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Metro

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OPERATIONS COMMITTEE
AUGUST 19, 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; however, 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. This funding is sufficient for the costs in the current estimate.

MANDATORY FINDINGS OF SIGNIFICANCE AND RECOMMENDED MITIGATIONS UNDER CEQA

Metro conducted the public review process in July 2004. A Notice of Availability for the Metro Division 4 Expansion Project was issued on July 2, 2004. The IS/MND was made available for public review for a period of 20 days. The public comment period began officially on July 2, 2004 and ended on July 22, 2004. All comments from agencies or interested parties received during the comment period were 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 August 26, 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.

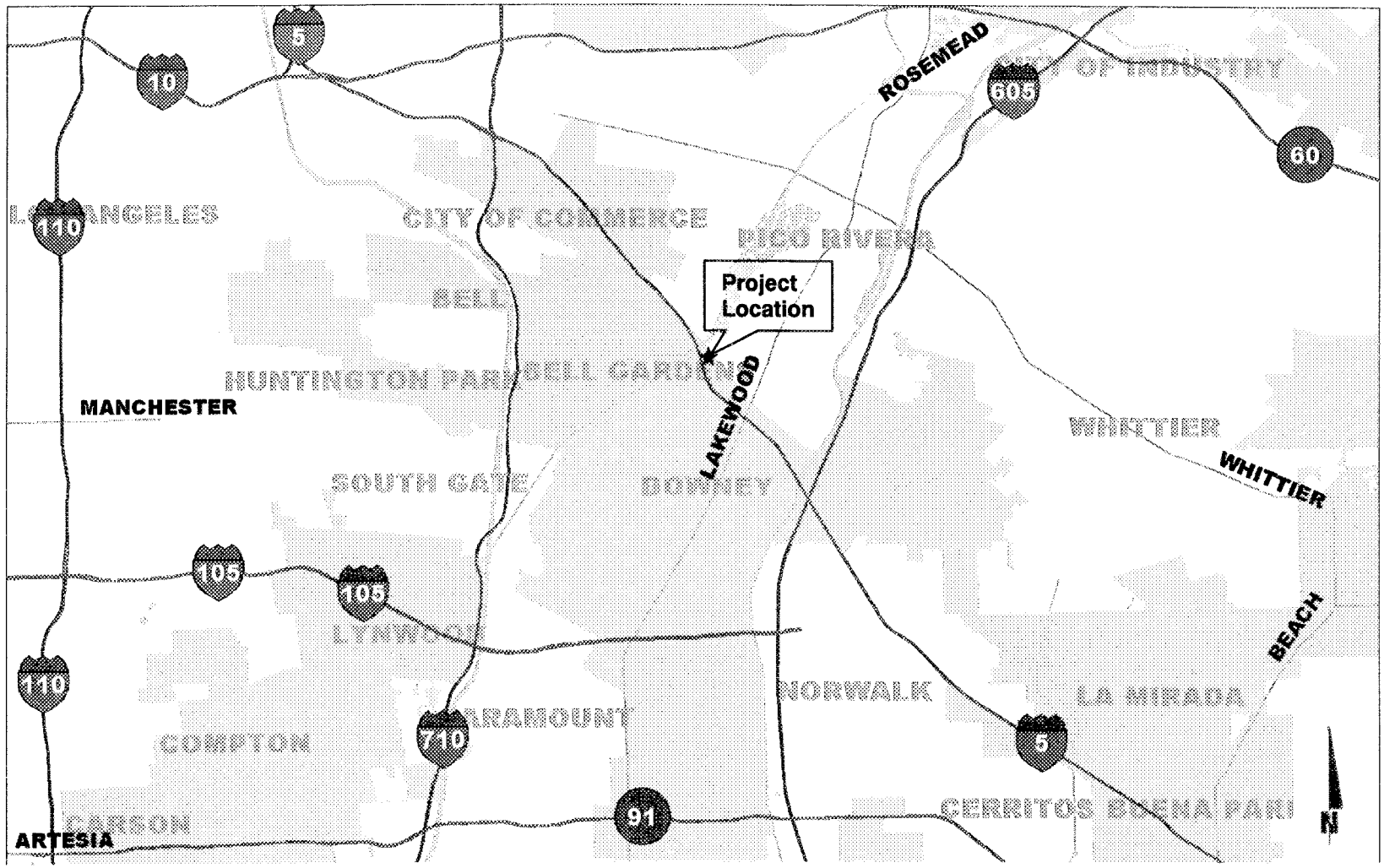
1.2 Project Background and Overview

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.

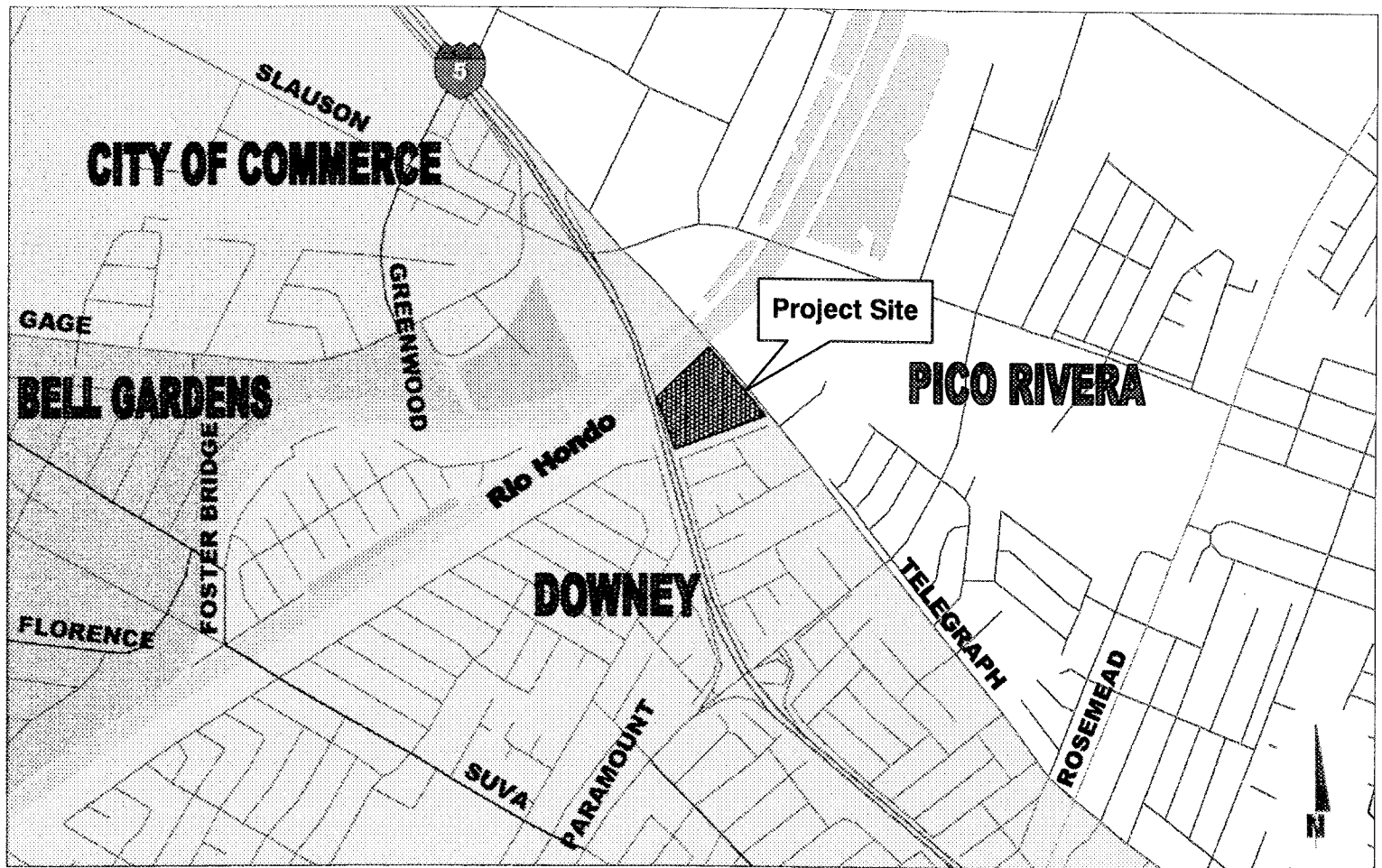
The number of additional vehicles that would be maintained and stored at Division 4 after expansion is approximately 15 per day[1]. These vehicles would be transferred to Division 4 as a result of the closure of other Metro facilities such as the South Park facility. The current number of employee parking 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.



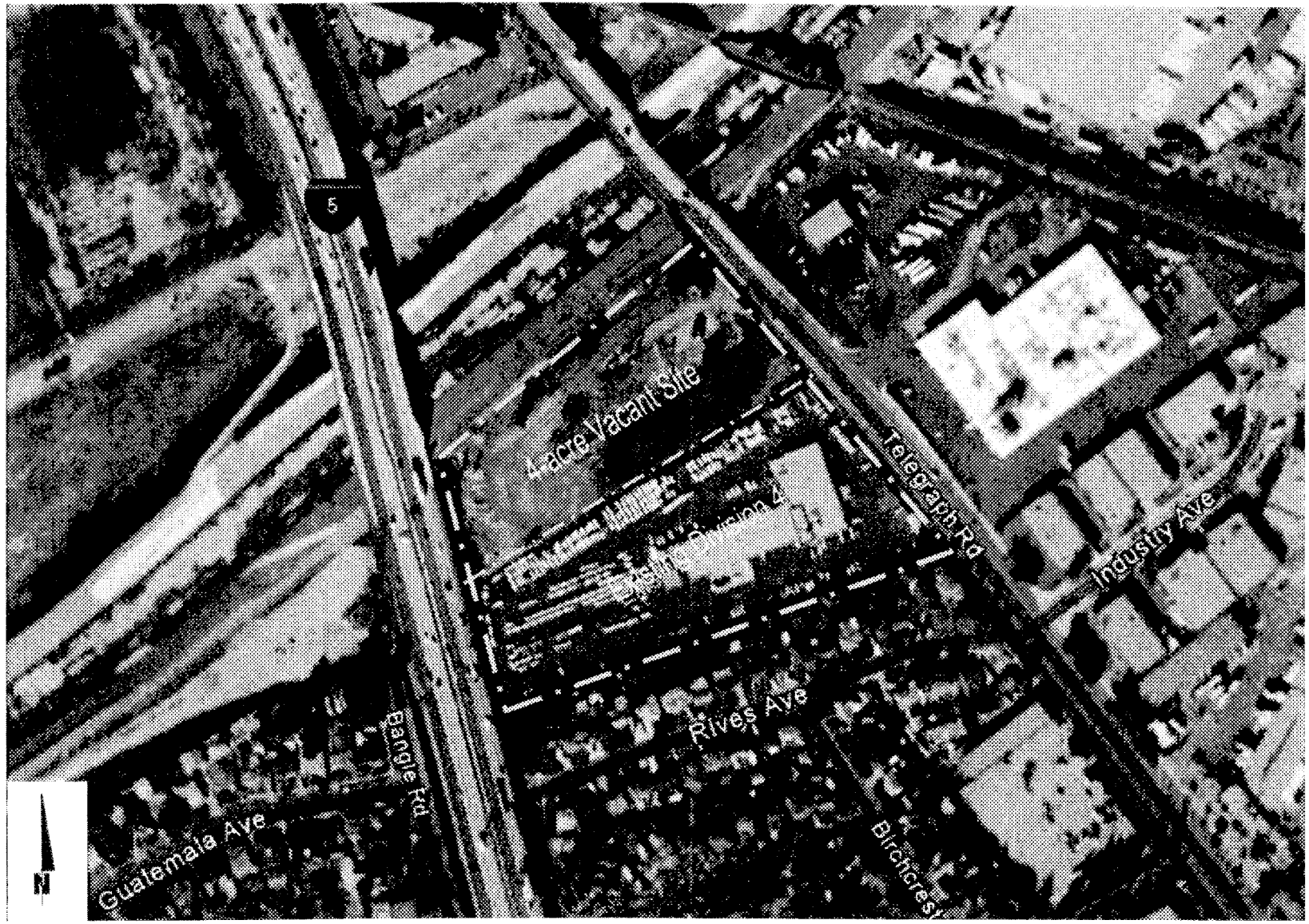
Source: Thomas Brothers, 2002
1 inch ˜ 2.3 miles

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 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.

Table 4-2
Construction Schedule

Contract Number	*Description*	*Construction Month (2005)*						
		January	*February*	*March*	*April*	*May*	*June*	*July*
1	**Parking Pavement**							
	a. Mobilization, Clear and Grub	10d						
	b. Site excavation, grading and Paving		58 days					
	c. Striping and Demobilization			2				
2	**New Service Facility and Car Wash**							
	a. Mobilization and Site Preparation				10d			
	b. Building New Facilities					68 days		
	c. Cleanup and Demobilization							2

The predicted emissions of the proposed Project are shown in **Table 4-3** (Maximum Daily Construction Emissions) and compared to SCAQMD's thresholds of significance. The results indicate that, without mitigation, maximum construction NO_x emissions would exceed significance thresholds during both Contracts' activities. However, with the incorporation of the mitigation measures identified below, the impact would be reduced to less-than-significant.

Table 4-3
Maximum Daily Construction Emissions

	Pollutant (lbs/day)			
	ROGs	***NO_X***	***CO***	***PM_{10}***
***Contract 1** – Construction of Paved Parking Area*				
Maximum Daily Emissions, Unmitigated	20.55	125.76	133.35	8.76
Maximum Daily Emissions, Mitigated	20.55	86.54	133.35	3.32
SCAQMD Significance Thresholds	**75**	**100**	**550**	**150**
Significant After Mitigation?	No	No	No	No
***Contract 2** – Construction of New Service Facility and Car Wash*				
Maximum Daily Emissions, Unmitigated	41.25	137.05	155.14	6.98
Maximum Daily Emissions, Mitigated	38.26	94.32	155.14	2.62
Significant After Mitigation?	No	No	No	No

Source: URBEMIS 2002

Mitigation Measure:

The following mitigation measures would reduce NO_x emissions to less than significant.

AQ-1 During construction, Metro will ensure that oxidation catalysts are used on all diesel construction equipment. This would reduce the NO_x emission by about 20 percent (source: URBEMIS 2002).

AQ-2 During construction, Metro will ensure that all construction equipment engines are maintained in proper tune; and that all construction equipment are properly serviced and

maintained in good operating condition. This would reduce emissions of all criteria pollutants by approximately 5 percent.

AQ-3 During construction, Metro will ensure that the continuous idling of any construction equipment is restricted to 10 minutes in order to reduce the idling emissions.

Long-Term (Operational) Impacts: The proposed Project would add a new car wash, and a 2-bay facility for maintenance and repair of the big Metro trucks that do not fit in the existing shop. The currently vacant 3.11-acre parcel to the north of the site would be cleared, paved and striped to relocate the parking spaces that would be used for the new repair facility. The new facility would be a 2-bay repair/maintenance shop and would not add a substantial number of vehicle trips to the Project site. Furthermore, no new vehicles would be added to the Metro fleet because of the Project; the additional vehicles that would be repaired or maintained in the expanded Division 4 facility would be transferred from the closed facilities (e.g., South Park facility). In addition, the proposed Project would require a maximum of 8 additional employees, and employees would work in just one shift from 6:00 AM to 2:30 PM. Currently, the vehicles are washed manually by the staff; upon addition of the new car wash, the washing operation would be automated and therefore, less employees would be used for this operation. Therefore, the small increase in the number of employees and the resultant additional traffic volume would be less-than-significant. Hence, long-term operational impacts would not increase the air emissions in the area since no significant additional activity would be generated.

c) Would the project 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 emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. According to the website maintained by CARB, as of June 1, 2003, the proposed Project is in a State and national non-attainment area for ozone, CO, and small particulate matter (PM_{10}). The AQMP includes performance standards aimed at reducing these high levels of pollutants within the region. In general, if the environmental analysis shows that an individual project is consistent with the AQMP performance standards, the proposed Project's cumulative impact is considered less-than-significant. If the analysis shows that the proposed Project does not comply with the standards, then cumulative impacts are considered to be significant, unless there is other pertinent information to the contrary.

The proposed Project would comply with AQMP performance standards because it is not growth inducing (does not add new vehicles) and would not introduce significant new air emissions to the region. Therefore, the proposed Project would not generate significant additional activity and would not generate significant new air emissions in the area.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors include children, athletes, the elderly, and the chronically ill who would be more susceptible to air pollution than the general population. Examples of land uses where substantial numbers of sensitive receptors are often found are: schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. Sensitive receptors within ¼-mile of the Project site include the single-family residences abutting the southeast side of the Project site, and a motel (Motel 8) located approximately 700 feet north of the Project site across the Rio Hondo Channel. Nearby schools and other sensitive receptors are at distances greater than ¼-mile from the Project site.

As evaluated in Section b), above, after the incorporation of appropriate mitigation measures during construction activities, the air quality impacts would be reduced to less-than-significant, i.e., no aspect of the proposed Project would generate substantial pollutant concentrations. Therefore, sensitive receptors, i.e., the residents to the south of the Project site and patrons of Motel 8, would not be exposed to excessive pollutant concentrations associated with the construction or operation of the proposed Project. No significant adverse impact would occur due to development of the proposed Project.

e) Would the project create objectionable odors affecting a substantial number of people?

No Impact. Construction activities occurring for the proposed Project would generate airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust), asphalt operations, and the application of paints and coatings. These emissions would occur during daytime hours only, and would be isolated to the immediate vicinity of the construction site and activity. As such, they would not affect a substantial number of people. When construction is completed, odors from the proposed Project would not significantly differ from the surrounding land uses. Therefore, no significant adverse impacts would occur due to development of the proposed Project.

IV. BIOLOGICAL RESOURCES

a) Would the project 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?

The project site is located in south-central Los Angeles County, in the city of Downey. The project site is depicted on the U.S. Geologic Survey (USGS) 7.5-minute series topographic quadrangle Whittier (Township 2 South, Range 12 West within the Rancho Santa Gertrudes (McFarland & Downey) Land Grant Boundary, San Bernardino Meridian). In order to more fully understand the range of biological resources potentially affected by the project, a records search of the California Natural Diversity Data Base (CNDDB)[2] was conducted. The records search resulted in 6 potential occurrences of special status plant and wildlife species. **Table 4-4** (Special Status Species with the Potential to Occur in the Project Study Areas) details these species, their status, and their potential for occurrence based on their habitat requirements.

No Impact. Given the urban nature of the region, and based on a survey of the Project area[3], it can be concluded that the proposed Project site does not support habitat for any species identified as candidate, sensitive or special status in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Thus, no direct or indirect significant adverse impacts would occur due to development of the proposed Project.

b) Would the project 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 US Fish and Wildlife Service?

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[2] California Department of Fish and Game (CDFG), February 5, 2004. *Rarefind 3: A Database Application for the Use of the California Department of Fish and Game Natural Diversity Base. Version 3.0.3.* Sacramento, CA: California Department of Fish and Game.

[3] UltraSystems Environmental Inc., May 6, 2004.

No Impact. The Project site does not support any riparian habitat or other sensitive natural communities. The nearest surface water to the Project site is Rio Hondo Channel. Located approximately 300 feet north of the Project site, Rio Hondo Channel is a concrete-lined facility that flows to the Los Angeles River. Given the distance from the Project site and the nature of the proposed Project, Project operation would not have an effect on any riparian habitat supported by Rio Hondo Channel or other sensitive natural communities. Project construction would be in accordance with all applicable regulations and best management practices (BMPs). Therefore, no significant adverse impacts to a sensitive natural community would occur due to development of the proposed Project.

Table 4-4
Special Status Species with the Potential to Occur in the Project Study Area

Species		*Status*[a]			*Potential for Occurrence*[b]
Scientific Name	***Common Name***	***USFWS***	***CDFG***	***CNPS***	
Centromedia parryi ssp. Austrails	Southern tarplant	None	None	1B	Low
Lasthenia glabrata ssp. Coulteri	Coulter's goldfields	None	None	1B	Low
Navarretia prostrata	Prostrate navarretia	FSC	None	1B	Low
Orcuttia californica	California orcutt grass	FE	SE	1B	Low
Phacelia stellaris	Brand's phacelia	None	None	1B	Low
Spea hammondii	Western spadefoot	FSC	CSC	NA	Low
Phrynosoma coronatum (blainvillei)	Coast (San Diego) horned lizard	None	CSC	NA	Low
Athene cunicularia	Burrowing owl	FSC	CSC	NA	Low
Coccyzus americanus occidentalis	Western yellow-billed cuckoo	Candidate	SE	NA	Low

[a] For the purpose of this report, the term special-status plants and wildlife are defined as species that are:

Special-Status Plant Species / [Wildlife Species]

- Listed or proposed for listing as Threatened (FT) or Endangered (FE) under the federal Endangered Species Act (federal ESA) (50 CFR 17.12 for listed plants [animals] and various notices in the Federal Register for proposed species);?
- Federal Candidates for listing as Threatened or Endangered (Candidate) under the federal ESA (58 FR 188: 51144-51190, September 30, 1993);
- Federal Species of Concern (FSC) or California Species of Special Concern (CSC);
- Listed by the State of California as Threatened (ST) or Endangered (SE) under the California Endangered Species Act (CESA) (14 CCR 670.5);
- Plants listed as rare under the California Native Plant Protection Act of 1977 (California Fish And Game (CDFG) Code, Section 1900 et seq.); and
- Plants considered by California Native Plant Society (CNPS) to be "rare, Threatened, or Endangered in California" (generally Species from Lists 1B and 2);
- Fully protected (FP) animals in California (CDFG Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians].

[b] Potential for Occurrence:

Low: *Low potential for occurrence* - No recent or historical records exist of the species occurring in the project area or its immediate vicinity (within approximately 5 miles) and the diagnostic habitat requirements strongly associated with the species do not occur in the Project area or its immediate vicinity.

Moderate: *Moderate potential for occurrence* - Either a historical record exists of the species in the project area or its immediate vicinity or the diagnostic habitat requirements associated with the species occur in the Project area or its immediate vicinity.

High: *High potential for occurrence* - Both a historical record exists of the species in the project area or its immediate vicinity and the diagnostic habitat requirements strongly associated with the species occur in the project area or its immediate vicinity.

c) **Would the project have a substantial adverse effect on federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. The Project area and immediate vicinity do not include any federally protected wetlands. Thus, no significant adverse impacts would occur due to development of the proposed Project.

d) **Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No Impact. There are no native resident or migratory wildlife corridors going through the Project site and no wildlife nursery sites present on the site. The proposed Project would not change existing land uses in a manner that would impede wildlife corridors or wildlife nursery sites. Therefore, no significant adverse impacts would occur due to development of the proposed Project.

e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The southern part of the Project area is fully paved, and the vacant parcel on the north have been disturbed within last year; thus, the Project site does not include any biological resources protected by local policies or ordinances. Therefore, no significant adverse impacts would occur due to development of the proposed Project.

f) **Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. The proposed Project would be an expansion to the existing Metro Division 4 within Metro-owned land (designated for industrial/commercial use), and would not involve any change in existing land uses in a manner that would conflict with local, regional, or state habitat conservation plans. Therefore, no significant adverse impacts to conservation plans would occur due to development of the proposed Project.

V. CULTURAL RESOURCES

a) **Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

No Impact. *State CEQA Guidelines* §15064.5 discusses general criteria for determining impacts on a historical resource. A project is typically found to have an impact on a historical resource if it causes a change in an otherwise eligible property that would prevent its inclusion in the National Register of Historic Places. The proposed Project would be an expansion of the existing Division 4 repair and maintenance facility and parking lot; it would not result in direct or indirect impacts on any protected or potential historic sites. Thus, pursuant to §15064.5, no adverse impacts to historical resources would occur due to Project development.

b) **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

Less Than Significant Impact with Mitigation Incorporated. The additional 2-bay repair/maintenance shop and the new car wash facility would be constructed within the existing Division 4 facility. The ground surface of this part of the site has been graded and disturbed, and no known or recorded archeological resources are on this part.

The vacant parcel of land located between the existing Division 4 site and the Rio Hondo Channel, is currently undeveloped and un-paved except for a Southern California Edison power line easement and a City of Downey water well pumping station. This parcel would be graded, concrete paved and striped for parking and storage of Metro non-revenue vehicles. Deep excavation is not expected to occur in this phase of the Project which could disturb any possible archeological resources. Nonetheless, any new ground-disturbing activity has the potential to unearth previously unidentified archaeological resources. In the unlikely event that a previously unidentified archaeological resource is exposed during Project construction, incorporation of mitigation measure **CR-1** would ensure that potential impacts would be less-than-significant.

Mitigation Measure:

CR-1 Metro will ensure that if buried archaeological resources are encountered during construction activities, the activities will cease until a qualified archaeologist has evaluated the resources and determined significance. If any significant resources are discovered, all resources shall be protected by the Metro in compliance with *State CEQA Guidelines* §15064 (f).

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. No known or recorded paleontological resources are on the Project site. Nonetheless, any ground-disturbing activity has the potential to unearth previously unidentified paleontological resources. In the unlikely event that a previously unidentified paleontological resource is exposed during Project construction, incorporation of mitigation measure **CR-2** would ensure that potential impacts would be less-than-significant.

Mitigation Measure:

CR-2 Metro will ensure that if buried paleontological resources are encountered during construction activities, the activities will cease until a qualified paleontologist has evaluated the resources and determined significance. If any significant resources are discovered, the resources shall be protected by the Metro to the extent feasible.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation Incorporated. No known or recorded human remains are on the Project site. Nonetheless, any ground-disturbing activity has the potential to unearth previously unidentified human remains. In the unlikely event that a previously unidentified human remain is exposed during Project construction, incorporation of mitigation measure **CR-3** would ensure that potential impacts would be less-than-significant.

Mitigation Measure:

CR-3 Metro will ensure that if buried human remains are encountered during construction activities, the activities will cease until the County coroner has evaluated the remains, in accordance with *State CEQA Guidelines* §15064.5 (e).

VI. GEOLOGY AND SOILS

a) Would the project 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.)

Less Than Significant Impact. No Alquist-Priolo Earthquake Fault Zones or other known active faults cross the Project site. However, while surface fault rupture would not likely occur onsite, any project in the County is subject to potential earthquake-related hazards. To mitigate for potential hazards, all structures would be constructed in accordance with Uniform Building Code (UBC) and State seismic safety standards. Adhering to these standard requirements would reduce the potential risk from rupture of an earthquake fault to a less-than-significant level. Therefore, no significant adverse impacts would occur due to Project development.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As described in Section VI.*i)* above, although no known active fault crosses the Project site, substantial seismic ground shaking could occur as a result of earthquakes on faults in the surrounding region. Therefore, design of aboveground structures would need to accommodate the maximum design earthquake, and all structures would be constructed in accordance with UBC and State seismic safety standards. Adhering to these standard requirements would reduce the potential impacts from strong seismic ground shaking to a less-than-significant level. Therefore, no significant adverse impacts would occur due to Project development.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. During moderate to strong seismic ground shaking, liquefaction may occur in areas underlain by loose sediments where groundwater levels are within 40 feet of the surface. Young Quaternary alluvial fan deposits (predominantly from Rio Hondo and San Gabriel rivers), susceptible to liquefaction underlie the Project site, and historical groundwater levels in the Project area have been within 40 feet of the surface.[4]

Current groundwater levels are reported to be deeper than 40 feet of the surface. An environmental site assessment of the northern portion of the Project site indicated that depth to groundwater in the Project site vicinity, as measured in recent years, have been between 100 feet and 73 feet below ground surface (bgs)[5]. Because the site is located near Rio Hondo spreading ground, it is expected that groundwater in the site vicinity varies substantially. Based on the regional topography, the groundwater flow in the area is generally to the south-southwest, in the direction of flow in the Rio Hondo Channel. Moreover, the proposed Project would comply with the UBC and State seismic safety standards and no significant adverse impacts would occur due to Project development.

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[4] *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.

[5] *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.

iv) Landslides?

No Impact. Based on the evaluation of geologic stability and earthquake-induced landslide hazard potential of the area, the proposed Project site is within "very low" potential zone for landslide hazard.[6] Furthermore, the proposed Project would be developed on relatively flat topography (with a gentle slope [0 to 11%] toward the southwest), and in accordance with construction BMPs. Excavation and grading during the construction phase would not occur near steep river banks or slopes, and thus, would not generate landslide hazards. Therefore, no significant adverse impacts would occur due to Project development.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The existing Division 4 is fully paved and would maintain the same site topography upon completion of the Project.

The vacant land north of the existing facility is proposed to be cleared, graded and paved to provide parking and storage space for the Metro non-revenue vehicles. This part of project site is relatively flat with a gentle slope toward the southwest. Upon completion of Project, the site would be paved and no soil erosion and loss of topsoil would occur. During project construction, some exposed soil would be eroded by wind and/or water. The incorporation of all applicable BMPs and other City requirements into the project would reduce and minimize the construction-related soil erosion impacts to less than significant.

Therefore, the proposed Project would not result in the substantial soil erosion or loss of topsoil, and less-than-significant impact would occur.

c) Would the project 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?

Less Than Significant Impact. The proposed Project would be developed on generally flat terrain not subject to a significant landslide hazard, as discussed in Section iv), above. Compliance with the UBC and State seismic safety standards would reduce potential impacts from liquefaction or lateral spreading (low-angle landsliding associated with liquefaction) to a less-than-significant level as discussed in Section iii), above. Subsidence is not occurring on the Project site, and there is no evidence that the Project site would be subject to collapse. Therefore, no significant adverse impacts would occur due to Project development.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property?

No Impact. All onsite structures would be designed and constructed to be consistent with the UBC, and any expansive soils would be removed or compacted during construction. No further risks related to expansive soils would be created due to Project development. Therefore, no significant adverse impacts would occur.

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[6] *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. 21-23, and Plate 2.1, 1998.

e) Would the project 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?

No Impact. Sewers are currently available to service the existing facility and would be sufficient for disposal of wastewater generated by the added facilities. Therefore, the proposed Project would not require the use of septic tanks or alternative wastewater disposal systems, and no adverse impacts would occur due to Project development.

VII. HAZARDS AND HAZARDOUS MATERIALS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction activities of any project would potentially involve transport, use, and disposal of hazardous materials; however, adherence to federal and State regulations and to construction BMPs would mitigate impacts to a less-than-significant level.

The Project site is zoned for light manufacturing (M-1) uses and the new buildings would be constructed in accordance with all applicable building codes. In particular, chemical storage rooms would provide the appropriate fire-rated, ventilated, segregated, secure storage for the chemicals used during operation of the Project, as dictated by the applicable building codes. In compliance with Occupational Safety and Health Administration's (OSHA) Hazard Communication Standard 29 CFR 1910.1200, Material Safety Data Sheets (MSDS) would continue to be maintained to convey to employees information regarding the potential hazards posed by chemicals used in the operations of the facility and as part of the Project. Thus, the Project would not pose a significant hazard to the public.

The proposed Project would not pose a significant risk from the disposal or transport of hazardous materials. The facility currently has appropriate schedules and plans for safe transport and disposal of the potentially hazardous chemicals used in its routine operation. The proposed Project would construct a new 2-bay maintenance building and a car wash; however, the facility's operation would essentially remain the same. Upon expansion, the same chemicals would be required during Project operation that are presently being stored, used, and transported; however, a minor change in the amount of materials used or disposed of would result. Thus, the proposed Project would not pose a new or significant risk from the routine transport, use, or disposal of hazardous materials; and a less-than-significant impact would occur.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The potential for accidents releasing hazardous materials is present during any construction project; however, adherence to federal and State regulations and to construction BMPs would mitigate impacts to a less-than-significant level during the construction phase.

During operation of the proposed Project, chemicals would be stored and used in accordance with all applicable regulations and building codes, as they are during current operations. Specifically, there is an underground storage tank (UST) onsite for waste oil, and there are several small barrels for storage of different used chemicals (e.g., antifreeze, waste fuel). These stored wastes are transported by Hazmat to off-site disposal facilities. With the addition of the new repair/maintenance facility, the use of oil and

chemicals would increase slightly. It is anticipated that the existing UST capacity would be sufficient for the additional proposed use, and there would be no need for adding another storage tank, or replacing the existing UST with a larger one.[7] The transport of used materials may result in minor changes in the number of trucks used. Thus, the proposed Project would not pose new or significant hazards through the use or release of hazardous materials, and a less-than-significant impact would occur.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The proposed Project would be an expansion of the existing Division 4 facility which is not located within ¼ mile of an existing or proposed[8] school. Therefore, construction and operation of the Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within ¼ mile of an existing or proposed school, thus no impact would occur.

d) Would the project 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?

Less Than Significant Impact. The existing Division 4 site is on a list of hazardous materials sites because there is an UST for waste oil and one fuel tank for occasional fueling of the Metro non-revenue vehicles. (An off-site gas station, near the Division 4, is used for fueling the vehicles. No major fueling occurs onsite). Historic uses of the Project site have not adversely impacted the soil and groundwater at the site.

Furthermore, a Phase I Environmental Site Assessment (ESA), conducted in 2004 for the vacant site north of Division 4[9], indicates no evidence of presence or likely presence of any hazardous substances or petroleum products on the property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.

Therefore, the proposed Project would not create a significant hazard to the public or the environment through the presence of hazardous materials on the Project site, and a less-than-significant impact would occur.

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?

No Impact. There are no airports within two miles of the Project site. The Project would not expose people working or residing in the project area to any safety hazards from an airport, therefore no impact would occur.

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?

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

[8] Downey Unified School District – contacted by UltraSystems on April 29, 2004.

[9] *See the Reference in footnote 4.*

No Impact. The Project site is not in the vicinity of a known private airstrip. Therefore, no impacts would occur due to Project development.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. During construction of any project, detours, street closures, and increased traffic at intersections would potentially produce significant effects under CEQA on emergency response. Prior to construction of the proposed Project, consultations and communication with emergency service providers and school officials would ensure that emergency response and evacuation plans would not be impaired. Operation of the proposed Project would not block or interrupt emergency access or evacuation routes. The Project site would be entirely off-street. Therefore, the proposed Project would not cause significant adverse impacts to emergency response or evacuation.

h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project area is not adjacent to or intermixed with wildlands and thus, is not subject to wildland fires. Therefore, no adverse impacts would occur due to Project development.

VIII. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The proposed Project would be an expansion to the existing Division 4 facility. The Project site is located in the Central Basin, within the Los Angeles Forebay area, which supports an essentially urban watershed with little surface water infiltration occurrence.

During construction, adherence to BMPs and to applicable regulations would ensure that the proposed Project would not add significant sediment or contaminants into runoff to the stormwater or surface systems. Adherence to BMPs would also ensure that Project construction would not result in an accidental release of contaminants to groundwater beneath the Project site.

During operation of the proposed Project, the site would be completely paved, and the new impervious surfaces would produce additional runoff relative to the existing land use. However, the amount of new impervious surface that would be added and the resulting additional runoff would be small compared to the amount of runoff in the watershed as a whole. Furthermore, Project operation, including the onsite storage of chemicals, would be in accordance with all applicable regulations. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements, and less-than-significant impacts would occur as a result of Project development.

b) Would the project 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 (e.g., 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)?

No Impact. The Los Angeles Department of Water and Power (LADWP) supplies water to the Project site; therefore, the proposed Project would not utilize groundwater supplies. Neither the existing facility

nor the proposed expansion would substantially affect groundwater supplies. The Project would not use groundwater and would not generate significant portions of impervious surfaces relative to the area of the watershed as a whole. Therefore, no significant adverse impacts to groundwater supplies would occur due to development of the Project.

c) **Would the project 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?**

No Impact. Although the Rio Hondo Channel (a concrete-lined facility that flows to the Los Angeles River) is located adjacent to the proposed parking lot north of the existing Division 4 facility, the proposed Project would not extend into the Rio Hondo Channel or otherwise alter the existing drainage pattern. Thus, no significant adverse impacts would occur due to development of the proposed Project.

d) **Would the project 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?**

No Impact. As discussed in section c), above, the proposed Project would not alter existing drainage patterns. Although the development of the vacant parcel north of the site would generate new impervious surfaces that would produce additional runoff, the amount of new impervious surface that would be added and the resulting additional runoff would be small compared to the amount of runoff in the watershed as a whole. Therefore, no significant adverse impacts would occur due to development of the proposed Project.

e) **Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact. Stormwater runoff from the existing Project site enters the storm drain located along west side of the property, parallel to I-5. As discussed in section d), above, new impervious surfaces caused by development of the vacant parcel north of the property, would produce additional runoff. However, the amount of new impervious surface and the resulting additional runoff would be small compared to the amount of runoff in the watershed as a whole.

The operation of the proposed Project would not generate substantial additional sources of polluted runoff. The existing repair facility has a sump pit and the new 2-bay repair facility design also includes a sump pit to collect the waste oil before sending it to the UST. Existence of these pits onsite would prevent pollution from entering the stormwater runoff. Furthermore, chemicals kept onsite would be used and stored in accordance with applicable building codes and zoning regulations. Thus, the proposed Project would not provide significant additional sources of polluted runoff. No significant impacts to stormwater drainage systems are anticipated as a result of Project development.

f) **Would the project otherwise substantially degrade water quality?**

No Impact. The proposed Project would have no additional impacts to water quality beyond those discussed in the preceding sections.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed Project does not involve relocating existing housing or constructing new housing. Thus, the proposed Project would not place housing within a 100-year flood hazard area, and no adverse impacts would occur due to Project development.

h) Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

Less Than Significant Impact. The FEMA Flood Insurance Rate Map (FIRM) for the City of Downey, effective July 6, 1998 (Community-Panel Number 060645-0005A) indicates that the Project site is in flood hazard Zone AR, an area of special flood hazard, which results from decertification of a previously accredited flood protection system, and is determined to be in the process of being restored to provide a 100-year or greater level of flood protection. The proposed Project would be compatible with the existing land use and building regulations, and would not develop new structures such that they would impede or redirect flood flows. Hence, no significant adverse impacts would occur due to Project development.

i) Would the project 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?

Less Than Significant Impact. As discussed in Section h), above, although the Project site would be adjacent to the Rio Hondo flood control channel, the proposed development would not alter the type of setting already existing onsite, and therefore, the proposed Project would not generate increased risk from flooding relative to the current land uses. Hence, the potential impacts from flooding would be less-than-significant.

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a land-locked water body, such as a lake. Because no such bodies of water exist in the vicinity of the Project site, the proposed Project would not be subject to inundation by a seiche. A tsunami is large ocean wave associated with a seismic event. The Project site is outside areas that would be potentially affected by a tsunami, and therefore would not be subject to inundation by a tsunami. Lastly, the proposed Project would be developed on relatively flat terrain and would not be subject to mudflows. Therefore, no significant adverse impacts would occur due to Project development.

IX. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. The proposed Project would construct a new 2-bay repair/maintenance facility and a new car wash within the current site of Metro Division 4; it would also clear, pave, and stripe the undeveloped parcel of land north of the existing site to be used as a parking lot for the Metro non-revenue vehicles. The proposed Project would serve as a repair, maintenance and storage facility for the Metro non-revenue vehicles, and would be consistent with the light manufacturing (M-1) land use characteristic of the site and the neighboring land uses in the area. The proposed Project would not be situated within the residential land uses, located south of the Project site. Therefore, no adverse impacts would occur due to Project development.

b) Would the project 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?

No Impact. The Project is consistent with the current land uses and the City of Downey General Plan zoning designation (light manufacturing zone M-1). Both the zoning and land use designations would permit development of the Project. Thus, the Project would conform to all applicable land use plans, policies, and regulations, and would not generate any significant adverse impacts.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The new facilities within the existing Division 4 site would be developed in place of an asphalt-paved parking lot within an urbanized area. The undeveloped parcel north of the site has been disturbed within the last year and no longer supports native habitat. There is no habitat conservation plan or natural community plan in effect in the Project area, and no conflict with such a plan would develop. Therefore, no significant adverse impacts would occur due to Project development.

X. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The City of Downey General Plan does not identify any known mineral resources either on the site or in the immediate vicinity of the site that will be impacted by the project.[10] Therefore, project development would not impact any known mineral resource.

b) Would the project 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?

No Impact. The Project would be developed in an urbanized area not known as having locally important mineral resources. Therefore, no significant adverse impacts would occur.

XI. NOISE

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise

[10] *Vision 2010 Downey General Plan*, p. IV-18, October 1992.

measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting," written as dBA.

Sound is recorded among several factors. One such factor is the equivalent continuous noise level (Leq), a measure of sound energy averaged over a period of time. It is referred to as the equivalent continuous noise level because it is equivalent to the level of a steady sound, which, over a referenced duration and location, has the same A-weighted sound energy as the fluctuating sound. Leqs' for periods of one-hour, during the daytime or nighttime hours, and 24 hours are commonly used in environmental assessments. The City of Downey uses CNEL, the Community Noise Equivalent Level, as the noise measuring scale to determine consistency with the General Plan. CNEL is a 24-hour average L_{eq} that adds a 5-dB penalty for evening noise events (7:00 p.m. to 10:00 p.m.), as well as the 10-dB nighttime penalty. This weighting takes into account the increased human sensitivity to noise in the evening and nighttime hours.

a) Would the project result in 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?

No Impact. The Noise Element of the City of Downey General Plan includes the City's noise ordinance. According to Section 6.1.3 of the Noise Element, the City's noise standards are 45 dBA CNEL interior and 60 dBA CNEL exterior. In addition, the Downey Municipal Code, Chapter 6 (Unnecessary Noise), includes standards for maximum permissible noise levels based on the type of land uses. These standards are presented in **Table 4-5** (Downey Municipal Code – Maximum Permissible Noise Levels). As shown in **Table 4-5**, noise levels up to 70 dBA are acceptable for manufacturing uses, which is the land use type of the Project site.

Table 4-5
Downey Municipal Code – Maximum Permissible Noise Levels

Land Use	Time Interval	Exterior Noise Level (dBA)
Residential	10:00 pm to 7:00 am	45
	7:00 am to 10:00 pm	55
Commercial	Anytime	65
Manufacturing	Anytime	70

Source: Downey Comprehensive General Plan, 1992, Noise Element, p. VI-15.

The City of Downey noise ordinance does not contain a maximum noise standard for construction activities; however, the Los Angeles County Code Section 12.08.440 restricts noise level from construction activities to 75 dBA for residential areas and between 80 and 85 dBA for commercial and industrial areas, during daytime hours.

Construction and operation of the proposed Project would adhere to the requirements of the City of Downey Municipal Code and the Los Angeles County construction noise requirements; therefore, no impact would occur due to development of the Project.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of building interior surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). Typical outdoor sources of perceptible groundborne vibration are construction equipment and traffic on rough roads.

Less Than Significant Impact. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. The groundborne vibration that would be associated with the Project includes soil compaction during grading and construction. The soil compaction would be short-term and intermittent, and only last for a few days. The vibrations could impact the residents closest to the site, south of the site's property line. However, due to the distance and the short duration of the compaction activity, the vibration impact to the residents is not anticipated to be significant. **Table 4-6** (Vibration Source Levels for Construction Equipment) provides estimations of vibration levels from typical construction equipment that cause highest vibration levels. The vibration levels are estimated at distances of 25, 50, 100, and 200 feet from the equipment.

Table 4-6
Vibration Source Levels for Construction Equipment

Equipment	*Approximate VdB*			
	25 Feet	*50 Feet*	*100 Feet*	*200 Feet*
Loaded Truck	86	80	74	68
Jackhammer	79	73	67	59
Small Bulldozer	58	52	46	40

Source: Federal Railroad Administration 1998.

The closest sensitive receptors to the Project site are the residences south of the site, which are at a distance of approximately 300 feet from the nearest construction site (new car wash). These residences would receive a maximum vibration of less than 68 VdB (see **Table 4-6**), which is well below the significance threshold of 80 VdB used by the federal government.[11] Other sensitive receptors are at even greater distances from the Project site and would experience vibration levels below the threshold.

There are no groundborne noise impacts that would be associated with the project either during construction or the operation of the project. The City will review building plans for potential vibration and groundborne noise impacts during plan check and, if necessary, will require to incorporate measures to comply with the City noise ordinance accordingly to reduce or eliminate any identified vibration or groundborne noise impacts.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. In general, a significant impact would occur if a project would introduce substantial new sources of noise or would substantially add to existing noise levels within the vicinity of a project site during its operation. The proposed Project site abuts a major transportation corridor that includes Santa Ana Freeway I-5 and the Telegraph Road. According to Noise Element of the Downey General Plan, the Project area is within the 65 dBA CNEL noise contour.[12]

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[11] Office of Planning – FTA, U.S. Department of Transportation, *Transit Noise and Vibration Impact Assessment.* April 1995.

[12] *Vision 2010 Downey General Plan,* Exhibit VI-3, October 1992.

The proposed Project would be an expansion of the existing facility providing the same job function. The Project would not induce growth in population in the area; the additional employment is projected to be only 8 new employees to operate the new repair/maintenance facility, and no additional employees for the new car wash since this facility would be an automation of the operations that are currently performed manually. The average daily traffic on Telegraph Road (the access road to the Division 4 site), is between 20,000 and 30,000 trips according to General Plan[13], and the addition of 16 trips per day would not affect the traffic noise in the area. The overall number of non-revenue vehicles that would be repaired daily is not anticipated to change, since the facility would be providing repair services and no regular maintenance services (e.g., oil change) would be performed routinely at the facility.[14] Thus, both the traffic noise sources and the stationary noise sources would not increase substantially and, the long-term operational impacts would be less-than-significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Construction of the proposed Project would generate intermittent high noise levels on and adjacent to the Project site during the construction phase. Construction noise levels would fluctuate depending on construction activity, equipment type and duration of use, and the distance between noise source and receiver. Average (equivalent) construction noise levels projected at the nearest sensitive receptors from the Project site are presented in **Table 4-7** (Project Construction Noise Levels). This table lists the loudest types of equipment anticipated to operate during each construction step at the site, the typical noise levels generated by the equipment at a distance of 50 feet, and the composite averages of the noise from all equipment at 50 feet and at the nearest receivers. The closest sensitive receptors to the Project site are the residences located south of the Division 4 site. The residences' boundary is about 300 feet from the nearest construction site, the proposed car wash facility. There is a Motel 8 located approximately 700 feet north of the Project site across the Rio Hondo Channel.

Construction of the proposed Project would occur during daytime hours, between 7:00 AM and 4:00 PM.[15] As shown in **Table 4-7**, the maximum construction noise level at these receptors would be approximately 72 dBA. Furthermore, there is a buffer wall between Division 4 and the residences that would attenuate the noise levels between 5-10 dBA to a maximum of about 67 dBA. This is less than the 75 dBA construction noise limit in residential areas, required by the Los Angeles County; therefore, construction of the proposed Project would not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity. Thus, a less-than-significant impact would occur from the Project construction.

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[13] *Ibid*, Noise–Technical Appendix, p. VI-29.

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

[15] Email from Andi Wang of Metro to Kendal Jue of UltraSystems, dated April 29, 2004.

Table 4-7
Project Construction Noise Levels

Construction Step	*Loudest Equipment*	*Maximum Sound Level at 50 ft (dBA)*	*Equipment Utilization Factor[1] (%)*	*Composite Noise at Receptors (dBA)*		
				At 50 ft	*At 300 ft*	*At 700 ft*
Site Preparation	Excavator	85	30	87	72	64
	Loader	85	60			
	Grader	85	60			
	Dozer	85	15			
Asphalt Operations	Grader	85	35	86	70	63
	Paver	89	35			
	Roller	74	35			
Building Erection	Crane	83	60	87	71	64
	Trucks, Dump	88	30			
	Other Equipment	85	60			

[1] Utilization Factor is estimated as percentage of daily shift that the equipment would be operating at full power.
Source: Calculations performed by Ultrasystems Environmental, Inc.

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.

No Impact. There are no airports located with two miles of the project site. The closest airport, Compton/Woodley Airport, is located approximately seven miles southwest of the site. The project would not expose employees or residents to the south of the site, to excessive noise levels associated with the on-going operations at any airports in the Project area. Therefore, the proposed Project would not expose people to excessive noise levels from airport activities, and no significant adverse impacts would occur due to Project development.

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?

No Impact. There are no private airstrips in the vicinity of the Project site. Therefore, no impacts would occur due to Project development.

XII. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed Project would not generate population and employment growth because it would not develop new housing, a new business, or a significant number of new jobs. The proposed Project would be an expansion to the existing facility supporting the same job function. There would be an addition of 8 new employees to operate the new repair/maintenance facility, and no additional employees for the new car wash since this facility would be an automation of the operations that are

currently performed manually. It is anticipated that the existing workforce in the region would be adequate to provide the 8 additional employees, if necessary. Furthermore, the proposed Project would not develop new roads or infrastructure. Therefore, the proposed Project would not directly or indirectly induce substantial population growth, and no significant impacts would occur due to Project development.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would be an expansion to the existing Metro Division 4 on Metro owned land (designated for industrial/commercial use), and would not involve the displacement of any residences. Therefore, no significant adverse impacts would occur due to Project development.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would be constructed on existing Metro-owned land and would not involve the displacement of any people. Therefore, no significant adverse impacts would occur due to Project development.

XIII. PUBLIC SERVICES

Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

a) Fire protection?

Less Than Significant Impact. The Downey Fire Department would provide fire protection services to the Project site. It is anticipated that the existing fire protection services would be adequate to serve the proposed Project. The proposed Project would be constructed in accordance with applicable regulations; in particular, the proposed Project would include fire sprinklers and appropriately fire-rated roofing. Chemicals stored onsite would be stored in accordance with applicable fire codes and would not present a fire hazard. In addition, the proposed Project would not interfere with emergency access. The proposed Project would not generate traffic congestion at intersections, and the onsite parking lot would be developed to avoid conflicts between Project vehicles and emergency vehicles. Thus, the proposed Project would not require substantial new fire protection services and would not alter fire protection emergency response time, and less-than-significant impact would occur due to Project development.

b) Police protection?

Less Than Significant Impact. The Downey Police Department would provide law enforcement services to the Project site. The proposed Project would be an expansion of the existing Division 4 facility and would not attract crime any more than the existing facility. Thus, the existing police protection services would be adequate to serve the Project site. In addition, the Project would not interfere with emergency access. The proposed Project would not generate traffic congestion at intersections, and the onsite parking lot would be developed to avoid conflicts between Project vehicles and emergency vehicles. Thus, no significant adverse impact would occur due to Project development.

c) Schools?

No Impact. The proposed Project would not result in increased student enrollment in the vicinity of the Project site because it would not cause increased residential population. Thus, the proposed Project would not result in a need for new schools or expanded school capacities, and no adverse impacts would occur due to Project development.

d) Parks?

No Impact. The proposed Project would not increase residential population or hire a significant number of new employees who would considerably increase park use. Also, the proposed Project would not acquire, involve direct use of, temporarily occupy, or block access to the parks or recreational facilities in the area. Therefore, no significant adverse impacts would occur due to Project development.

e) Other public facilities?

No Impact. Other public facilities include libraries, religious institutions, and health care facilities.

Libraries. The proposed Project would not increase the residential population or hire a significant number of new employees who would significantly increase library use. Thus, Project operation would not increase use of the library system. The nearest public library, the Greenwood Library, is located approximately ½-mile northwest of the Project site in the City of Commerce. Due to the distance, Project construction would not impact the library. Therefore, no significant adverse impacts would occur due to Project development.

Religious Institutions. The proposed Project would not increase the residential population or hire a significant number of new employees who would significantly increase use of local religious institutions. No religious institutions are located adjacent to the Project site. Therefore, no significant adverse impacts would occur due to Project development.

Health Care Facilities. The proposed Project would not increase the residential population or hire a significant number of new employees who would significantly increase use of local health care facilities. There is no medical facility within ¼-mile from the Project site and thus, Project construction would not impact any health care facility. Similarly, Project operation would not interfere with access to any health care facility. Therefore, no significant adverse impacts would occur due to Project development.

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?

No Impact. The proposed Project would not increase residential population or require a significant number of new employees who would significantly increase use of existing parks such that substantial physical deterioration or overuse of the facilities would occur. Therefore, no adverse impacts would result due to Project development.

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?

No Impact. The proposed Project would not acquire any parks or recreational facilities or involve use of any parks or recreational facilities. There would be no temporary occupancy or construction activities at public parks and recreation areas that would result in a temporary use of those resources. Therefore, no impacts would occur due to Project development.

XV. TRANSPORTATION / TRAFFIC

a) Would the project 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)?

Less Than Significant Impact. During construction phase, there would be additional traffic due to construction workers commuting to and from the Project site as well as trucks delivering material and equipment to the site. This increase in traffic would be temporary and would not be considered significant. The Project operation would not generate significant new daily vehicles trips, as the project would not add significant number of new employees or vehicles beyond what is already projected by Metro as normal growth for the site. Thus, Project vehicles would not generate substantial increases in traffic and a less-than-significant impact would occur as the result of Project development.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. As discussed above in Section a), the proposed Project would not substantially impact traffic volume in the area. Therefore, the Project would not individually exceed established level of service standards or contribute significantly to a cumulative impact on level of services standards. No significant adverse impacts would occur due to Project development.

c) Would the project 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?

No Impact. The closest airport to the Project site is Compton/Woodley Airport, located approximately seven miles southwest of the Project site. The Project does not include any changes to the existing air traffic patterns or operations and will not impact any operations or cause safety risks at the Compton/Woodley Airport.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed Project would be an expansion to the existing Metro Division 4 facility, and would not involve construction of new intersections or roadways. The facility would not include hazardous design features or incompatible uses. In addition, standard safety measures would be employed by the contractor during construction to avoid generating any hazards. Therefore, no significant adverse impacts would occur due to Project development.

e) Would the project result in inadequate emergency access?

No Impact. As discussed in Sections XIII (Public Services) a) and b), the proposed Project would not substantially impair emergency access. Therefore, no significant adverse impacts would occur due to Project development.

f) Would the project result in inadequate parking capacity?

No Impact. The proposed Project would include constructing a new parking lot on the undeveloped parcel of land located northwest of the existing Division 4 site. The new parking lot is designated for storage of the Metro non-revenue vehicles. The proposed Project would supply sufficient onsite parking for employees and Metro vehicles during Project operation. Thus, the proposed Project would not result in inadequate parking capacity, and the new Parking spaces would provide beneficial impact due to Project development.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. As discussed in Section IX (Land Use and Planning) a), above, the proposed Project would conform to applicable planning documents, including adopted policies, plans, or programs supporting alternative transportation. Furthermore, the purpose of the Project is to provide new facilities to support existing Metro non-revenue vehicle transportation. Thus, the Project would not cause adverse impacts to alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed Project would require a total of 8 new employees. This small number of additional employees would not generate significant quantities of wastewater, and the proposed Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, no significant adverse impacts would occur due to Project development.

b) Would the project 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?

Less Than Significant Impact. The proposed Project would replace the existing onsite clarifier with a larger one to accommodate the increase in the water use due to the addition of new repair shop and car wash facility. However, the new car wash facility would be an automation of the operations currently performed manually; therefore, the increase in the amount of water use and wastewater generation would be mainly due to the operations of the new 2-bay repair facility. Considering that there are a total of 26 repair stations in the facility, the addition of 2 more stations would not significantly increase the total water use and wastewater generation. Thus a less-than-significant impact is anticipated as the result of the Project development.

c) Would the project 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?

Less Than Significant Impact. Currently, storm water runoff from the Project site enters storm drains along west side of the Division 4 site, parallel to I-5. As discussed in section VIII-e) above, new impervious surfaces caused by the development of the vacant parcel north of the property would produce additional runoff. However, the amount of new impervious surface and the resulting additional runoff would be small compared to the amount of runoff in the watershed as a whole. It is anticipated that the proposed Project would be constructed in place of the existing paved parking lot; therefore, the proposed would not necessitate the construction of new or expansion of existing storm water drainage facilities, and less-than-significant impacts would occur due to Project development.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. The Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project site, and the existing water supply would be sufficient to serve the proposed Project. Thus, the proposed Project would not require new or expanded entitlements, and no significant adverse impacts would occur due to Project development.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed in Sections a) and b), above, addition of new facilities at the Project site would not generate significant quantities of wastewater. Thus, the wastewater treatment provider would have adequate capacity to serve the Project's demand, and no significant adverse impacts would occur due to Project development.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. As discussed in Section VII a) and b), above, upon completion, the proposed project would use the same type of chemicals and would provide similar services as the existing facility. The proposed Project would add a new 2-bay repair shop to the existing 26-station repair facility and therefore the relative increase in the use of chemicals would not be significant. Operation of the new car wash facility would not generate additional use of chemicals since the manual car wash activities are performed in the existing facility and would not be a new additional operation in Division 4. Therefore, the volume of the solid waste disposed by the facility would not increase substantially, and a less-than-significant impact would occur due to Project development.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. As discussed in Section f), above, Project employees would generate only small quantities of solid waste. Construction debris would be disposed of at an authorized solid waste disposal facility. Thus, the proposed Project would comply with statutes and regulations related to solid waste, and no significant adverse impacts would occur due to Project development.

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?**

No Impact. Based on the preceding analysis, the proposed Project would not 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. Therefore, no significant adverse impacts would occur due to Project development.

b) **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, the effects of other current projects, and the effects of probable future projects)?**

No Impact. The proposed Project would be constructed on previously developed land and would clear and pave a Metro-owned parcel of vacant land; it would not generate significant new environmental impacts. Based on the preceding analysis, the proposed Project would not directly or indirectly induce development activities that, in combination with the proposed Project, have the potential to produce cumulatively significant environmental impacts. Therefore, no significant adverse impacts would occur due to Project development.

c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

No Impact. Based on the preceding analysis, the proposed Project would adhere to applicable regulations and would not directly or indirectly adversely affect human beings. Therefore, no significant adverse impacts would occur due to Project development.

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 ☑ Lead Agency ☐ Responsible Agency has approved the above described project on _____ (Date) and has made the following determinations regarding the above described project:

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