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Metro

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OPERATIONS COMMITTEE
JULY 15, 2004

SUBJECT: DIVISION 4 EXPANSION PROJECT

ACTION: APPROVE INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

RECOMMENDATIONS

A. Approve and certify the Initial Study/Mitigated Negative Declaration (IS/MND) for the Division 4 Expansion project to increase non-revenue vehicle parking and maintenance capacity at that location (See Attachment A);

B. Approve the Division 4 Expansion project; and,

C. Authorize staff to file a Notice of Determination of the IS/MND with the Los Angeles County Clerk (See Attachment B).

RATIONALE

The California Environmental Quality Act (CEQA) requires that the Metro Board of Directors (Board) read and consider the information contained in an Initial Study/Mitigated Negative Declaration (IS/MND) before making a decision on a project and that the Board certify that the IS/MND was presented to the Board, which reviewed and considered the IS/MND before approving the project.

Metro operates the Division 4 facilities, located at 7878 Telegraph Road in the city of Downey, California. Division 4 is responsible for the repair and maintenance of the Metro fleet of non-revenue automobiles and trucks. New Metro non-revenue vehicles are also prepared for service at this facility. The site is also the location of offices for the service facility as well as those of the Metro Gateway Service Sector. The Division 4 site currently has a design capacity of 65 parking spaces for employees and 258 parking spaces for Metro non-revenue vehicles. Due to the planned closure of Metro's South Park (Location 14) Non-Revenue facility, and Metro's desire to centralize non-revenue maintenance at one single location, the maintenance capacity of Division 4 facilities must be expanded to accommodate additional non-revenue vehicles. In addition, the project includes several enhancements to the maintenance facility that will increase the efficiency of maintenance and service operations at the facility.

The Division 4 Maintenance Building, a 21,330 square foot structure, is used for repair, preventive maintenance, inspection and maintenance of Metro non-revenue vehicles. Currently, the maintenance space within this building includes 11 bays, each with two service positions. Five of the bays are equipped with above-ground lifts, and six of the bays are equipped with inspection pits. There is a 12th flat bay but this bay is not used for service and is primarily used for storage of tools and large parts. The shop space and service positions are generally adequate for the existing non-revenue fleet of 258 vehicles; however, an increase in fleet size would necessitate expansion of the maintenance space at the Division 4 site.

The proposed Project would construct a new repair building north of the existing Maintenance Building to provide additional maintenance bays, as well as a new car wash facility that would be located on the west side of the existing Maintenance Building. Vehicles serviced at the facility are currently either washed manually within the facility or sent out to independent contractors for washing and detailing. Installation of a new automatic car washer will significantly improve the efficiency of service operation, thereby saving labor dollars for manual washing by division employees.

In addition, the adjacent vacant parcel north of the Division 4 site would be cleared, paved and striped to accommodate non-revenue vehicles parking and storage needs. This additional parking and storage area would be necessary due to consolidation of Metro non-revenue maintenance locations and closing of other Metro facilities such as South Park. The expanded parking area has been designed in compliance with stringent storm water discharge design criteria required by the City of Downey and County of Los Angeles. Storm water drainage from the facility will be routed towards an un-paved infiltration trench for percolation back into the groundwater table, a design concept consistent with the Metro Board's direction to include sustainable principles and best management practices into design and construction of new or expanded Metro facilities.

The total number of vehicles that could be maintained and stored at Division 4 after expansion is approximately 500, an increase of approximately 250 additional vehicles. The current number of employee parking spaces would be adequate after completion of the proposed Project.

POLICY IMPLICATIONS

Metro is required to comply with CEQA in order to expand Division 4. The division expansion will:

- Increase the vehicle maintenance capabilities at Division 4, which would allow other Metro facilities to close or change operation to gain efficiencies;
- Improve the vehicle washing capability at Division 4; and
- Expand the Division 4 site to increase the number of vehicles that can be parked and stored on site.

ALTERNATIVES CONSIDERED

- The Board has the option of disapproving the IS/MND. This alternative would have the effect of rejecting the Division 4 Expansion project, since the State's requirement to comply with CEQA would not have been met. This alternative is not recommended since the additional parking and maintenance capabilities will be necessary due to consolidation of Metro non-revenue maintenance locations and closing of other Metro facilities such as the South Park facility.

- The Board has the option of requiring additional environmental review, such as preparing an Environmental Impact Report (EIR). This option is not recommended because there is no substantial evidence in the administrative record to support a fair argument that the proposed Division 4 Expansion Project may have a significant impact on the environment. Absent evidence of significant impact, CEQA does not require preparation of an EIR, but allows a Mitigated Negative Declaration.

- The Board has the option of adding new mitigation measures, removing or modifying any of the recommended mitigations discussed in this report and substituting measures which are equally or more effective. This alternative is neither supported or opposed by Metro staff and is subject to the Board's discretionary action on the proposed project. However, in Metro's Environmental Compliance & Services staff's opinion, the proposed mitigation measures for potential Air Quality and Cultural Resources impacts are adequate to reduce impacts to less than significant levels and fully satisfy the requirements of CEQA.

FINANCIAL IMPACT

Approval of the Initial Study/Mitigated Negative Declaration will not affect the FY05 budget. However, funding for construction of this project is included in the FY05 budget in Cost Center 3341 for Capital Project #2305142, Division 4 Expansion & Pavement Project.

MANDATORY FINDINGS OF SIGNIFICANCE AND RECOMMENDED MITIGATIONS UNDER CEQA

Metro is conducting the public review process concurrently with the July Board agenda preparation cycle. A Notice of Availability for the Metro Division 4 Expansion Project was issued on June 14, 2004. The IS/MND was made available for public review for a period of 20 days. The public comment period began officially on June 14, 2004 and would end on July 6, 2004. All comments from agencies or interested parties received during the comment period will be considered as part of Metro's determination on the IS/MND and the Division 4 Expansion Project. Another opportunity for the public to provide input will be at the July 21, 2004 Board Meeting.

The IS/MND analyzed the environmental factors that could be potentially affected by the project, including noise, air quality, land use/planning, aesthetics, public services and mandatory findings of significance. Each category was evaluated as to how the proposed

Division 4 Expansion Project could impact the existing environment. Due to the limited potential for environmental impacts, the IS/MND determined that the proposed Division 4 Expansion Project will not have a significant adverse effect on the environment and does not require the preparation of an Environmental Impact Report. This is because the proposed project has no potentially significant impacts after mitigation.

With the inclusion of mitigation measures for Air Quality and Cultural Resources, the Division 4 Expansion Project will not have any significant adverse effect on the environment.

NEXT STEPS

Any comments received from the public review period will be resolved prior to Board approval of the IS/MND. Responses will be provided to the Board and at the Operations Committee meeting. Metro will file a Notice of Determination with the Los Angeles County Clerk. After Board approval, construction will begin, with a scheduled completion date of May 2005.

ATTACHMENTS

A. IS/Mitigated Negative Declaration dated May 2004
B. Notice of Determination

Prepared by: Denise Longley, Deputy Executive Officer, Facilities-Operations
Tim Lindholm, Project Manager, Facilities-Operations
Manuel Gurrola, Principal Environmental Specialist, EC&SD

John B. Catoe, Jr.
Deputy Chief Executive Officer

Roger Snoble
Chief Executive Officer

ATTACHMENT A

INITIAL STUDY

FOR THE

DIVISION 4 EXPANSION PROJECT

Los Angeles County
Metropolitan Transportation Authority

MAY 2004

Prepared by

Manuel Gurrola, Environmental Specialist
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UltraSystems Environmental Inc.

INITIAL STUDY

FOR THE
DIVISION 4 EXPANSION PROJECT

Los Angeles County
Metropolitan Transportation Authority

Prepared by

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MAY 2004

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1.0 INTRODUCTION

1.1 Purpose of the Initial Study

The Los Angeles County Metropolitan Transportation Authority (Metro) is preparing this Initial Study (IS) to evaluate the potential environmental impacts that would result from the Division 4 Parking Lot Expansion (Project) that includes construction of a new repair facility and a new car wash within the existing Division 4 site, as well as grading and paving of the vacant parcel of land directly north of the Division 4 site for parking and storage of Metro non-revenue vehicles. This IS has been prepared in accordance with the requirements of California Environmental Quality Act ("CEQA") and the *Guidelines for Implementation of the California Environmental Quality Act* (*State CEQA Guidelines*), for the purpose of analyzing the direct, indirect, and cumulative environmental effects of the proposed Project. The *State CEQA Guidelines* are codified as §15000 *et seq.* of the California Code of Regulations (CCR). The IS provides decision-makers, other public agencies, private groups, and/or individuals with an objective assessment of whether significant environmental impacts may result from implementing the proposed Project. Additional information that explains this document is provided below.

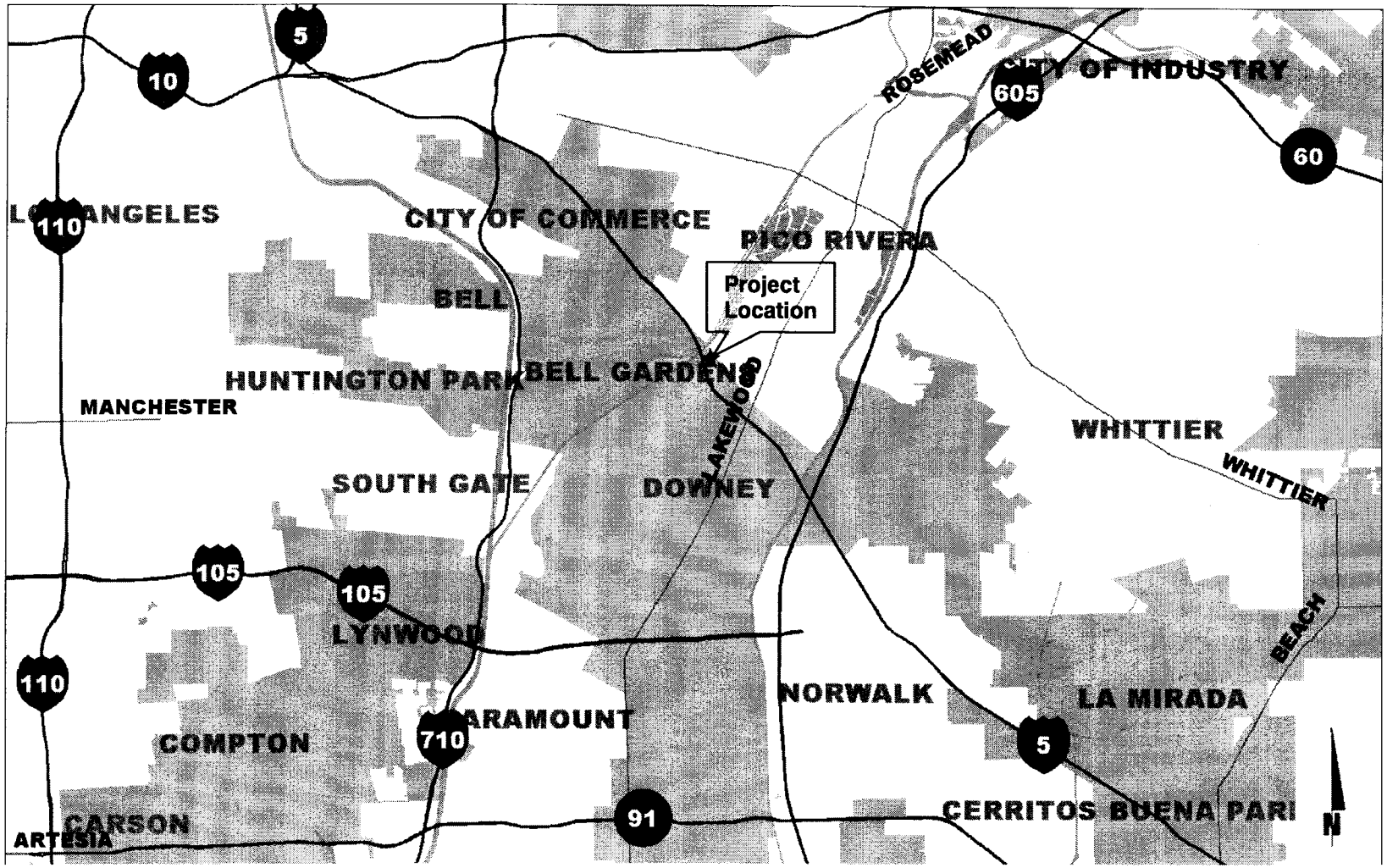
1.2 Project Background and Overview

Metro operates the Division 4 facilities, located at 7878 Telegraph Road in the city of Downey, California. **Figure 1-1** (Regional Location Map) shows the Project site in its regional context, **Figure 1-2** (Vicinity Map) shows the local vicinity of the Project site, and **Figure 1-3** (Aerial Vicinity Photograph) is an aerial view of the Project site. Division 4 is responsible for the repair and maintenance of the Metro fleet of non-revenue automobiles and trucks. New vehicles are prepared for service at this facility. The site is also the location of offices for the service facility as well as those of the Metro Gateway Service Sector. The Division 4 site currently has a design capacity of 65 parking spaces for employees and 258 parking spaces for Metro non-revenue vehicles.

The Division 4 Maintenance Building, a 21,330 square foot structure, is used for repair, preventive maintenance, inspection and maintenance of Metro non-revenue vehicles. Currently, the maintenance space within this building includes 26 service stations (bays), which is adequate for existing non-revenue fleet operations. However, an increase in fleet size would necessitate expansion of the maintenance space at the Division 4 site. The proposed Project would construct a new repair building north of the existing Maintenance Building to provide additional maintenance bays, as well as a new car wash facility that would be located on the west side of the existing Maintenance Building (currently the vehicles are washed manually within the facility). In addition, the adjacent vacant parcel north of the Division 4 site would be cleared, paved and striped to accommodate non-revenue vehicles parking and storage needs. This additional parking and storage area would be necessary due to consolidation of Metro non-revenue maintenance locations and closing of other Metro facilities such as South Park.

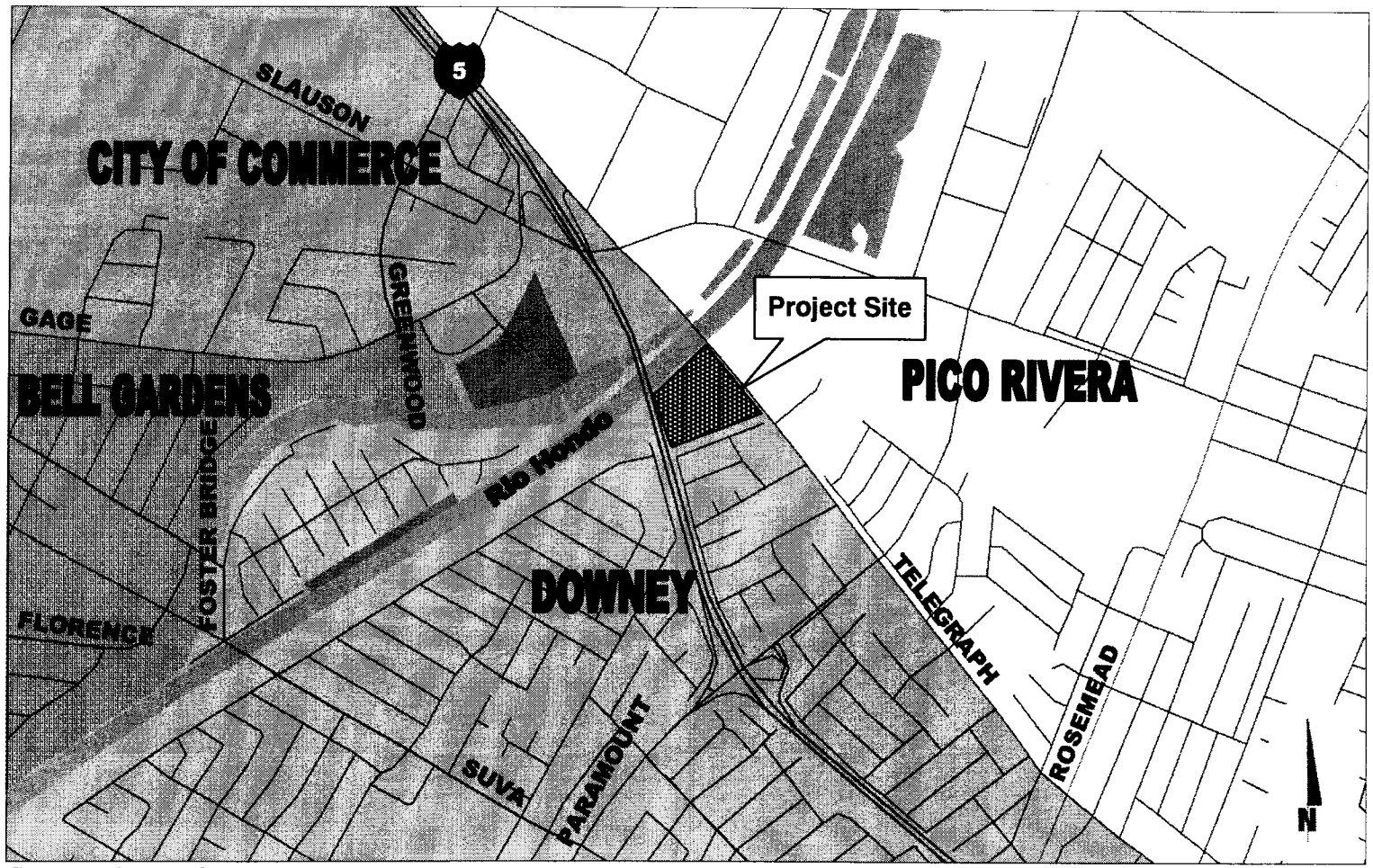
Division 4 would hire a total of 8 new employees upon the completion of the expansion, to operate the new repair and maintenance facility. The number of additional vehicles that would be maintained and stored at Division 4 after expansion is approximately 15 per day[1]. These vehicles would be transferred to Division 4 as a result of the closure of other Metro facilities such as the South Park facility. The current number of employee parking spaces would be adequate after completion of the proposed Project; however, the parking spaces for the non-revenue vehicles would be increased by about 216 additional spaces by providing a 250-stall parking lot in the adjacent vacant parcel north of the Division 4 site.

[1] Personal communication at a site visit on May 6, 2004, from Harold Torres of Division 4, to Nasrin Behmanesh of UltraSystems Environmental Inc.



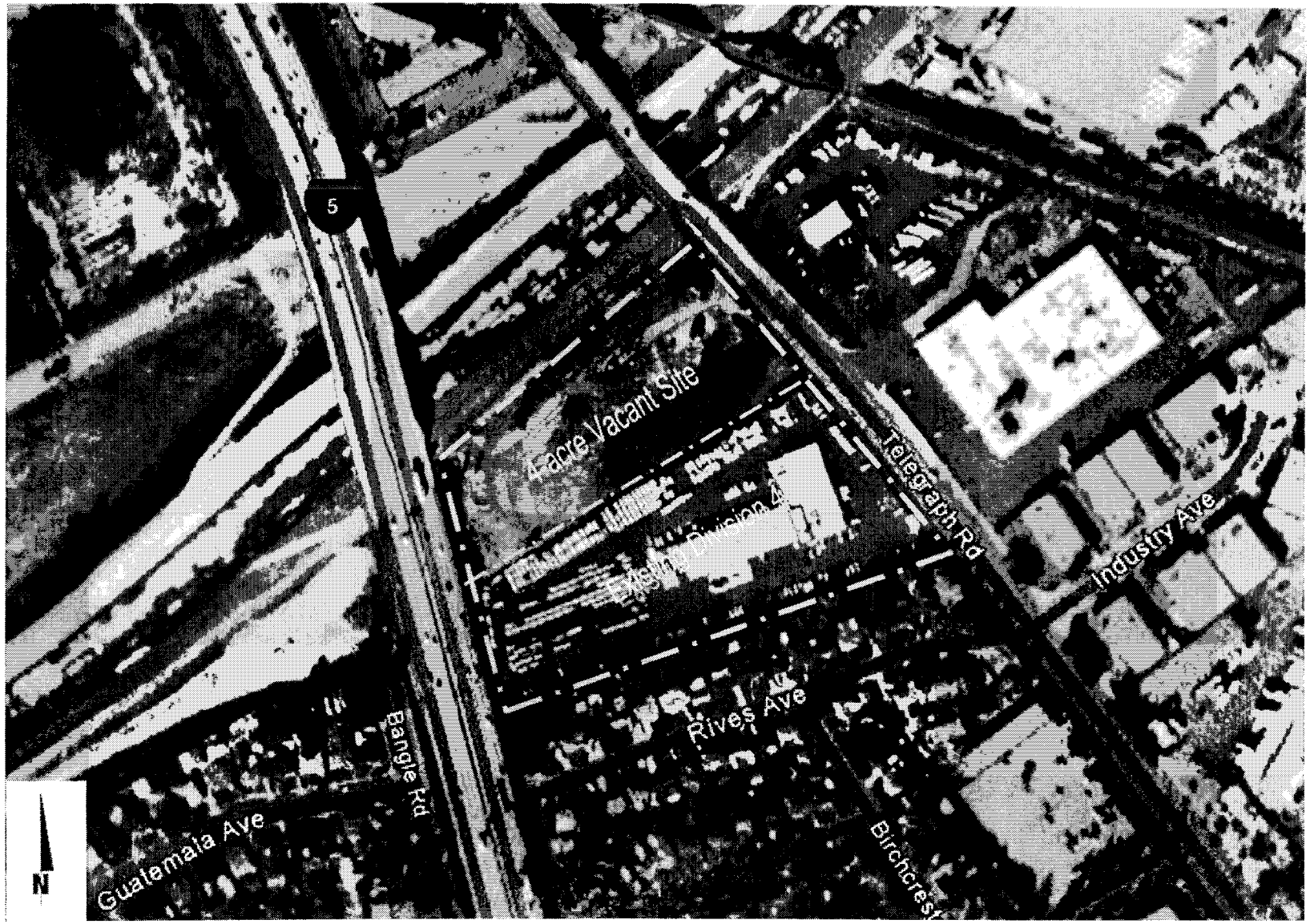
Source: Thomas Brothers, 2002
1 inch ˜ 2.3 miles

Figure 1-1. Regional Location Map



Source: *GeoFinder (1997)*
1 inch ˜ 1600 feet

Figure 1-2: Vicinity Map



Source: Keyhole, Inc. (2004)
1 inch ~ 280 feet

Figure 1-3. Aerial Vicinity Photograph

1.3 Statutory Authority

According to §15063(a) of the *State CEQA Guidelines*, "Following preliminary review, the Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment.

If, as a result of the IS, the Lead Agency finds that there is evidence that any aspect of the proposed project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze environmental impacts. However, if on the basis of the IS, the Lead Agency finds that the proposed project will not cause a significant effect on the environment, either as proposed or as modified to include the mitigation measures identified in the IS, a Negative Declaration or Mitigated Negative Declaration shall be prepared for that pending action."

§15063(d) of the *State CEQA Guidelines* identifies specific disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS must include the following:

- A description of the project, including the location of the project;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found;
- A discussion of ways to mitigate any significant effects identified, if any;
- An examination of whether the project is compatible with existing zoning, plans and other applicable land use controls;
- The name of the person or persons who prepared or participated in the preparation of the IS.

1.4 Incorporation by Reference

Pursuant to §15150 of the *State CEQA Guidelines*, this IS incorporates by reference all or portions of other technical documents that are a matter of public record. Those documents either relate to the proposed Project or provide additional information concerning the environmental setting in which the Project is proposed. Where all or a portion of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of this IS.

The information contained in this IS is based, in part, on the following related technical studies that include the proposed Project site or provide information addressing the general Project area:

- *Seismic Hazard Evaluation of the Whittier 7.5-Minute Quadrangle, Los Angeles and Orange Counties, California*, State Department of Conservation, Division of Mines and Geology, p. 6-7, Plate 1.1, and Plate 1.2, 1998.
- *Phase I Environmental Site Assessment Report for the Vacant Parcel Directly North of the Metropolitan Transportation Authority Division 4 Facility, Downey, California*, URS, Section 3.2, May 3, 2004.

- *Vision 2010 Downey General Plan*, October 1992.
- Website maintained by the California Air Resources Board, www.arb.ca.gov.
- *Rarefind 3: A Database Application for the Use of the California Department of Fish and Game Natural Diversity Base. Version 3.0.3.* California Department of Fish and Game (CDFG), Sacramento, CA, February 5, 2004.

1.5 Entitlements and Regulatory Permits

The Project may require the following regulatory permits:

- Entitlement and ministerial permits (such as wall, grading permits) from the City of Downey; and
- Construction Permit from the South Coast Air Quality Management District (SCAQMD).

These permits are discretionary actions by the noted agencies and are expected to be granted on the basis of the findings of the CEQA environmental documentation as well as the submittal of other specific information required by these agencies. The issuance of these entitlements and regulatory permits would occur after this environmental document has been completed and certified; therefore, the environmental document shall be prepared prior to the processing of these permits.

1.6 Determination

Sections 3.0 and 4.0 of this IS present a detailed analysis of the potential environmental impacts of the proposed Project. Section 4.0 includes specific mitigation measures to reduce potential Project impacts to a less-than-significant level. In accordance with § 21080(c) of CEQA, this IS supports the conclusion that the proposed Project does not have a significant adverse impact on the environment after incorporation of the specified mitigation measures. Therefore, a Mitigated Negative Declaration will be prepared for public circulation.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed Project would be an expansion to the existing Metro Division 4 Facility, located at 7878 Telegraph Road, Downey, California. **Figure 1-3** (Aerial Vicinity Photograph) shows the location of Division 4 Facilities. Division 4 encompasses 5 acres of land, and is used for repair, storage, and maintenance of Metro's non-revenue support fleet. Division 4 also houses the Gateway Cities Service Sector office. North of Division 4 is a vacant 4-acre parcel of land, located between the existing Division 4 boundary and the Rio Hondo Channel. This area is owned by Metro, except for a Southern California Edison power line easement and a City of Downey water well pumping station. Excluding the Edison easement and water well, the remaining developable Metro land is 3.11 acres.

The Santa Ana Freeway (I-5) is located just west of the proposed Project site. East of the site is Telegraph Road, a major roadway. The area east of Telegraph Road includes industrial and commercial developments within the city of Pico Rivera. North of the site is the Rio Hondo Channel, which is the corporate boundary between the Cities of Downey and Commerce. South of the site is residential development.

2.2 Project Objectives

The objectives of the proposed Project are:

- To increase the vehicle maintenance capabilities at Division 4, which would allow other Metro facilities to close;
- To improve the vehicle washing capability at Division 4; and
- To expand the Division 4 site to increase the number of vehicles that can be parked and stored on site.

2.3 Environmental Setting

The Project site is located in the city of Downey, in the southeast area of Los Angeles County. Downey is highly urbanized, has relatively flat topography, and is distal from wildlands, agriculture, coastal zones, and large scenic open space areas. The project site is industrial-commercial in nature, with a moderate to high level of traffic background noise due to the close proximity of the I-5 Freeway, which is elevated and located just west of the project site. East of the site are industrial-commercial developments. North of the site is the Rio Hondo flood control channel and south of the site is residential development. Metro owns a vacant 3.11 acre parcel of property adjacent to and north of the existing site. An Edison overhead power line easement proceeds in an east-west direction north of the existing Division 4 site.

The Project site is designated as Commercial-Office according to the General Plan, which permits office buildings, light industry and parking lots. The current Zoning Map of the City of Downey, Planning Division, indicates that the zoning designation for the Project site is M-1, light manufacturing. Presently, the Division 4 property is a repair and maintenance facility with a paved parking lot, which is consistent with the proposed light manufacturing zoning designation.

The Project site is abutted to the south by single family residences, which are separated from the site by a buffer wall. To the west, a major transportation corridor, I-5, abuts the Project site. Mainly single family residential land uses are southwest of the transportation corridor.

North of the Project site and the 3.11-acre vacant parcel and the power line easement, is the Rio Hondo Channel, to the north of which are the cities of Montebello and Commerce (northwest of the Project site). Veterans Memorial Park is in the city of Commerce about 0.2-mile from the Project site across the Channel. The City of Downey Water Well No. 1 and pumping station is located directly adjacent to the northeast corner of the Project property.

Telegraph Road, a major roadway, borders the Project site to the east. Access to the Project site is provided through a driveway on Telegraph Road. East of Telegraph Road is the city of Pico Rivera. The portion of Pico Rivera within ½-mile of the Project site contains mainly light industrial land uses. Selby Grove Elementary School is located off of Paramount Boulevard in Pico Rivera, approximately 0.4-mile southeast from the Project site.

2.4 Project Description

The Division 4 Maintenance Building is a 21,330 square foot structure that is used for repair, preventive maintenance, inspection and maintenance of Metro non-revenue vehicles. Maintenance space for the existing non-revenue fleet operations is considered adequate; however, an increase in fleet size would necessitate expansion of the present capabilities at the Division 4 site.

The proposed Project would construct a new repair building and add a new car wash to the existing Metro Division 4 facility. The new repair building is proposed to be a 2-bay single-story structure with a sump pit and will include the following:

- Inspection pits;
- Men's and women's restrooms;
- Storage space;
- Office space; and
- Utility space.

The structure would be approximately 48-feet wide and 80-feet long, to facilitate repair and maintenance of the large trucks that do not fit in the existing shop. The sides of the building would be approximately 20-feet high and the roof would be pitched at a 1:5 slope. On the western end of the structure would be two 15-feet x 15-feet roll-up doors.

The new car wash would be constructed northwest of the existing tire shop and west of the existing steam clean area of the existing maintenance building. The facility would be approximately 20-feet wide and 40-feet long. The new car wash is expected to wash an average of 40 cars per day, 250 days a year. It will consist of:

- Wash/rinse;
- Dryers;
- Clarifier;
- Reclaimer, and
- Reverse osmosis system.

The new facilities would require that Metro hire a total of 8 new employees to operate the new repair and maintenance facility. The number of additional vehicles that would be maintained and stored at Division 4 after expansion is approximately 3 vehicles per day.

In addition, the adjacent vacant parcel north of existing Division 4 site would be cleared, paved and striped to accommodate non-revenue vehicles parking and storage needs. This additional parking and storage area with about 250 stalls, would be necessary due to consolidation of Metro non-revenue maintenance locations and closing of other Metro facilities such as the South Park facility.

3.0 MODIFIED ENVIRONMENTAL CHECKLIST FORM

3.1 Introduction

1. Project title:	Division 4 Expansion – New Repair Facility and Car Wash, and Parking Lot Expansion
2. Lead agency name and address:	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2932
3. Contact person and phone number:	Manuel R. Gurrola, (213) 922-7305
4. Project location:	7878 Telegraph Road, Downey, CA 90240-2137
5. Project sponsor's name and address:	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2932
6. General plan designation:	Commercial-Industrial
7. Zoning:	M-1 Light Manufacturing

8. Description of project: (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

See Section 2.4 of this IS.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

See Section 2.3, Environmental Setting.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

City of Downey Planning Division
South Coast Air Quality Management District (SCAQMD)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by that project. The checked factors would involve at least one "Potentially Significant Impact," as indicated on the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/ Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all the potentially significant effects (1) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable legal standards, and (2) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____ _____

Signature Date

3.2 Completed Checklist

The following IS checklist presents a summary of the potential environmental impacts that could result from expansion of Division 4 repair and maintenance facility to service the Metro non-revenue vehicles. Detailed explanation for each of the checklist responses is provided in Section 4.0. Potential sources of impact are categorized under one of four column headings:

- **Potentially Significant Impact:** A checkmark indicates that there is sufficient evidence that an effect would be significant, or that further analysis within an EIR is required to make that determination.

- **Less Than Significant With Mitigation Incorporated:** A checkmark indicates that that it can be reasonably concluded that a potentially significant effect would be avoided or reduced to less-than-significant through the implementation of one or more mitigation measures, as specified.

- **Less Than Significant:** A checkmark indicates that it is clear, based upon the project characteristics and the affected environment, that the project's impact would be less-than-significant. No further analysis within an EIR is required.

- **No Impact:** A checkmark indicates that it is clear, based upon the project characteristics and the affected environment, that this project would have no effect with respect to the checklist topic in question. No further analysis within an EIR is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
I. AESTHETICS—Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐
II. AGRICULTURAL RESOURCES—In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	☐	☐	☐	☑
III. AIR QUALITY—Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☑
IV. BIOLOGICAL RESOURCES—Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	☑
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑
V. CULTURAL RESOURCES—Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☑
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☑	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐
VI. GEOLOGY AND SOILS—Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☑	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑
VII. HAZARDS AND HAZARDOUS MATERIALS— Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	☑	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☑	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑
VIII. HYDROLOGY AND WATER QUALITY— Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☑
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☐	☐	☑
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff?	☐	☐	☑	☐
f. Otherwise substantially degrade water quality?	☐	☐	☐	☑
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h. Place within a 100-year floodplain structures that would impede or redirect flood flows?	☐	☐	☑	☐
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☑	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑
IX. LAND USE AND PLANNING—Would the project:				
a. Physically divide an established community?	☐	☐	☐	☑
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
X. MINERAL RESOURCES—Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?	☐	☐	☐	☑
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☑
XI. NOISE—Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☑
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f. For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
XII. POPULATION AND HOUSING—Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
XIII. PUBLIC SERVICES				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☑	☐
Police protection?	☐	☐	☑	☐
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑
XIV. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on -the environment?	☐	☐	☐	☑
XV. TRANSPORTATION/TRAFFIC—Would the project:				
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☑	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☑	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e. Result in inadequate emergency access?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
f. Result in inadequate parking capacity?	☐	☐	☐	☑
g. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑
XVI. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☑
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)	☐	☐	☐	☑

4.0 ENVIRONMENTAL EVALUATION

This section contains the supportive information utilized by the Metro in its role as Lead Agency to derive the conclusions presented in Section 3.0 (Environmental Checklist Form). For ease of reference, each environmental issue is enumerated the same as in Section 3.0 and categorized under one of the same four column headings: Potentially Significant Impact, Less than Significant with Mitigation Incorporated, Less than Significant, or No Impact.

I. AESTHETICS

Impact Thresholds: The visual environment of a project area is comprised of both the built environment features (such as development patterns, buildings, and parking areas) and the natural features (such as hills, vegetation, rock outcroppings, and drainage pathways). Views are characterized by visual quality, viewer groups and sensitivity, duration, and visual resources.

- *Visual quality* refers to the general aesthetic quality of a view, such as vividness, intactness, and unity.
- *Viewer groups* are the groups of people most likely to experience the view, and *sensitivity* describes the relative significance of the view to specific groups of people. For example, residences, schools, religious institutions, playgrounds, and parks are land uses with high sensitivity, as compared to the persons who are commuting to work, school, or other regular travel destinations.
- *Duration* of a view is the amount of time that a particular view can be seen by a specific viewer group. Generally two duration categories are considered: fleeting or intermittent views (such as those experienced by motorists and cyclists), and long-term or constant views (including views from residences and designated scenic lookouts).
- *Visual resources* may include unique views, views identified in local plans, views from scenic highways, or views of specific unique structures or landscape features, including distinct groups of mature trees.

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The proposed Project includes construction of a new repair building and a new car wash facility within the existing Division 4 facility. In addition, it includes paving and striping of the undeveloped parcel, located north of the existing Division 4 facility, for parking and storage of Metro non-revenue vehicles. The Project site does not include any unique or scenic visual resources. The areas surrounding the Project site are highly urbanized, generally of flat terrain, and distal from coastlines, mountains, or other visual resources. The nearest surface water to the Project site is the Rio Hondo flood control channel, a concrete-lined facility that flows to the Los Angeles River. Though the proposed Project would include new vertical elements, these new elements would be in scale with the existing maintenance and office buildings on-site, and with the raised portions of I-5 abutting the Project site. The General Plans for the cities of Downey, Commerce, and Pico Rivera do not identify or designate any scenic vistas in the proximity to the Project site. Thus, no significant adverse impacts would occur due to development of the proposed Project.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The proposed Project would be constructed within the existing Division 4 facility lot situated in a highly urbanized area, and the Project site does not include any unique or scenic visual resources.

The adjoining I-5 and the Telegraph Road are not designated as scenic highways. Thus, no significant adverse impacts to scenic resources would occur due to development of the proposed Project.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The proposed Project would be an expansion to the existing Metro Division 4 Facility. The existing Division 4 encompasses 5 acres of land and is a repair and maintenance facility for Metro's non-revenue support vehicles; it also includes offices for the Gateway Cities Service Sector. North of Division 4 is a vacant 4-acre parcel of land, located between the existing Division 4 boundary and the Rio Hondo Channel. This area, owned by Metro (except for a Southern California Edison power line easement and a City of Downey water well pumping station), is currently vacant, unpaved and covered with non-native grasses (weeds). Paving of this parcel of land would be a noticeable change. However, the Project would be compatible with the land uses surrounding its site. The areas surrounding the Project site contain a major transportation corridor (I-5), Telegraph Road, commercial/industrial uses, and residences (on the south). As discussed in Section I. a) above, the proposed Project would be in scale with the surrounding land uses. Thus, no significant adverse impacts to the visual character and quality of the Project site or surroundings would occur due to development of the proposed Project.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The proposed Project would operate from 6:00 AM to 2:30 PM on the weekdays, same as the current operation hours of the existing facility (Gateway Cities Service Sector office working hours are 8:00 AM to 5:00 PM on weekdays). Therefore, operation of the proposed Project would not create new sources of light from employee or Metro vehicle headlights, illuminating the parking lot, or interior lights necessary for facility operations. A few outdoor lights would be added to illuminate the proposed paved parking area, directly north of the existing Division 4 facility. Impacts from these new sources of light would be minimal because there already is nighttime lighting within the existing facility, and from streetlamps and vehicle headlights on the adjoining roadways. Thus, no significant adverse impacts from light or glare would occur due to development of the proposed Project.

II. AGRICULTURAL RESOURCES

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed Project would be constructed within the existing Division 4 site and on Metro-owned vacant land. The site is not designated as farmland; therefore, the proposed Project would not convert farmland, and no adverse impacts to farmland would occur due to development of the proposed Project.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site and surrounding areas are not zoned for agricultural use. The proposed Project site is zoned for industrial use. Construction of the proposed Project would not conflict with the

conservation of agricultural lands. Therefore, no adverse impacts to agricultural resources would occur due to development of the proposed Project.

c) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The proposed Project would be constructed within a designated commercial/industrial land use area in a highly urban setting. The proposed Project would not involve any direct or indirect changes that would result in conversion of farmland to non-agricultural use. Thus, no adverse impacts to agricultural resources would occur due to development of the proposed Project.

III. AIR QUALITY

Impact Thresholds: The Project site is located within the South Coast Air Quality Management District (SCAQMD) and is subject to the SCAQMD Construction and Operation Emissions Thresholds used to assess impacts on regional air quality. The SCAQMD is responsible for preparing a regional air quality management plan (AQMP) to improve air quality in the South Coast Air Basin (SCAB). The AQMP includes a variety of strategies to accommodate growth, to reduce the high levels of pollutants within the SCAB, to meet State and federal air quality performance standards, and to minimize the fiscal impact that pollution control measures have on the local economy. Additional specific thresholds are presented in the air quality discussions provided below.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The applicable air quality plan for the project area is the 1999 AQMP.[1] The AQMP strategy is based on projections from local general plans and regional growth projections developed by the Southern California Association of Governments (SCAG). A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality plan. This is because the Growth Management Chapter forms the basis of the land use and transportation control portion of the AQMP. Therefore, the proposed Project needs to be evaluated to determine whether it would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecast in the AQMP.

The proposed Project would not generate population and employment growth because it would be neither a source of new housing nor a significant source of new jobs. To operate the proposed new facilities, it is projected that about 8 employees would be transferred to Division 4 after completion of the Project, due to closure of South Park facility. If necessary, it is also anticipated that the existing workforce in the region would be able to provide the 8 additional employees. Therefore, the proposed project would be consistent with the local general plan and the Regional Growth Management Plan; it is not regionally significant and would be consistent with the 1999 AQMP. Hence, no significant impact would result from Project implementation.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

[1] The 2003 AQMP (a revision of the 1999 AQMP) was adopted by the SCAQMD on August 1, 2003, and adoption by the California Air Resources Board (CARB) is pending.

Less Than Significant Impact with Mitigation Incorporated. Air quality impacts are typically divided into two categories, short-term impacts and long-term impacts. Short-term impacts are associated with construction activities, such as site grading, excavation, and building construction. Long-term impacts are associated with the operation of a particular project upon its completion. The SCAQMD provides thresholds of significance for short-term and long-term air quality impacts in its *1993 CEQA Air Quality Handbook*. **Table 4-1** (SCAQMD Significance Thresholds) presents the emission significance thresholds for criteria pollutants.

Table 4-1
SCAQMD Significance Thresholds

Project Phase	*Pollutant Emission Threshold (lbs/day)*			
	ROG	*NO_x*	*CO*	*PM_{10}*
Construction	75	100	550	150
Operation	55	55	550	150

Source: CEQA Air Quality Handbook, SCAQMD, 1993.

Projected air emissions were calculated using the URBEMIS 2002 emissions model approved by the California Air Resources Board (CARB). URBEMIS is a computer program that can be used to estimate emissions associated with land development projects in California including the construction of those projects. The URBEMIS 2002 model uses EMFAC2002 emissions factors for vehicle traffic. Specific air emissions calculations worksheets are attached in **Appendix A**.

Short-Term (Construction) Impacts: Air pollutants emissions would result from the use of heavy-duty construction equipment including graders, excavators, bulldozers, and front-end loaders. In addition, vehicular use by construction employees traveling to and from the Project site would generate air emissions during the construction phase.

Construction of the proposed Project would be performed under two separate contracts: under Contract 1, the vacant parcel north of Division 4 would be cleared, paved and striped to be used as the new parking area for Metro non-revenue vehicles; Contract 2 would involve construction of a new 2-bay repair shop and a new car wash facility within the existing Division 4 site. Project construction schedule is shown in **Table 4-2** (Construction Schedule). It is assumed that the two contracts would not overlap and Contract 2 would start after completion of Contract 1. Contract 1 would occur in three months (approximate dates: January 2005 to March 2005), and would include clearing and grubbing the site, followed by excavation, grading and paving of the site. Contract 2 would start April of 2005 and would be completed about end of July 2005; breakdown of the different steps of construction are given in **Table 4-2**.

Emissions of criteria pollutants from the construction activities of each Contract were estimated using the construction module of URBEMIS 2002. For each contract, the type and number of equipment used in each step of construction operations were estimated based on type and extent of activity (see model output in **Appendix A** for detailed assumptions). It is assumed that in Contract 1, a maximum of 0.35 acres of the site would be worked at a time, and a maximum total of four pieces of construction equipment and two trucks would be operating per day. For Contract 2, a maximum total of five pieces of construction equipment and two trucks are assumed to be operating per day.

APPENDIX A
Air Emissions Estimation
(Model Outputs)

URBEMIS 2002 For Windows 7.4.2

File Name: G:\00 Open Projects\5206 MTA (CWO#30) - Division 4 Parking Lot Expansion\Air Qua
Project Name: 5206 - MTA Division 4 Expansion
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

Contract 1

CONSTRUCTION EMISSION ESTIMATES

*** 2005 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	20.55	125.76	133.35	0.24	8.76	5.20	3.56
TOTALS (lbs/day, mitigated)	20.55	86.54	133.35	0.24	3.32	1.92	1.40

URBEMIS 2002 For Windows 7.4.2

File Name: G:\00 Open Projects\5206 MTA (CNO#30) - Division 4 Parking Lot Expansion\Air Qu
Project Name: 5206 - MTA Division 4 Expansion
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: January, 2005
Construction Duration: 3
Total Land Use Area to be Developed: 3.11 acres
Maximum Acreage Disturbed Per Day: 0.35 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 4750

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source *** 2005***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	3.50	-	3.50
Off-Road Diesel	13.21	84.78	111.25	-	3.68	3.68	0.00
On-Road Diesel	0.65	14.68	2.44	0.20	0.34	0.29	0.05
Worker Trips	0.10	0.26	2.50	0.00	0.01	0.00	0.01
Maximum lbs/day	13.96	99.72	116.19	0.20	7.53	3.97	3.56
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	11.36	77.57	92.10	-	3.47	3.47	0.00
Bldg Const Worker Trips	0.04	0.07	0.78	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	3.70	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.53	30.60	36.77	-	1.33	1.33	0.00
Asphalt On-Road Diesel	0.89	17.49	3.29	0.24	0.42	0.40	0.02
Asphalt Worker Trips	0.03	0.02	0.40	0.00	0.01	0.00	0.01
Maximum lbs/day	20.55	125.76	133.35	0.24	5.22	5.20	0.02
Max lbs/day all phases	20.55	125.76	133.35	0.24	8.76	5.20	3.56

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jan '05
Phase 2 Duration: 0.3 months
On-Road Truck Travel (VMT): 480
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jan '05
Phase 3 Duration: 2.7 months
Start Month/Year for SubPhase Building: Jan '05
SubPhase Building Duration: 2.7 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
2	Off Highway Trucks	417	0.490	8.0
1	Other Equipment	190	0.620	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Mar '05
SubPhase Asphalt Duration: 0.1 months
Acres to be Paved: 3.11
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Paving Equipment	211	0.530	8.0
2	Rollers	114	0.430	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source *** 2005***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	1.34	-	1.34
Off-Road Diesel	12.55	55.41	105.69	-	1.29	1.29	0.00
On-Road Diesel	0.65	10.10	2.44	0.20	0.16	0.11	0.05
Worker Trips	0.10	0.26	2.50	0.00	0.01	0.00	0.01
Maximum lbs/day	13.30	65.77	110.63	0.20	2.81	1.40	1.40
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	11.36	53.37	92.10	-	1.28	1.28	0.00
Bldg Const Worker Trips	0.04	0.07	0.78	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	3.70	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.53	21.05	36.77	-	0.49	0.49	0.00
Asphalt On-Road Diesel	0.89	12.03	3.29	0.24	0.17	0.15	0.02
Asphalt Worker Trips	0.03	0.02	0.40	0.00	0.01	0.00	0.01
Maximum lbs/day	20.55	86.54	133.35	0.24	1.94	1.92	0.02
Max lbs/day all phases	20.55	86.54	133.35	0.24	3.32	1.92	1.40

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 2: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 2: On-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 2: On-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 3.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 2: Off-Road Diesel Exhaust: Properly maintain equipment
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 3: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
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Phase 3: On-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 3: On-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: Offgassing: Use low offgassing asphalt
Percent Reduction(ROG 15.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jan '05
Phase 2 Duration: 0.3 months
On-Road Truck Travel (VMT): 480
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	190	0.580	8.0
2	Graders	174	0.575	8.0
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jan '05
Phase 3 Duration: 2.7 months
Start Month/Year for SubPhase Building: Jan '05
SubPhase Building Duration: 2.7 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
2	Off Highway Trucks	417	0.490	8.0
1	Other Equipment	190	0.620	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Mar '05
SubPhase Asphalt Duration: 0.1 months
Acres to be Paved: 3.11
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Paving Equipment	111	0.530	8.0
2	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
Phase 2 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 2 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Properly maintain equipment
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
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Phase 3 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 3 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
Phase 3 mitigation measure Offgassing: Use low offgassing asphalt
has been changed from off to on.

URBEMIS 2002 For Windows 7.4.2

File Name: G:\DB Open Projects\5206 MTA (CWO#30) - Division 4 Parking Lot Expansion\Air Qua
Project Name: 5206 - MTA Division 4 Expansion
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

Contract 2

CONSTRUCTION EMISSION ESTIMATES

*** 2005 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	41.25	137.05	155.14	0.12	6.98	5.95	1.03
TOTALS (lbs/day, mitigated)	38.28	94.32	155.14	0.12	2.62	2.21	0.41

URBEMIS 2002 For Windows 7.4.2

File Name: G:\00 Open Projects\5206 MTA (CWO#30) - Division 4 Parking Lot Expansion\Air Qua
Project Name: 5206 - MTA Division 4 Expansion
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: April, 2005
Construction Duration: 4
Total Land Use Area to be Developed: 0.11 acres
Maximum Acreage Disturbed Per Day: 0.1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 4750

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source *** 2005***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	1.00	-	1.00
Off-Road Diesel	10.73	67.85	90.13	-	2.73	2.73	0.00
On-Road Diesel	0.22	3.96	0.81	0.07	0.12	0.10	0.02
Worker Trips	0.07	0.11	1.95	0.00	0.01	0.00	0.01
Maximum lbs/day	11.02	71.92	92.89	0.07	3.86	2.83	1.03
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	14.37	99.30	115.26	-	4.42	4.42	0.00
Bldg Const Worker Trips	0.04	0.05	0.93	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	19.97	-	-	-	-	-	-
Arch Coatings Worker Trips	0.01	0.01	0.15	0.00	0.00	0.00	0.00
Asphalt Off-Gas	1.85	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.53	30.60	36.77	-	1.33	1.33	0.00
Asphalt On-Road Diesel	0.44	7.08	1.65	0.12	0.21	0.20	0.01
Asphalt Worker Trips	0.03	0.01	0.38	0.00	0.01	0.00	0.01
Maximum lbs/day	41.25	137.05	155.14	0.12	5.96	5.95	0.01
Max lbs/day all phases	41.25	137.05	155.14	0.12	6.98	5.95	1.03

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Apr '05
Phase 2 Duration: 0.4 months
On-Road Truck Travel (VMT): 160
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Bore/Drill Rigs	218	0.750	8.0
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Apr '05
Phase 3 Duration: 3.6 months
Start Month/Year for SubPhase Building: Apr '05
SubPhase Building Duration: 3.6 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
2	Off Highway Trucks	417	0.490	8.0
2	Other Equipment	190	0.620	8.0
2	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Jul '05
SubPhase Architectural Coatings Duration: 0.4 months
Start Month/Year for SubPhase Asphalt: Jul '05
SubPhase Asphalt Duration: 0.2 months
Acres to be Paved: 3.11
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Paving Equipment	111	0.530	8.0
2	Rollers	114	0.430	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source *** 2005***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.36	-	0.38
Off-Road Diesel	10.19	44.35	85.62	-	0.96	0.96	0.00
On-Road Diesel	0.22	2.72	0.81	0.07	0.06	0.04	0.02
Worker Trips	0.07	0.11	1.95	0.00	0.01	0.00	0.01
Maximum lbs/day	10.48	47.18	88.38	0.07	1.41	1.00	0.41
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	14.37	68.32	115.26	-	1.64	1.64	0.00
Bldg Const Worker Trips	0.04	0.05	0.93	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	16.97	-	-	-	-	-	-
Arch Coatings Worker Trips	0.01	0.01	0.15	0.00	0.00	0.00	0.00
Asphalt Off-Gas	1.85	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.53	21.05	36.77	-	0.49	0.49	0.00
Asphalt On-Road Diesel	0.44	4.87	1.65	0.12	0.08	0.07	0.01
Asphalt Worker Trips	0.03	0.01	0.38	0.00	0.01	0.00	0.01
Maximum lbs/day	38.26	94.32	155.14	0.12	2.22	2.21	0.01
Max lbs/day all phases	38.26	94.32	155.14	0.12	2.62	2.21	0.41

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 2: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
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Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 2: On-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 3.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 2: Off-Road Diesel Exhaust: Properly maintain equipment
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 3: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
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Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: Offgassing: Use low offgassing asphalt
Percent Reduction(ROG 15.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Apr '05
Phase 2 Duration: 0.4 months
On-Road Truck Travel (VMT): 160
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Bore/Drill Rigs	238	0.750	8.0
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Apr '05
Phase 3 Duration: 3.6 months
Start Month/Year for SubPhase Building: Apr '05
SubPhase Building Duration: 3.6 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
2	Off Highway Trucks	417	0.490	8.0
2	Other Equipment	190	0.620	8.0
2	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Jul '05
SubPhase Architectural Coatings Duration: 0.4 months
Start Month/Year for SubPhase Asphalt: Jul '05
SubPhase Asphalt Duration: 0.2 months
Acres to be Paved: 3.11
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Paving Equipment	111	0.530	8.0
2	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
Phase 2 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 2 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst
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Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
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Phase 3 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
Phase 3 mitigation measure Offgassing: Use low offgassing asphalt
has been changed from off to on.

ATTACHMENT B

Notice of Determination

Form C

To: ☐ Office of Planning and Research
PO Box 3044, 1400 Tenth Street, Room 222
Sacramento, CA 95812-3044

☑ County Clerk
County of Los Angeles
12400 E. Imperial Highway, Room 2
Norwalk, CA 90650

From: (Public Agency) Los Angeles County MTA
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012
(Address)

Subject:
Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Division 4 Expansion Project
Project Title

	Manuel R. Gurrola	213-922-7305
State Clearinghouse Number (If submitted to Clearinghouse)	Lead Agency Contact Person	Area Code/Telephone/Extension

Metro Division 4 Facility, 7878 Telegraph Road, Downey, California, County of L.A.
Project Location (include county)

Project Description:

The proposed Project would construct a new repair building and add a new car wash to the existing Metro Division 4 facility. The new repair building is proposed to be a 2-bay single-story structure and would be approximately 48-feet wide and 80-feet long. In addition, the adjacent vacant parcel north of existing Division 4 site would be cleared, paved and striped to accommodate 250 non-revenue vehicles.

This is to advise that the Los Angeles County Metro has approved the above described project on
☑ Lead Agency ☐ Responsible Agency

_____ and has made the following determinations regarding the above described project:
(Date)

1. The project [☐will ☑will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☑ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☑were ☐were not] made a condition of the approval of the project.
4. A statement of Overriding Considerations [☐was ☑was not] adopted for this project.
5. Findings [☐were ☑were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:

_____

_____	_____	_____
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:

Revised May 1999