Tabernacle. The vibration levels were attenuated using the train speed adjustment factor equation listed on page 10-9 of the Transit Noise and Vibration Impact Assessment. Vibration levels would be 69 VdB at the office building and 65 VdB at the Tabernacle. Both of these vibration levels are less than then the 75 VdB impact criteria for frequent events (i.e., more than 70 vibration events of the same source per day) occurring at institutional land uses, including churches, as indicated in Table 8-1 of the Transit Noise and Vibration Impact Assessment.

Safety: *In the State of California, CPUC regulations regulate grade crossing. LACMTA has coordinated with the CPUC and Caltrans and other local agencies to meet CPUC regulations. LACMTA would incorporate pedestrian safety treatments, listed and analyzed in Section 4.14.1.2 of the FEIS that would minimize pedestrian/vehicle conflict with light rail operations.*

LACMTA's policies include a Grade Crossing Policy for Light Rail Transit adopted in 2003 to address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that each rail and highway crossing be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all LACMTA project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

As the agency with jurisdiction, CPUC, not LACMTA, makes the final determination regarding grade separations. Each potential grade crossing has its own unique situation depending on site distance, signal timing, pedestrian circulation, as well as many other additional factors. It is for this reason that grade crossing decisions are made on a case by case basis by LACMTA and the CPUC. The crossing at Eucalyptus Avenue has been reviewed in consultation with the CPUC and the City of Inglewood. The grade crossing analysis found that a grade separation was not required at Eucalyptus Avenue. Appropriate safety treatments have been incorporated into the design.

Traffic: *The proposed project modifications near FCBC are minor changes that would not change the existing setting or require a new, detailed analysis of alternatives. A sensitivity analysis conducted indicated that no new traffic analysis would be required as a result of the proposed project modifications.*

Section 3.2.3.4 of the FEIS determined that the project would reduce delay at the Florence/Eucalyptus Avenues intersection in the PM peak hour by 9.8 seconds compared to the No-Build Alternative and similarly would not result in an adverse effect in the AM peak hour. The methodology used for the traffic analysis was developed in coordination with the City of Inglewood and Caltrans. Based on the traffic volume and LOS at the Eucalyptus crossing, no additional traffic modeling was necessary.

With regard to FCBC access, four driveways adjacent to the Eucalyptus Avenue crossing located north and south of the project alignment would be affected by median strips. All four driveways would be restricted to right turn in and right turn out. Two of these driveways on the west side of Eucalyptus Avenue serve church parking lots (333 West Florence Avenue and 320 North Eucalyptus Avenue). This restriction would require vehicles to either change the direction of approach into the lots or access the church parking lots at other driveways along Florence Avenue.

Emergency Response Times: *The proposed project modifications would not alter emergency response times. The crossing gates would generally not be down for a period of more than 34 seconds. With the maximum train operation during peak periods, gate down time would occur approximately 19 percent of the time and 9 percent during off-peak periods. It is likely that emergency vehicles would switch to the other side of the street particularly when there are median extensions. The emergency vehicles would wait behind queued vehicles at the crossing movement in the same direction. Should the at-grade crossing be inaccessible for a substantial duration, the grade separation at La Brea Avenue would provide a superior alternate route than those proposed by the commenter. Moreover, Section 4.12.2.3 of the FEIS found that there would be no adverse effects related to emergency response times for the project.*

Pedestrian Circulation: *Based on the design of the project and adherence to CPUC regulations, no adverse safety impacts were found to occur with the project. Many of the proposed project modifications in the EA have been incorporated in response to CPUC comments and to ensure the safe circulation of vehicles and pedestrians in the vicinity of the Crenshaw/LAX light rail transit line. With the proposed project*

modifications, additional design measures have been made to facilitate the flow of pedestrians and vehicles. The sidewalk would be widened to 10 feet north of the tracks and a 20-foot wide pedestrian crossing would occur on the west side of Eucalyptus where the majority of pedestrian circulation would occur. With the increased sidewalk width, the sidewalk pedestrian carrying capacity would be improved over what was analyzed in Section 4.12.2.3 of the FEIS.

One comment described that the pedestrian counts cited in the environmental document were too conservative and additional pedestrian counts were cited by the commenter taken at FCBC at the peak volumes on Easter and Good Friday. The counts purportedly cited that a peak flow of 1,000 pedestrians every 15 minutes would occur during Sunday when the light rail service would result in approximately one train and 400 pedestrians every six minutes. The pedestrian queuing area along the sidewalk in front of FCBC is approximately 12 by 60 feet and could queue approximately 144 pedestrians. At a rate of 1,000 pedestrians every 15 minutes, it would take approximately 129 seconds of the gates being down to fill the queuing area. The crossing gates would be down for a period of 34 seconds and 68 seconds if two trains were to pass consecutively in each direction. During a worst case 68-second period, approximately 76 pedestrians would gather in the queuing area. Therefore, at that rate of pedestrian flow, the pedestrian queuing area would not be exceeded. A pedestrian at the end of the queue walking at a pace of 2.5 miles per hour would take approximately 30 seconds to reach the other side of the crossing. Within the average six minute time period that would occur during trains during the off-peak hour, approximately 1,728 pedestrians could cross the LRT tracks. Even on the highest church volume days, the capacity of the crossing would not be exceeded.

In addition to the pedestrian crossing at Eucalyptus Avenue which has been demonstrated to handle peak pedestrian flow, a mid-block crossing has been added to the proposed project modifications as a more direct and shorter connection from the majority of FCBC parking to the Tabernacle. Although not required, this option would add more convenient access for FCBC parishioners. The pedestrian gates at this crossing would act in unison with the Eucalyptus Avenue crossing.

Land Use Restriction: The operation of the project would not constitute a restriction on land use as it would operate along the Harbor Subdivision in an existing transportation right-of-way. In addition, the project was determined to have no adverse effects on the FCBC. The focus of the Religious Land Use and Institutionalized Persons Act is on the misuse of zoning or land use discretionary actions rather than actions similar to those proposed by LACMTA. The Religious Land Use and Institutionalized Persons Act would not be applicable.

Air Quality: Carbon monoxide (CO) emissions were analyzed in Section 4.5.2.2 of the FEIS. CO emissions make up approximately 80 percent of the total emissions from motor vehicles, while other emissions (e.g., particulate matter) collectively represent 20 percent of the total emissions. Based on this ratio, CO emissions and related concentrations are often used as an indicator of exposure to mobile source air pollution. The South Coast Air Quality Management District has published historical air quality data from 1994 to the present. The Study Area has not experienced CO levels that exceed the Federal or State ambient air quality standards during that time frame, and has likely not experienced a CO exceedance in many years prior to 1994. CO concentrations in the Study Area have steadily decreased due to improvements in engine efficiency and more stringent air quality regulations and associated pollution controls.

The Federal government and the State of California have established ambient air quality standards to protect the health of the general public. These standards relate to exposure periods measured over hours. For example, there is a CO standard for one-hour exposure and a particulate matter standard for 24 hour exposure. Pedestrians would be exposed to emissions from queued vehicles for less than five minutes. The length of this exposure period, combined with the hourly to 24-hour exposure period of the ambient air quality standards, would ensure that pedestrians would not be exposed to adverse pollutant concentrations. In addition, because of improvements in engine pollution control technology and stringent regulations, thousands of queued vehicles per hour are needed to generate substantial pollutant concentrations. Queued vehicles stopped at the Eucalyptus Avenue grade crossing would not expose pedestrians to adverse pollutant concentrations.

Environmental Justice: The proposed project modifications and the project as previously evaluated in the FEIS would not result in adverse effects to FCBC. Since no adverse effects were found to occur to FCBC, environmental justice (EJ) considerations would not be applicable. An EJ analysis was conducted and described in 4.18.3 of the FEIS. No adverse impacts would result from the proposed project modifications and no disproportionate, substantially high and adverse effects to EJ communities were found to occur as a result of the project modifications.

Florence/Hindry Station

Comment: One comment was in support of the Florence/Hindry Station and another comment was concerned about parking.

Response: *The proposed project modification to relocate the Florence/Manchester Station (now Florence/Hindry Station) 350 feet to the east would not include parking. The Crenshaw/LAX light rail transit line is an urban rail line with low parking demand and most of the access would be from pick-up, drop-off, walking, or other transit connections. The Crenshaw/LAX Transit Corridor Project will have park and ride sites at the La Brea, West, and Exposition Stations. Together, these facilities would serve the transit corridor's parking demands.*

Westchester Theater

Comment: One comment was received about potential noise impacts from the operation of the Project and the Florence/Hindry Station to the Westchester Theater.

Response: *Section 4.6.2.2 of the FEIS analyzed potential noise impacts from trains. It was estimated that rail activity would generate a one-hour average noise level of 47 decibels at the Westchester Theater. This noise level was based on passby noise and warning bells. The proposed project modifications would not change the proposed operating hours or number of trains that were assessed in the FEIS. The proposed project modifications, however, would result in trains traveling slower as they approached the Florence/Hindry Station. Although the type of noise would change (more braking/less speed-oriented noise) from what was assumed in the FEIS, the noise level would not change. Based on the impact criteria provided in Table 3-1 of the Transit Noise and Vibration Impact Assessment, this project-related noise level would not result in a moderate or severe noise impact. No adverse noise effect would occur at the Westchester Theater.*

Topics Related to the Overall Project

Job Creation

Comment: Three comments were comments related to jobs, two of which requested providing project-related jobs within the community. The third comment stated that the project-related jobs were only temporary.

Response: *The project modifications addressed in the EA would not change the number of jobs identified in Section 4.18.3.2 of the FEIS. Response to comment 20-07D in Appendix K of the FEIS provides a discussion of jobs to be created. The FEIS identified that, during construction, LACMTA is incorporating a Project Labor Agreement and Construction Careers Policy and actively pursues:*

- *Employment opportunities through Construction Careers program participation;*
- *Implementation of employment hiring plans by construction contractors in economically disadvantaged community areas; and*
- *Mandated Contractor participation.*

Park Mesa Grade Separation

Comment: Four comments were received on the desire to have a grade separation in the Park Mesa Heights area due to community disruption, aesthetics, parking, noise, and safety concerns.

Response: *These comments were addressed in the FEIS under Master Responses 1, 3, 4, and 7 through 10 in Appendix K of the FEIS. The physical conditions and the lack of significant environmental impacts would not require the alignment to be placed underground between 48th Street and 60th Street. The LACMTA*

Board of Directors addressed this request at the May 2011 meeting and declined to include a fully underground option along Crenshaw Boulevard.

Responsiveness to Community Input

Comment: Two comments expressed concern that community input was not being incorporated into the project.

Response: *The LACMTA has conducted a broad and extensive outreach and community participation program that has operated throughout the Project, including during the NEPA process. Key elements of the program include the establishment of a project database that currently includes over 4,000 stakeholders, a project hotline, a project website, and numerous outreach materials that have been continuously updated and disseminated at all public meetings and via email, flyers, and person-to-person distribution within the community.*

As the project moves forward in the design and construction period, a community-based leadership council, representing key constituent groups along the alignment, will lead efforts to prepare the community for the introduction of this new light rail system, as well as issues related to construction of the project. The council is a multi-year standing body that will broadly represent the interests and population of the Corridor and will meet on a quarterly basis to provide input and feedback to LACMTA on major Project issues, including construction impacts, design, transit system safety, economic development, contract procurement and job opportunities within the Corridor's communities. In addition, the LACMTA Construction Relations Department will maintain daily contact with the community to address issues as they arise during the construction period.

Effect to Inglewood Neighborhoods

Comment: Two comments commented on potential effects of the project on two neighborhoods in Inglewood, Morningside Park and the neighborhood south of Florence Avenue near Osage Street.

Response: *The proposed project modifications would not affect residences in Morningside Park or the 14 residences along the south side of Florence Avenue at Osage Avenue. A detailed analysis of effects upon communities was conducted in Section 4.3.2.1 of the FEIS. Please see response to comment 10-22G in Appendix K of the FEIS for discussion of the 14 residences near Osage Street. Access to these residences would be maintained throughout the duration of construction. No adverse effects were found to occur to residences within Morningside Park or along Florence Avenue at Osage Avenue.*

Landscape Maintenance and Sound Walls

Comment: One comment was concerned with the responsible party for landscaping maintenance along the project alignment adjacent to La Colina Drive and if there would be sound walls located there.

Response: *The proposed project modifications do not involve changes to landscaping as previously proposed and analyzed in the FEIS nor are there provisions for soundwalls along La Colina Drive. Fencing and landscaping would be provided along La Colina Drive. A landscaping maintenance plan will be established for parcels acquired for the project. Landscaping improvements along the alignment would be minimal. Vegetative buffers will be drought tolerant and low maintenance to conserve water. Please see response to comment 10-17B and 30-73J, respectively, in Appendix K of the FEIS for a discussion of landscaping and the applicability of sound walls near La Colina Drive.*

Incorporating Art and a Bicycle Lane in Inglewood

Comment: One comment was in general support of the project, and support of art and a bicycle lane being incorporated along the transit line in Inglewood.

Response: *The proposed project modifications are minor modifications that would not include elements that would contain art or bicycle paths. A bicycle path within the LACMTA right-of-way would be considered if space was available that was not required for project improvements, safety considerations addressed and separate funding identified. However, at this stage of the project, it appears that a bicycle lane is not possible.*

Please see response to comment 20-07D in Appendix K of the FEIS for a discussion of the LACMTA art program. LACMTA will continue to collaborate with the arts community through its art program. An arts advisory committee will be formed and artist workshops and information sessions will be held in venues along the corridor.

Project Serving the Community

Comment: One comment stated the project was not designed to serve the community and instead would destroy the community.

Response: *The proposed project modifications addressed in the EA do not change the Project's alignment or the proposed transit service that was previously addressed in the FEIS. Potential significant effects to the community were addressed in the FEIS. The proposed project modifications include a straighter alignment which reduces property acquisition and includes relocations to the optional stations in order to make the stations as viable as possible for potential construction bids and procurement. The project contains six stations and two optional stations that are approximately one mile apart over the length of the alignment and are designed to serve all communities along the alignment.*

Connection to LAX

Comment: One comment stated the project should not be built unless it connects to LAX.

Response: *The project modifications addressed in the EA do not change the Project's lack of direct connection to LAX. Although the light rail system would not travel directly into the central terminal area, a stop would be located at Aviation/Century, which would provide a connection to an airport shuttle or bus transfers that would travel into the central terminal area. Please see response to comment 2014B in Appendix K of the FEIS for a discussion of an LAX connection. LACMTA has made an airport connection a priority and has been coordinating with LAWA throughout the planning process to facilitate this connection both in the long and short term via other projects. In addition, Los Angeles World Airport (LAWA) is a separate agency that has its own planning process, which includes designing a future system to connect the airport terminals with the Crenshaw/LAX Transit Corridor Project.*

Centinela Crossing

Comment: One comment was received requesting that the crossing at Centinela should be grade separated and that LACMTA should pay for the reopening of the fire station in Inglewood.

Response: *The project modifications addressed in the EA did not involve the Centinela Avenue crossing. The Centinela grade separation was not required and was eliminated from the final project definition. Please see the response to comment 30-06C in Appendix K of the FEIS for a discussion of why the Centinela cut-and-cover crossing was not included as part of the project.*