

Section 2 Public Outreach Process

A project hotline was established during the circulation of the DEIS/DEIR to allow the public to provide feedback on the project 24 hours per day, 7 days per week and is still in operation. The project database, which was used for sending public meeting notifications, electronic newsletters, and updates, included the names of more than 4,000 stakeholders as of May 2011. This database is being utilized for the current proposed project modifications discussed in this document.

An open house meeting was held Thursday, May 10, 2012 at Christ the Good Shepherd Episcopal Church at 3303 W. Vernon Avenue in Los Angeles in order to update the public of the proposed modifications to the Crenshaw/LAX Transit Corridor Project. A Spanish translator was available to inform the Spanish-speaking community. Announcements of the open house were made between April 26th and May 3rd in the following local news publications:

- *The Argonaut*
- *El Segundo Herald*
- *El Clasificado* (Zone 14) (in Spanish)
- *Torrance Tribune*
- *Hawthorne Press Tribune*
- *Inglewood News*
- *Lawndale News*
- *Korea Daily*
- *Korea Times*
- *L.A. Watts Times*
- *L.A. Weekly*
- *L.A. Sentinel*
- *Los Angeles Wave West*
- *Our Weekly L.A.*
- *Inglewood Today*

In addition, announcements advertising the open house were posted on LACMTA's blogs: *El Pasajero* (in Spanish) and *The Source*. Electronic notifications were also sent via e-blast to the approximately:

- 4,200 contacts in the Crenshaw/LAX Transit Corridor Project database
- 400 contacts at the offices of elected officials and other stakeholders
- 30 members of the Crenshaw Leadership Council

The open house was also advertised directly to interested parties through verbal announcements and flyer distribution. Announcements of the open house occurred at the April 26, 2012 quarterly meeting of the Crenshaw Leadership Council meeting, which had approximately 100 attendees. The 300 flyers were delivered to businesses next to the alignment. Approximately 2,000 notices were distributed to interested people near the optional Crenshaw/Vernon and Florence/Hindry Stations.

The format of the open house began by providing display boards depicting the proposed project modifications and the locations. A short presentation was then given to the public describing the environmental process, the need for the proposed project modifications, and a description of the proposed project modifications. After the presentation, a group question and answer period occurred, followed by an individual question and answer period facilitated by members of LACMTA staff. Comments received during the presentation were primarily focused on the on the need for optional below-grade Crenshaw/Vernon Station to be included in the project and the preference for using a tunnel boring machine for the construction of below-grade segment along Crenshaw Boulevard. Additional comments not related to the proposed project modifications were received on the vertical alignment of the proposed project along Crenshaw Boulevard. Specifically, these comments requested a below-grade alignment along the entire length of Crenshaw Boulevard.

Additional coordination and outreach has occurred during the development of the proposed project modifications. Individual mailings were sent out to property owners affected by the new right-of-way acquisitions required. These property owners will also be notified, via mail, of the upcoming public meeting on July 17, 2012. Regular project update meetings have occurred with local community groups, including the Crenshaw Leadership Council, the Urban League, the Black Workers Center, and Faithful Central Bible Church.

In early April 2012, LACMTA Construction Relations Staff launched pre-construction outreach efforts on the Crenshaw/LAX Transit Corridor Project. As part of this outreach, staff has been conducting detailed business profile surveys to gather important business information, including access needs and hours of operation, to better coordinate future construction activities. Additionally, Construction Relations Staff has offered business owners the opportunity to participate in LACMTA's Destination Discounts Program. As part of LACMTA's commitment to the business community, Destination Discounts Program provides businesses with free advertising on LACMTA's website to help drive new traffic to businesses along the Crenshaw/LAX Transit Corridor Project.

The Notice of Availability (NOA) for this Supplemental EA was published in local area newspapers. The NOA provides the following:

- A brief description of the project
- Locations where the Supplemental EA will be available for review
- Dates for the 30-day period during which comments may be submitted
- Information regarding how and where comments may be submitted
- Date, time, and location of the public meeting

Legal notices for the NOA were published in the following local news publications:

- *Los Angeles Watts Times*
- *Los Angeles Daily News*
- *La Opinión (in Spanish)*
- *Daily Breeze*

Advertisements for the public meeting, scheduled for July 16, 2012, were published in the following local news publications:

- *The Argonaut*
- *El Segundo Herald*
- *El Clasificado (Zone 14) (in Spanish)*
- *Torrance Tribune*
- *Hawthorne Press Tribune*
- *Inglewood News*
- *Lawndale News*
- *Korea Daily*
- *Korea Times*
- *L.A. Watts Times*
- *L.A. Weekly*
- *L.A. Sentinel*
- *Los Angeles Wave West*
- *Our Weekly L.A.*
- *Inglewood Today*

In addition to the publication of the NOA in area newspapers, notifications were mailed to occupants within a quarter-mile of the project site. Copies of the NOA were mailed (and/or e-mailed, as appropriate) to: Federal, State, and local agencies in accordance with Executive Order 12372; elected officials; and community organizations (a distribution list is provided in Tables 2 and 3 in Section 5).

Copies of the Supplemental EA were made available for public review at the following locations:

- Memorial Library - 4625 W. Olympic Boulevard, Los Angeles, CA 90019
- Exposition Park Regional Library - 3900 S. Western Avenue, Los Angeles, CA 90062
- Pio Pico Koreatown Library - 694 S. Oxford Avenue, Los Angeles, CA 90005
- Washington Irving Library - 4117 W. Washington Boulevard, Los Angeles, CA 90018
- Baldwin Hills Library - 2906 S. La Brea Avenue, Los Angeles, CA 90016
- View Park Library - 3854 W. 54th Street, Los Angeles, CA 90043
- Hyde Park-Miriam Matthews Library - 2205 W. Florence Avenue, Los Angeles, CA 90043
- Westchester-Loyola Library - 7114 W. Manchester Avenue, Los Angeles, CA 90045
- Hawthorne Library - 12700 Grevillea Avenue, Hawthorne, CA 90250

- Lennox Library - 4359 Lennox Boulevard, Lennox, CA 90304
- Main Library - 101 W. Manchester Boulevard, Inglewood, CA 90301
- Crenshaw-Imperial Library - 11141 Crenshaw Boulevard., Inglewood, CA 90303
- El Segundo Public Library - 111 W. Mariposa Avenue, El Segundo, CA 90245
- Los Angeles Central Library - 630 W. Fifth Street, Los Angeles, CA 90071
- LACMTA Transportation Library - One Gateway Plaza, 15th Floor, Los Angeles, CA 90012.

An electronic copy of the Supplemental EA was posted on LACMTA's website (<http://www.metro.net/crenshaw>)

In addition to the previously conducted outreach, a public meeting will be held for this Supplemental EA on July 16, 2011 from 6:00 to 8:00 p.m. in the City of Inglewood Community Room at One Manchester Boulevard. The public meeting will be held to provide a presentation on the proposed project modifications and to receive comments on the Supplemental EA.

Section 3 Environmental Effects

The following section of this analysis evaluates whether the proposed project modifications would have new adverse environmental effects compared with the effects evaluated in the FEIS/FEIR for the Crenshaw/LAX Transit Corridor project. This analysis will evaluate the environmental effects of the project changes within the affected environment described in the FEIS/FEIR which has not changed. For each of the following environmental topics, there is an evaluation of whether the proposed project modifications would have new adverse environmental effects for each topic. This Supplemental EA considers construction effects as a separate environmental topic which includes the same subtopics as discussed under the implementation of the proposed project. In addition, the construction of the proposed project could have an effect related to Ecosystems, Geotechnical/Subsurface/Seismic/ Hazardous Materials, Water Resources, and Energy.

As part of the environmental analysis conducted for the proposed project modifications, the following environmental topics were considered, but no potential new effects were identified. Consequently, there is no further discussion regarding these issues in this Supplemental EA.

- **Ecosystems (Vegetation and Wildlife)** – The proposed project modifications would have no new adverse effect related to ecosystems. Approximately 20 ornamental trees are located in the areas of partial acquisition. The removal or trimming of these trees would not be considered an adverse impact on sensitive biological resources. An updated search of the California Natural Diversity Database (CNDDDB) confirmed that the conclusions and findings made in 2011 are still applicable. The proposed project modifications would not occur in areas of native habitat or have an effect on sensitive species. Therefore, no additional analysis is needed and no adverse effects related to ecosystems would occur.
- **Energy** – The proposed project modifications would have no new adverse effects related to energy. Operation of the redesigned optional below-grade station at Crenshaw Boulevard/Vernon Avenue would require higher levels of energy for lighting and HVAC than the open cut station previously analyzed. However, the energy usage would be similar to below-grade stations and would not result in an inefficient use of energy. The roadway and sidewalk modifications and demolition of the BNSF railroad bridges are expected to have negligible construction period effects and no operational effects on energy consumption. Therefore, no additional analysis is needed and no adverse effects related to energy would occur.
- **Geotechnical/Subsurface/Seismic/Hazardous Materials** – The proposed project modifications would have no new adverse effects related to geology and soils. Potential hazardous materials impacts during construction are discussed under Construction Section below. Mitigation Measures GEO1 through GEO6 would still be applied to minimize effects due to soil instability or contaminated soils.