

DECEMBER 2000

**Draft**  
**Initial Study/Mitigated Negative Declaration**  
*MTA Division 1*  
*Land Acquisition and Expansion*



**Prepared For:**  
**Los Angeles County Metropolitan Transportation Authority**  
**One Gateway Plaza**  
**Los Angeles, California 90012-2952**



**Prepared By:**  
**KEA Environmental**  
**350 South Grand Avenue, Suite 3920-A**  
**Los Angeles, California 90071**



KEA ENVIRONMENTAL, INC.

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# **MTA DIVISION 1 LAND ACQUISITION AND EXPANSION**

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## SECTION 1.0 INTRODUCTION

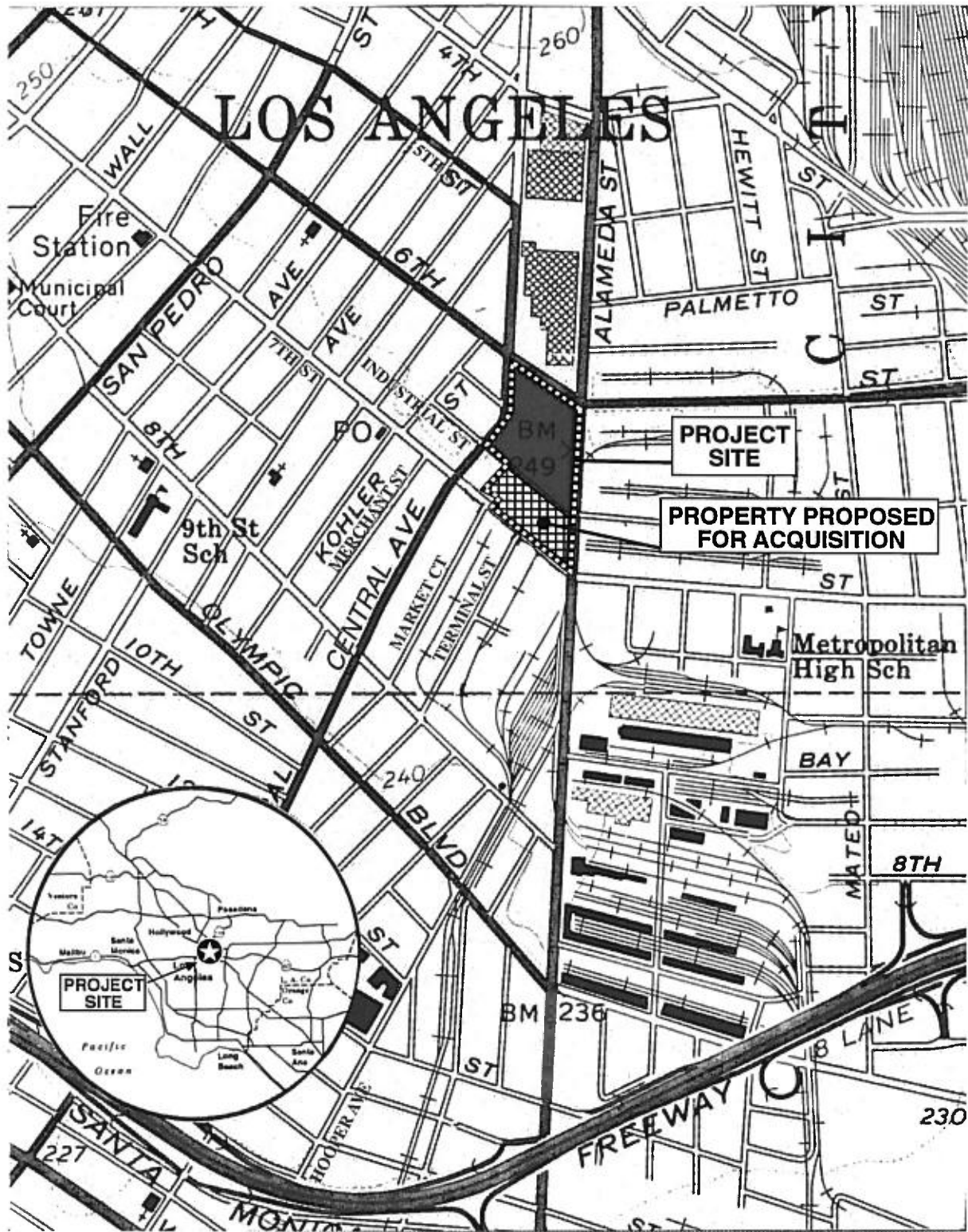
The Los Angeles County Metropolitan Transportation Authority (MTA) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the proposed acquisition and expansion of the current MTA Division 1 facility located in downtown Los Angeles. This section describes the overall acquisition and expansion project, including the objectives of the project, the location of the site, and the anticipated construction and operation of the expanded MTA Division 1 facility. MTA's Division 1 serves the central business district and major lines within the central area of the City of Los Angeles.

### 1.1 PROJECT OBJECTIVES

The primary objectives of the proposed project are (1) to expand the capacity of MTA's Division 1 facility, which is currently constrained, and (2) to reduce the system deadhead which is otherwise non-productive. Specifically, the purpose of the proposed project is to purchase five vacant parcels, which are immediately located to the southwest of the existing Division 1 facility, to provide additional parking for and maintenance of up to 67 additional buses and provide much needed employee parking. This would allow for a reduction in operating costs, which in turn would increase the competitiveness of MTA with other comparable operators by basing buses (most probably the Wilshire-Whittier Boulevards Rapid Bus which serves the areas between the cities of Santa Monica and Montebello) closer to the routes they serve. Acquisition of the five parcels and expansion of the Division 1 facility would allow MTA to save approximately \$1.5 million annually in added deadhead costs associated with allocating the buses to divisions that better optimize the fleet locations limiting deadhead mileage, travel time, and air pollution. Additionally, the added space at the Division 1 facility provides MTA flexibility to optimize fleet locations.

### 1.2 PROJECT LOCATION

The project site is located in the southeastern portion of downtown Los Angeles in the Industrial District and is bounded by 7<sup>th</sup> Street on the south, Central Avenue on the west, 6<sup>th</sup> Street on the north, and Alameda Street on the east (see Figure 1). The total project site, which consists of (1) the existing MTA Division 1 facility, (2) the property to be acquired (located at 1345 East 7<sup>th</sup> Street), and (3) the portion of Industrial Street to be vacated, is approximately 405,573 square feet.



Source: U.S.G.S. Los Angeles Quadrangle 7.5, Revised 1994

**Figure 1**  
**Project Location**



0 1000 Feet



## 1.3 DESCRIPTION OF PROJECT

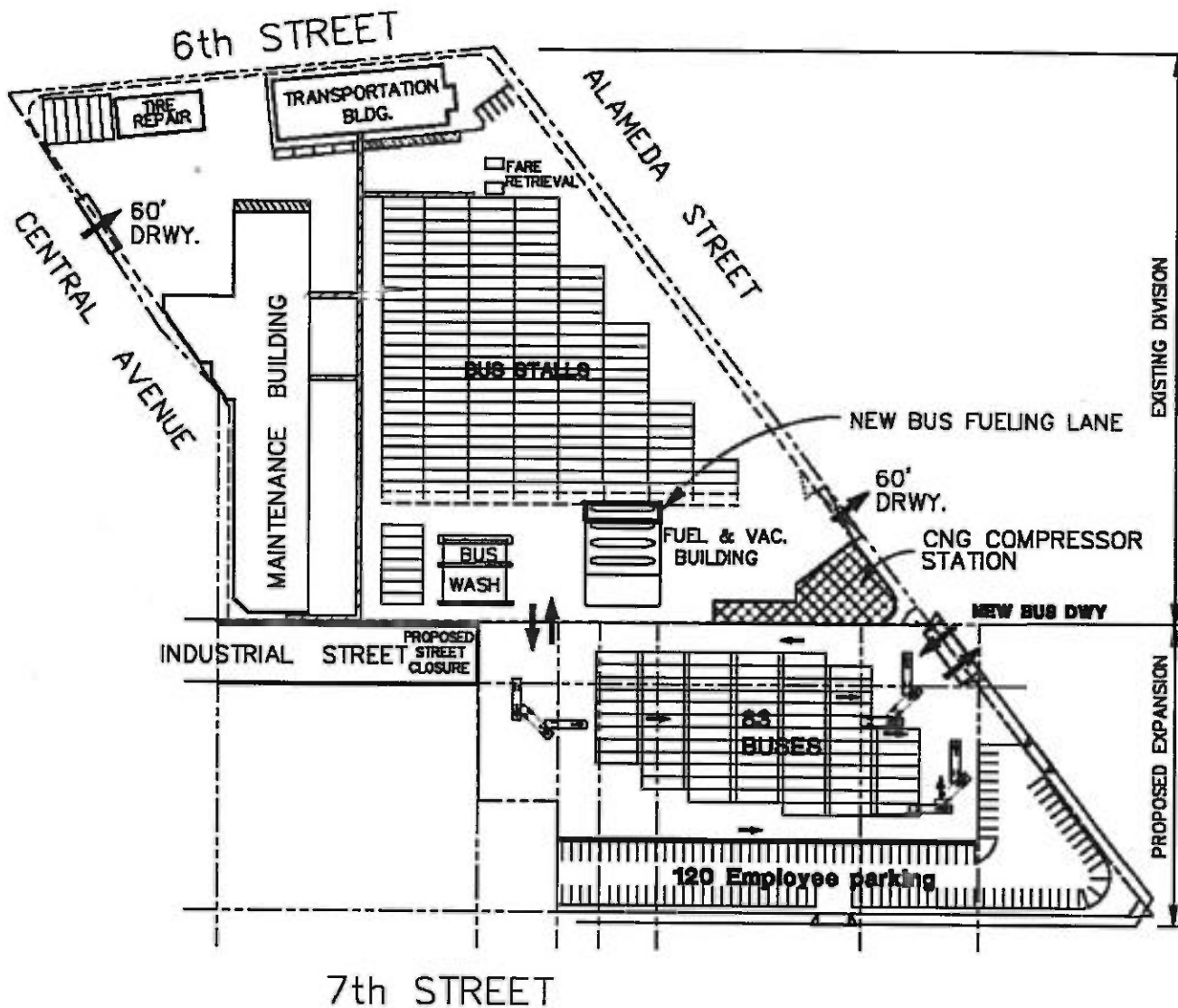
### Project Characteristics

The proposed project involves the acquisition of approximately 115,000 square feet of vacant and undeveloped contiguous parcels generally located at 1345 East 7<sup>th</sup> Street in the City of Los Angeles. Additionally, the proposed project involves the vacation of the portion of Industrial Street between the existing facility and the acquisition area to create a single, expanded facility. Subsequent to site acquisition and vacation of a portion of Industrial Street, the project site, particularly the southern half, would be configured to allow the placement of 120 spaces for employee parking and 13 lanes for 83 additional buses. As shown in Figure 2, the proposed project would include a new bus fueling lane, which would result in the removal of two bus lanes for 16 buses from the existing Division 1 facility. Therefore, there would be a net gain of 67 bus spaces as a result of the proposed project. A new ingress and egress for buses would also be built along Alameda Street just south of the existing Division 1 egress (see Figure 2); the existing ingress along Central Avenue and the existing egress along Alameda Street would remain unchanged. An additional gate is proposed at the cul-de-sac of Industrial Street (subsequent to street vacation) for the employee parking lot entrance/exit.

Preliminary plans include using the proposed expanded facility to dispatch a portion of the Wilshire-Whittier Boulevards Line 720 Rapid Bus Service, which is currently being entirely dispatched from MTA's Division 7 facility in West Hollywood, and/or other service reallocations to reduce operation costs. As part of the possible relocation of a portion of Line 720 to the Division 1 facility, some of the buses that are currently operating out of both divisions (Division 1 and Division 7) which serve the same line will be relocated from the Division 1 facility to the Division 7 facility. MTA will examine all of its downtown locations to optimize the bus system.

### Project Construction and Schedule

The proposed project would not require any structure demolition or site excavation. Construction activities would be limited to site clearance, limited grading, paving, and lane-striping at the new parking lot. Minimal trenching would be required to install lighting in the parking lot. No other structures would be built other than an eight-foot block wall on the property line similar to the existing perimeter wall at the MTA Division 1 facility.



**SUMMARY OF BUS PARKING**

EXISTING PARKING	170
EXPANSION	83
LOSS DUE TO EXPANSION OF FUEL STATION	18
<b>NEW TOTAL</b>	<b>297 BUS STALLS</b>



0 100 Feet

**Figure 2  
Site Plan**

It is estimated that project construction would occur for three months. Approximately 10 construction workers would be required to complete the proposed project. It is anticipated that approximately 120,000 square feet (~2.75 acres) of land (proposed acquisition area and a portion of Industrial Street) would be minimally disturbed during site clearance, limited grading, and site paving.

The Compressed Natural Gas (CNG) Compressor Station, shown in Figure 2, is part of a separate project. The addition of this facility at Division 1 is not analyzed in this document. A separate Initial Study for this project (Compressed Natural Gas Project, August 2000) was prepared and certified in October 2000 by the MTA Board of Directors.



## SECTION 2.0 INITIAL STUDY CHECKLIST

1. **Project title:** MTA Division 1 Land Acquisition and Expansion
2. **Lead agency:** Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952
3. **Contact person:** Manuel R. Gurrola, Environmental Specialist II  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, Mail Stop: 99-18-7  
Los Angeles, CA 90012-2951  
Phone: (213) 922-7305
4. **Project location:** 1345 E. 7<sup>th</sup> Street, Los Angeles, CA 90021
5. **General plan designation:**

The general plan land use designation for the project site is light industrial (M2) in the Central City Community Plan, which is a component of the City of Los Angeles' General Plan.

6. **Zoning:**

The project site is zoned as M2-2D. This zoning classification allows light industrial uses consistent with Height District No. 2 development standards and special development restrictions for the lot.

7. **Description of project:**

The proposed project involves the acquisition of approximately 115,000 square feet of vacant and undeveloped contiguous parcels generally located at 1345 East 7<sup>th</sup> Street in the City of Los Angeles. Additionally, the proposed project involves the vacation of the portion of Industrial Street between the existing facility and the acquisition area to create a single, expanded facility. Subsequent to site acquisition and vacation of a portion of Industrial Street, the project site, particularly the southern half, would be configured to allow the placement of 120 spaces for employee parking and 13 lanes for 83 additional buses. As shown in Figure 2, the proposed project would include a new bus fueling lane, which would result in the removal of two bus lanes for 16 buses from the existing Division 1

facility. Therefore, there would be a net gain of 67 bus spaces as a result of the proposed project. A new ingress and egress for buses would also be built along Alameda Street just south of the existing Division 1 egress (see Figure 2); the existing ingress along Central Avenue and the existing egress along Alameda Street would remain unchanged. An additional gate is proposed at the cul-de-sac of Industrial Street (subsequent to street vacation) for the employee parking lot entrance/exit.

The proposed project would not require any structure demolition or site excavation. Construction activities would be limited to site clearance, limited grading, paving, and lane-striping at the new parking lot. No new structures would be built other than a block wall on the property line similar to the existing perimeter wall at the MTA Division 1 facility. It is estimated that project construction would occur for three months.

**8. Surrounding land uses and setting:**

The project site is situated in a predominantly industrial area. Surrounding land uses consist primarily of industrial and manufacturing uses, as shown in Figures 3 to 6, and the immediately adjacent Terminal Hotel and Skid Row Housing to the west of the proposed acquisition area (see Figure 3).

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

Prior to project construction, a series of approvals, permits, and notifications must be obtained from certain federal, state, and local area regulatory agencies. The required permits and approvals for the proposed project are presented below.

State

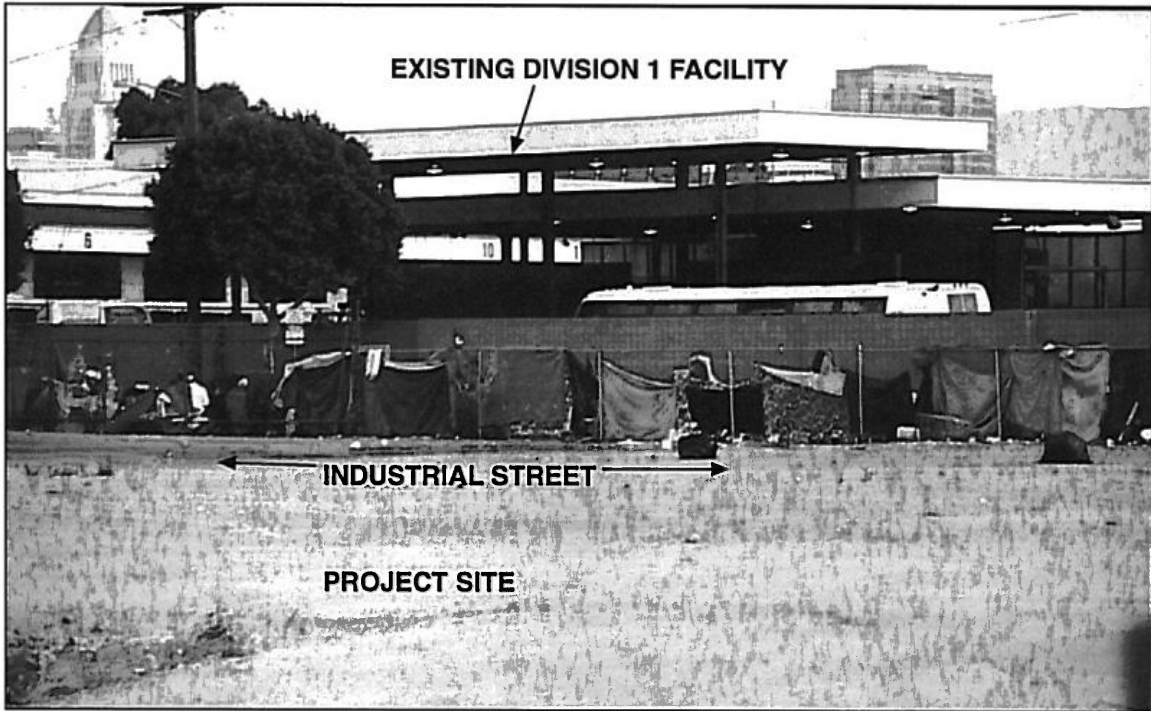
Standard Urban Storm Water Mitigation Plan (Los Angeles Regional Water Quality Control Board)

City of Los Angeles

Street Vacation Permit (Department of Transportation)



View of the project site (acquisition area) looking northwest.

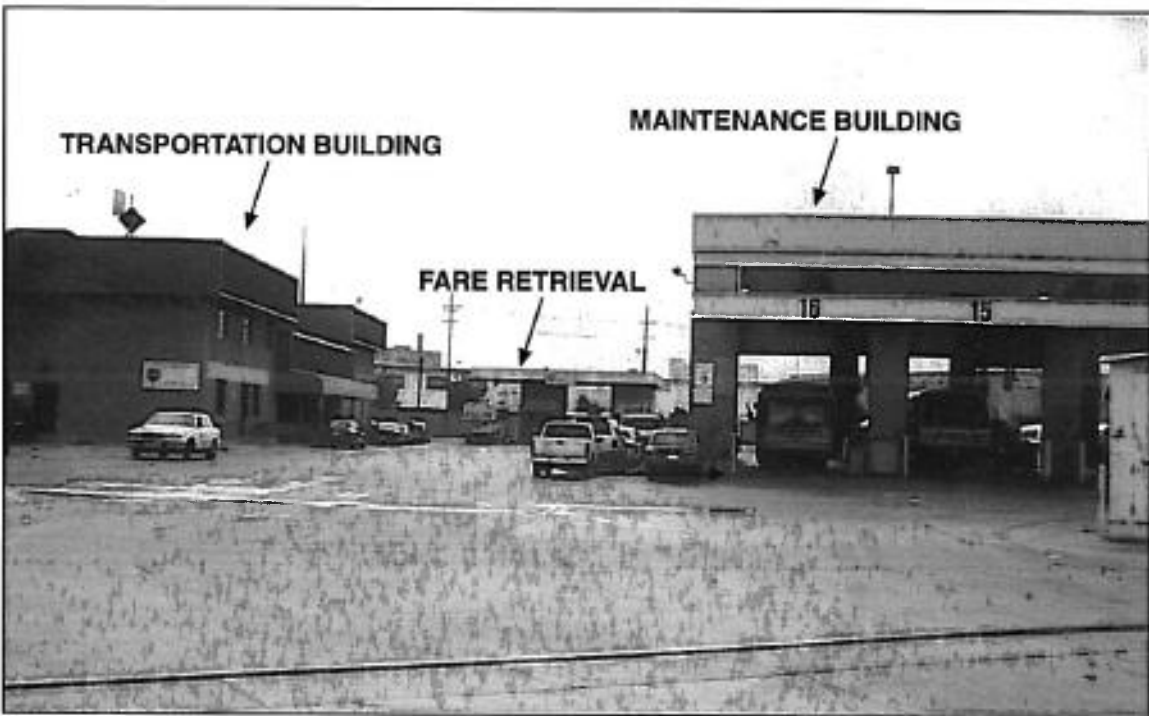


View of the project site looking northeast.

**Figure 3**  
**Views of the Project Site**

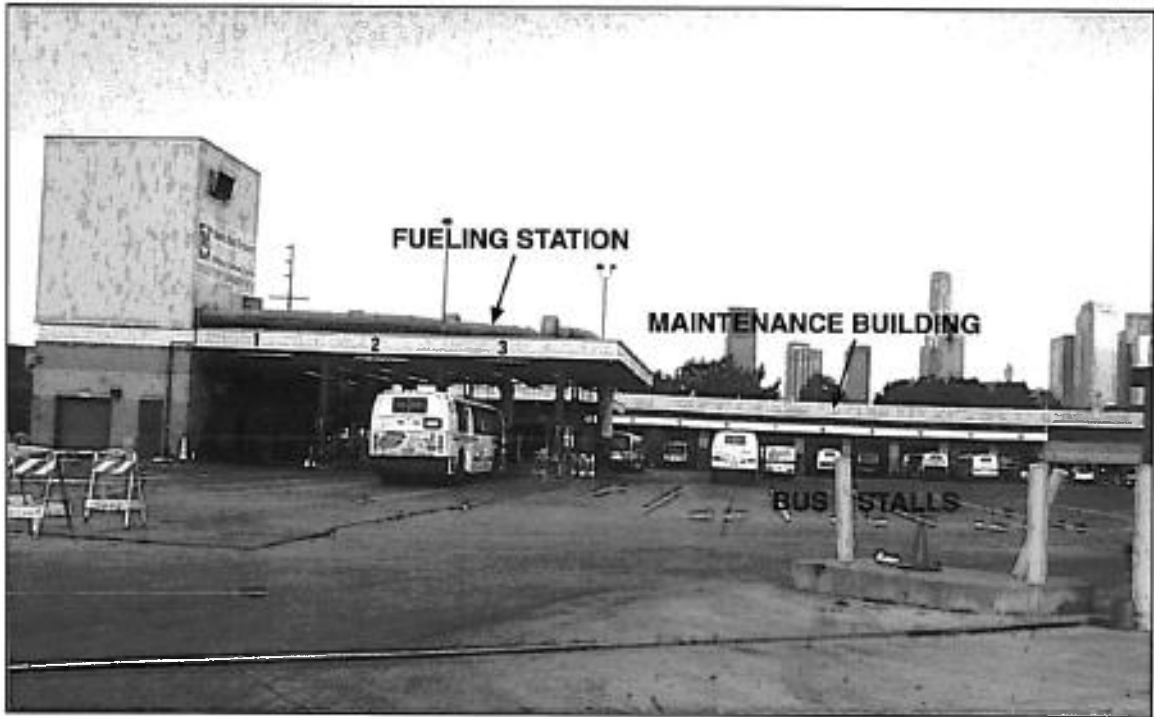


View looking northeast.

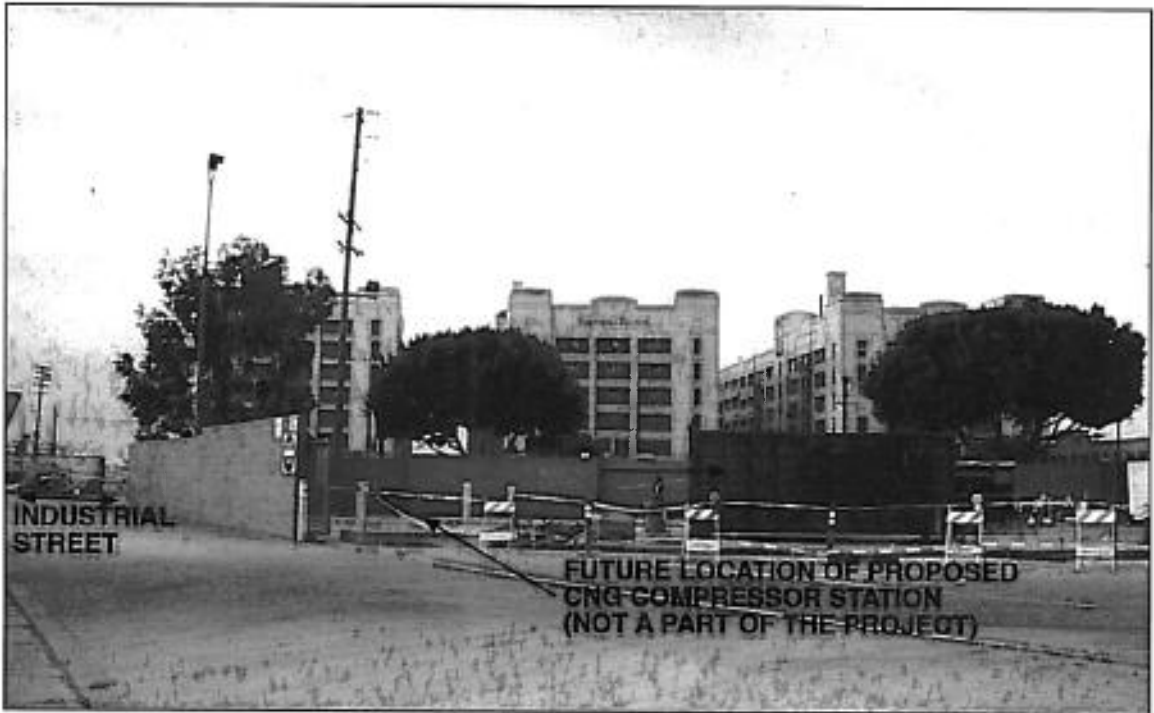


View looking east.

**Figure 4**  
**Views of the Existing Division 1 Facility**  
**from Central Avenue**



View looking northwest.



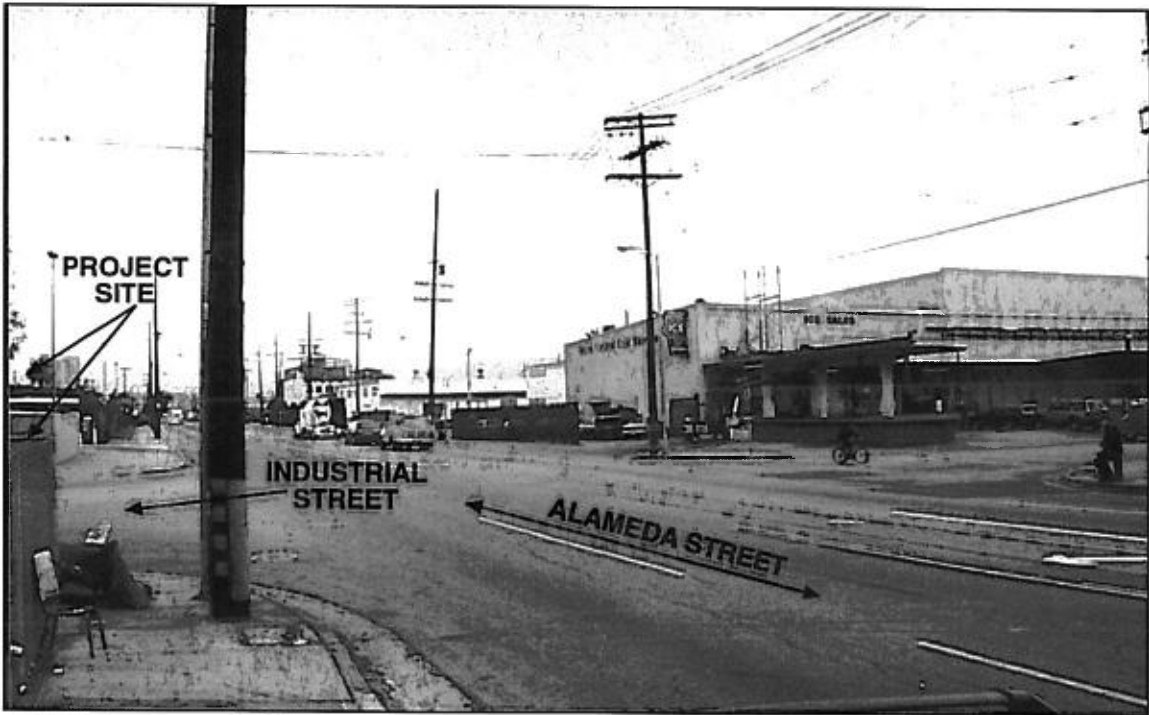
View of the southern corner of the existing Division 1 facility.

**Figure 5**  
**Views of the Existing Division 1 Facility**  
**from Alameda Street**





Industrial uses southwest of the project site.



Industrial uses east of the project site.

**Figure 6**  
**Views of the Land Uses**  
**in the Project Vicinity**

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality            |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing     |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |   |

**DETERMINATION:** (To be completed by the Lead Agency)

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 to the project have been made by or agreed to by the applicant. 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 potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Manuel R. Gurrola

12/21/00

Signature  
MANUEL R. GURROLA

Date

Printed Name

01024 \Sect 02 - Checklist.wpd 12/21/00

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The analysis of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
---	--------------------------------	---	------------------------------	-----------

**I. AESTHETICS** - Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**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 and 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**III. AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

<u>Issues &amp; Supporting Information Sources</u>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b><u>IV. BIOLOGICAL RESOURCES</u> - Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse impact 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
native wildlife nursery sites?				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b> - Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VI. GEOLOGY AND SOILS</b> - 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>VII. HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:</b>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<b><u>VIII. HYDROLOGY AND WATER QUALITY</u></b> - Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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 or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>IX. LAND USE AND PLANNING</u> - Would the project:</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Issues &amp; Supporting Information Sources</u>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES</b> - Would the project:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. NOISE</b> - 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. POPULATION AND HOUSING</b> - Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<u>Issues &amp; Supporting Information Sources</u>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
indirectly (for example, through extension of roads or other infrastructure)?				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XV. TRANSPORTATION/TRAFFIC</b> - 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. UTILITIES AND SERVICE SYSTEMS</b> - Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</u></b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.0 Initial Study Checklist

<u>Issues &amp; Supporting Information Sources</u>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SECTION 3.0 IMPACTS AND MITIGATION MEASURES

### 3.1 AESTHETICS - Would the project:

a. *Have a substantial adverse effect on a scenic vista?*

**No Impact.** The project site is located in a heavily industrialized area in downtown Los Angeles. This area does not contain any designated scenic vista. Accordingly, the proposed project would not have a substantial adverse effect on a scenic vista. No mitigation measures are required.

b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** There are over 1,200 miles of State-designated scenic highways in California; however, there are no such highways within 10 miles of the project site. Therefore, the project site would not be visible from any designated state scenic highways, nor would there be any natural scenic resources in the vicinity of the developed area. Accordingly, the proposed project would not substantially damage scenic resources within a state scenic highway. No mitigation measures are required.

c. *Substantially degrade the existing visual character or quality of the site and its surroundings?*

**No Impact.** As shown in Figure 3, the proposed acquisition area is comprised of a vacant lot in the middle of a light industrial area. The conversion of this lot to a parking lot and the corresponding expansion of the existing Division 1 facility would be visually compatible with the surrounding uses. Therefore, there would be no impact to the existing visual character or quality of the project site and its surroundings. No mitigation measures are required.

d. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact.** Subsequent to site acquisition, the vacant lot would be converted into an asphalt parking lot, as part of the expansion of the existing facility. On-site

lighting similar to those at the existing Division 1 facility would be provided for the acquisition area. However, the area is zoned as light industrial, and there are no residential uses within the vicinity of the project site. Although the Terminal Hotel is located immediately adjacent to the proposed acquisition area, the proposed parking lot lighting is not anticipated to significantly impact its occupants. No additional lighting would be added to the existing Division 1 facility. Accordingly, the minimal increase in lighting created by the proposed project would be less than significant. No mitigation measures are required.

**3.2 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 and 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?*

**No Impact.** The project site is zoned for industrial uses. There are no designated farmlands or agricultural resources/operations on site or within the project vicinity. Accordingly, no impacts to farmland would occur. No mitigation measures are required.

- b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** The project site is zoned for industrial uses, and no lands in the project vicinity are enrolled under the Williamson Act. The proposed project is consistent with its light industrial designation. Therefore, no impacts to agricultural uses would occur. No mitigation measures are required.

- c. *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.** There is no designated farmland within the project area. Accordingly, the proposed project would not result in the conversion of farmland to a non-agricultural use; therefore, no impacts would occur. No mitigation measures are required.



**3.3 AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air 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?*

**Less Than Significant Impact.** California is divided into 15 air basins for the purposes of managing the state's air resources on a regional level. The project site is located within the South Coast Air Basin, which consists of all of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties -- including some portions of what used to be the Southeast Desert Air Basin. In May 1996, the boundaries of the South Coast Air Basin were changed by the California Air Resources Board (ARB) to include the Beaumont-Banning area. In addition, the Southeast Desert Air Basin was separated into two areas and renamed as the Mojave Desert Air Basin and the Salton Sea Air Basin.

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws, regulations, and policies in the South Coast Air Basin. Included in SCAQMD's tasks are the monitoring of air pollution, the preparation of the State Implementation Plan (SIP) for the South Coast Air Basin, and the promulgation of Rules and Regulations. The SIP includes strategies and tactics to be used to attain the federal air quality standards in the basin. The Rules and Regulations include procedures and requirements to implement the Air Quality Management Plan (AQMP), control the emissions of pollutants, and prevent adverse impacts. The SCAQMD elements of the SIP are taken from the AQMP, which contains the SCAQMD plans for attaining the federal and state standards. Both the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS) have been established to protect the public health and welfare; each air basin is designated as attainment or nonattainment based on these standards. The federal and state ambient air quality standards are presented in Table 1.

The South Coast Air Basin is designated nonattainment for state particulate matter (PM<sub>10</sub>), ozone, and carbon monoxide (CO) standards, and federal ozone, CO, and PM<sub>10</sub> standards. The closest air monitoring station is located in downtown Los Angeles, approximately two miles north of the project site. Carbon monoxide and nitrogen dioxide (NO<sub>2</sub>) standards have not been exceeded at this monitoring station in the last three years; ozone and PM<sub>10</sub> standards are still periodically exceeded at this station.

**TABLE 1  
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

<u>Pollutant</u>	<u>Averaging Time</u>	<u>Federal Standard</u>	<u>State Standard</u>
Ozone (O <sub>3</sub> )	1-hour	0.12 ppm	0.9 ppm
Carbon Monoxide (CO)	1-hour	35.0 ppm	20.0 ppm
	8-hour	9.0 ppm	9.0 ppm
Nitrogen Oxides (NO <sub>x</sub> )	1-hour	0.053 ppm	0.25 ppm
Particulates (PM <sub>10</sub> )	24-hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>

ppm - parts per million; µg/m<sup>3</sup> - micrograms per cubic meter

SOURCE: California Air Resources Board, *Air Quality Data Summary*, 1998.

Air quality impacts associated with this project were evaluated using the thresholds of significance established by the SCAQMD and presented in the *CEQA Air Quality Handbook* (SCAQMD 1993).

#### *Construction Emissions*

The SCAQMD's thresholds of significance for the criteria pollutants are shown on Table 2. Minor air contaminant emissions during the worst-case period (i.e., during construction activities) would result from the use of construction equipment and trips generated by construction workers and haul/material delivery trucks. Construction equipment used for project construction would primarily consist of one loader, one dozer, one backhoe, one water pump, one paver, and one asphalt truck. It is anticipated that project construction would occur for approximately three months. Project-related construction emissions would have a temporary less than significant effect on air quality in the vicinity of the project (see Table 3) as these emissions would remain below the thresholds of significance.

The proposed project, which would include site acquisition and expansion of the existing Division 1 facility, would not conflict with or obstruct the implementation of the AQMP. Due to the relatively limited amount of earthwork and the short duration of construction activity, air quality impacts resulting from the project would not alter state or federal attainment status for criteria pollutants.

**TABLE 2**  
**SCAQMD AIR QUALITY IMPACT SIGNIFICANCE THRESHOLDS**

<u>Pollutant</u>	<u>Project Construction</u>	<u>Project Operation</u>
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Reactive Organic Compounds (ROC)	75 lbs/day	55 lbs/day
Nitrogen Oxides (NO <sub>x</sub> )	100 lbs/day	55 lbs/day
Particulates (PM <sub>10</sub> )	150 lbs/day	150 lbs/day

Note: No significance threshold is established for ozone as it is not emitted directly but is a secondary pollutant produced in the atmosphere through a complex series of photochemical reactions involving ROCs and NO<sub>x</sub>.

lbs/day - pounds per day

SOURCE: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993.

**TABLE 3**  
**PROJECT-RELATED CONSTRUCTION EMISSIONS**

<u>Construction Activity (Approximate Duration)<sup>a</sup></u>	<u>Estimated Emissions (lbs/day)</u>			
	<u>CO</u>	<u>ROC</u>	<u>NO<sub>x</sub></u>	<u>PM<sub>10</sub></u>
<b>Site Clearance/Grading/Paving (2.5 months)</b>				
Construction equipment <sup>b</sup>	0.00	5.00	57.92	6.59
Construction workers' trips <sup>c</sup>	8.85	0.93	2.00	0.91
Haul/Material delivery truck trips <sup>d</sup>	3.37	0.12	0.69	0.14
Grading <sup>e</sup>	—	—	—	2.42
<b>Total Site Clearance/Grading Emissions</b>	<b>12.22</b>	<b>6.05</b>	<b>60.61</b>	<b>10.06</b>
<b>Erection of Perimeter Wall and Lot Striping (0.5 month)</b>				
Construction workers' trips <sup>c</sup>	8.85	0.93	2.00	0.91
Haul/Material delivery truck trips <sup>d</sup>	3.37	0.12	0.69	0.14
<b>Total Erection of Perimeter Wall and Lot Striping Emissions</b>	<b>12.22</b>	<b>1.05</b>	<b>2.69</b>	<b>1.05</b>
Daily Thresholds for Construction Emissions (lbs/day)	550	75	100	150
Do emissions exceed significance thresholds?	No	No	No	No

a. The total construction period is approximately three months.  
b. Assumes the use of the following pieces of construction equipment (8 hours/day): 1 loader, 1 dozer, 1 backhoe, 1 water pump, 1 paver, and 1 asphalt truck.  
c. Assumes 10 construction workers, two trips per worker, and 40 miles per trip (50% autos and 50% light-duty trucks).  
d. Assumes one haul/material delivery truck, four trips per day, and 30 miles per trip (100% heavy-duty trucks).  
e. Assumes 2.75 acres of ground disturbance; 26.4 pounds of PM<sub>10</sub> per acre spread over 30 days.

SOURCE: California Air Resources Board, URBEMIS7G (Version 3.1), August 1998; South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993.

### *Operational Emissions*

Although the proposed project would place up to 67 additional buses on the project site, the project is not anticipated to contribute to a significant increase in air pollutant emissions. As previously mentioned, the proposed project would help control and/or reduce the operation costs by basing buses, including a portion of the Rapid Bus fleet which are currently based at MTA's Division 7 facility in West Hollywood, closer to the routes they serve. This would reduce the travel time and distance of these buses from their original base location to their routes. Additionally, the buses would be fueled by compressed natural gas (CNG), which is a clean-burning fuel and is supported by the SCAQMD. Alternative fueled-vehicles, such as the CNG-powered buses, produce up to 65 percent less CO, up to 93 percent less ROC, and up to 87 percent less NO<sub>x</sub> than traditional gasoline-fueled motor vehicles (Florida Today 1998).

According to MTA, the goal is to replace all diesel-powered buses with CNG-powered buses at the Division 1 facility by 2004, as well as at other bus facilities (Gurrola 2000). Over the long-term, the replacement of diesel-powered buses with CNG-powered buses is expected to significantly reduce exhaust emissions associated with operating buses within the South Coast Air Basin. The use of CNG buses would contribute to improving air quality throughout the air basin. Correspondingly, the proposed project would result in a reduction in air pollutant emissions generated by CNG-powered buses, which would assist MTA in meeting air quality mandates.

Operators and maintenance employees currently park off site in remote parking lots and walk on to the property. The proposed project would add approximately 120 employee parking spaces on the project site. Displacement of operator and maintenance employee trips from off site remote parking lots to the project site is not anticipated to generate new air pollutant emissions. Operational emissions would remain below the thresholds of significance shown in Table 2; therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan as it would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The proposed project would result in a less than significant impact on air quality. No mitigation measures are required.

- b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Less Than Significant Impact.** Refer to response to 3.3(a) above.

- 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)?*

**Less Than Significant Impact.** As discussed above, the South Coast Air Basin is designated as nonattainment for state PM<sub>10</sub>, ozone, and CO standards, and federal ozone, CO, and PM<sub>10</sub> standards. The short-term impacts associated with the construction of the proposed project would not result in a cumulatively considerable net increase in any of these criteria pollutants. Long-term air quality impacts would not result because project operation is anticipated to contribute to a decrease in air pollutant emissions (see discussion for Section 3.3a-b). No mitigation measures are required.

- d. *Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact.** Sensitive receptors generally include the elderly, young children, and individuals with acute or chronic illnesses; these receptors are more sensitive to air pollution than other receptors. No hospitals or schools have been identified within one-quarter mile of the project site. Although the Terminal Hotel and Skid Row Housing are located immediately adjacent to the project site and some residences (residential uses situated on top of commercial/retail uses) are located in the general vicinity, these areas would not be subject to substantial pollutant concentrations as project construction would be short-term and temporary, and emissions associated with project construction would remain below the SCAQMD significance thresholds (see Table 3). Project operation is anticipated to contribute to a decrease in air pollutant emissions in the project area (see discussion for Section 3.3a-b). Therefore, impacts to sensitive receptors in the general vicinity of the project site are not anticipated. No mitigation measures are required.

- e. *Create objectionable odors affecting a substantial number of people?*

**Less Than Significant Impact.** Subsequent to site acquisition, the project site would be converted into a bus storage facility and additional employee parking for the existing Division 1 facility. Emissions generated by the bus operation (starting up and idling) on the project site may create some odor from the exhaust gases and particles, which may intermittently affect the occupants of the Terminal Hotel and Skid Row Housing located immediately west of the project site; however, the employee parking lot and parking for the Skid Row Housing are anticipated to be built as a buffer between the bus parking and the adjacent Terminal Hotel and Skid Row

Housing, and the fuel used for the buses that would be stored at this parking facility would be CNG, which is clean-burning; since CNG is lighter than air, it quickly dissipates into the atmosphere. As a result, the buffer would allow any odor from the CNG exhaust gases to dissipate prior to reaching any receptor at the Terminal Hotel or Skid Row Housing. Therefore, the proposed project is not anticipated to significantly create objectionable odors affecting a substantial number of people. No mitigation measures are required.

**3.4 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?*

**No Impact.** The project site is located in a highly urbanized area of Los Angeles. The proposed acquisition area (previously developed and is now vacant), the existing Division 1 facility, and surrounding properties are fully disturbed; as a result, no sensitive or special status species are present. Accordingly, no impacts on such species would occur. No mitigation measures are required.

- b. *Have a substantial adverse impact 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?*

**No Impact.** As described above, the project site and surrounding uses are located in a fully disturbed and developed portion of the downtown Los Angeles area. No sensitive riparian habitats or natural communities are present. Accordingly, no impacts on such habitats or communities would occur. No mitigation measures are required.

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

**No Impact.** Wetlands are not present in the project area. Accordingly, no impacts to wetlands would occur. No mitigation measures are required.



- d. *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.** The project site is located in a developed light industrial area. There are no known wildlife species, wildlife corridors, or wildlife nursery sites within this developed area; therefore, no significant impacts are expected as a result of this project. No mitigation measures are required.

- e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**No Impact.** The Los Angeles Conservation Plan contains policies for preserving sensitive ecological areas in a natural state. Because there are no biological resources, specifically sensitive ecological areas, on site, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No mitigation measures are required.

- 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?*

**No Impact.** The proposed project would not conflict with any adopted conservation plans because no sensitive habitats or natural communities exist within the project area. No mitigation measures are required.

### 3.5 CULTURAL RESOURCES - Would the project:

- a. *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

**No Impact.** KEA Environmental archaeologists conducted an archaeological records search for the project site at the South Central Coastal Information Center on November 27, 2000. Six archaeological sites, one historic district, and two historic buildings were identified within a one-mile radius of the project site. The six archaeological sites were all historic in nature and date to the turn of the century. (Results of the records search are included in Appendix A of this document.) The two historic buildings (Fire Station #23 and the San Fernando Building) and the historic area (Little Tokyo Historic District) are listed on the National Register of Historic

Places. However, none of these resources are within the immediate vicinity of the project site. No prehistoric or historic sites have been recorded on the project site. Since the project site is located in the light industrial area of downtown Los Angeles, which is fully developed and heavily disturbed, not within the immediate vicinity of the historical resources identified above, and no excavation would occur on site, no impacts to historical resources are anticipated to occur. Although the existing Division 1 facility is over 50 years old and previously contained significant utilities, including an electric power plant, it was not found on the National Register of Historic Places or any local listings of historic buildings. Construction contractors will follow provisions of MTA contract specifications concerning coordination with the Project Archaeologist.

- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**No Impact.** As mentioned above, six archaeological sites were identified within a one-mile radius of the project site. However, no archaeological resources were recorded at the project site. Additionally, no excavation would be required for the proposed project; as such, there is no potential for disturbance or uncovering of any unrecorded archaeological resources. Therefore, no impacts to archaeological resources are anticipated to occur. No mitigation measures are required.

- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**No Impact.** No excavation would be required for the proposed project; as such, there is no potential for disturbance or uncovering of any unrecorded paleontological resources that may exist on site. Therefore, no direct or indirect impacts to paleontological resources or sites would occur. No mitigation measures are required.

- d. *Disturb any human remains, including those interred outside of formal cemeteries?*

**No Impact.** The proposed project site is located in a highly disturbed light industrial area in downtown Los Angeles, resulting in a very low potential for the presence of human remains in this area. Additionally, no excavation would be required for the proposed project; as such, there is no potential for disturbance or uncovering of any human remains that may exist on site. The proposed project would not disturb any human remains. No mitigation measures are required.

### 3.6 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.*

**No Impact.** According to the California Division of Mines and Geology (CDMG) Special Publication 42, the project site is not located in an Alquist-Priolo Earthquake Fault Zone (CDMG 1999). Major faults located within a five-mile radius of the project site include the Santa Monica Fault, Raymond Fault, Verdugo Fault, and Newport-Inglewood Fault. However, no fault traces are known to traverse the project site. As such, no impacts from fault rupture are anticipated. No mitigation measures are required.

ii) *Strong seismic ground shaking?*

**No Impact.** Considering its distance from nearby active faults, the project site is susceptible to seismic ground shaking. Given that no new structures are planned for the project site, impacts to people or structures as a result of strong ground movement would not occur. No mitigation measures are required.

iii) *Seismic-related ground failure, including liquefaction?*

**No Impact.** The project site appears on the CDMG's official map of Seismic Hazard Zones, Los Angeles Quadrangle (CDMG 1999). As indicated on this map, the project site is not affected by any seismic hazards. The project site is approximately 1.5 miles south of the nearest seismic hazard area, which is underlain by liquefiable materials. Considering the nature of the proposed project (little to no seismic risk associated with a paved parking lot) and the surrounding geologic conditions, impacts to people or structures as a result of seismic ground failure, including liquefaction, would not occur. No mitigation measures are required.

iv) *Landslides?*

**No Impact.** The project site is relatively flat, and there are no substantial slopes in the immediate vicinity. Therefore, the potential for hazards from landslides is considered low. No mitigation measures are required.

b. *Result in substantial soil erosion or the loss of topsoil?*

**No Impact.** The proposed project would not alter topography within the project area. The proposed acquisition area is located on a relatively flat lot, requiring minimal grading during construction. The lot would be paved for operational purposes, thus eliminating the potential for substantial erosion or loss of topsoil. Additionally, no ground disturbance would occur at the existing Division 1 facility. No mitigation measures are required.

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?*

**No Impact.** The soils underlying the project site are relatively dense in nature. As mentioned above, the project site is not affected by any known seismic hazards, including unstable soils or unique geologic conditions. Given that no new structures are planned for the project site, impacts to people or structures as a result of unstable soils would not occur. No mitigation measures are required.

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?*

**No Impact.** According to the CDMG Seismic Hazards map, there are no known expansive soils underlying the project site (CDMG 1999). Accordingly, no impact to people or structures as a result of expansive soils would occur. No mitigation measures are required.

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

**No Impact.** The existing Division 1 facility is currently connected to the City of Los Angeles sewer system. The proposed project would not involve the installation of any septic tanks or

alternative waste water disposal systems nor will it require the future use of such facilities. Additionally, development of the proposed acquisition area and expansion of the existing Division 1 facility would not require the need for any wastewater removal systems. No mitigation measures are required.

### 3.7 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?*

**No Impact.** Development of the proposed acquisition area as a parking lot for additional bus storage and employee parking, which would result in the expansion of the existing Division 1 facility, would not involve the routine transport, use, or disposal of hazardous materials. No hazard to the public or the environment would occur as a result of the proposed project. No mitigation measures are required.

- b. *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.** As discussed in Section 3.8, Hydrology and Water Quality, the conversion of the acquisition area into a parking lot would result in the release of pollutants, such as heavy metals, oil and grease, and polycyclic aromatic hydrocarbons, that are deposited on parking lot surfaces by motor vehicles from vehicle drippings and engine system leaks. However, the proposed project would be required to implement the measures identified in Section 3.8 as part of the proposed project. These measures would minimize the release of hazardous materials into the environment and reduce the hazard to the public or the environment to less than significant levels. No mitigation measures are required.

- c. *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.** According to the City of Los Angeles General Plan, Central City Community Plan, there are no existing or proposed schools within one-quarter mile of the project site. Additionally, no schools were observed within one-quarter mile of the project site during a land

use survey conducted for the proposed project. Accordingly, no impacts to schools are anticipated. No mitigation measures are required.

- 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?*

**Less Than Significant Impact.** The proposed acquisition area is currently vacant; however, this property was formerly a Texaco truck stop, which supported an undetermined number of underground storage tanks (USTs) used to store gasoline. As a result, the proposed acquisition area is highly likely to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; this list is commonly known as the CORTESE database, which is provided by the California Office of Environmental Protection, Office of Hazardous Materials. However, available information on the acquisition area indicated that groundwater/vapor monitoring wells were installed on site as part of the site investigation and remedial action for the gasoline USTs (Maness Corporation 1998a,b)(see Appendix B). In early 1998, the California Environmental Protection Agency (Cal/EPA), Los Angeles Regional Water Quality Control Board (LARWQCB), requested abandonment of these monitoring wells. In response to this request, the site owners at the time abandoned the wells in compliance with proper well abandonment procedures on April 3, 1998 (Maness Corporation 1998a,b). On April 22, 1998, the LARWQCB granted final approval of the well abandonment and remedial action associated with the USTs previously located on site; according to the LARWQCB, no further action related to the UST release was required (Cal/EPA 1998a,b). As such, conversion of the proposed acquisition area into a parking lot and the expansion of the existing Division 1 facility are not anticipated to pose a significant hazard to the public or the environment. No mitigation measures are required.

- 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 located within two miles of the project site, nor is the project site located within airport land use plan boundaries; therefore, no impacts regarding airport safety hazards would result. No mitigation measures are required.



- 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?*

**No Impact.** The project site is not located within the vicinity of a private airstrip; therefore, no impacts regarding airstrip safety hazards would result.

- g. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The proposed project involves the closure of a portion of Industrial Street (see Figure 2), which currently separates the existing Division 1 facility from the proposed acquisition area; approximately 475 feet of the 750-foot-long Industrial Street between Central Avenue and Alameda Street would be vacated. The permanent inaccessibility of Industrial Street between Central Avenue and Alameda Street, which is a very short roadway segment, would not interfere with any adopted emergency response or evacuation plans due to the availability of alternate routes, such as 7<sup>th</sup> Street and 6<sup>th</sup> Street, and the infrequent use of and corresponding low traffic volume on Industrial Street. The proposed gate at the cul-de-sac of Industrial Street, which serve as access to the proposed employee parking would provide additional access to the project site in the event of an emergency. No mitigation measures are required.

- h. *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 site is located in a highly urbanized developed area. Accordingly, the proposed project would not contribute to wildland fire hazards. No mitigation measures are required.

### 3.8 HYDROLOGY AND WATER QUALITY - Would the project:

- a. *Violate any water quality standards or waste discharge requirements?*

**Less Than Significant Impact.** A National Pollution Discharge Elimination System (NPDES) permit is not required for this project because the construction site is less than five acres in size. However, because the proposed parking lot for the expansion of the existing Division 1 facility would be more than 5,000 square feet in size (the acquisition area is approximately 115,000

square feet), the proposed project would be required to comply with the Standard Urban Storm Water Mitigation Plan for Los Angeles County. Generally, parking lots contain pollutants, such as heavy metals, oil and grease, and polycyclic aromatic hydrocarbons, that are deposited on parking lot surfaces by motor vehicles from vehicle drippings and engine system leaks. These pollutants are directly transported to surface waters. To minimize the off-site transport of pollutants, the following measures are required to be implemented as part of the proposed project (Cal/EPA Los Angeles RWQCB 2000):

- Reduce impervious land coverage of parking areas;
- Infiltrate runoff before it reaches the storm drain system;
- Treat runoff before it reaches storm drain system;
- Perform regular bus maintenance to prevent fluids leaks; and
- Regularly inspect parking lots for fluid leaks and spills and remove oil and petroleum hydrocarbons at parking lots that are heavily used. Follow procedures for proper disposal.

MTA will incorporate these measures into the project design and operation. Additionally, MTA will comply with the City of Los Angeles Storm Drainage Ordinance (Ordinance No. 171,239) and Section 91.7007 of the City of Los Angeles Municipal Code (Ordinance No. 171,175; Safety Precautions During Grading). These ordinances address requirements for storm drainage and restrictions of construction work during rainy season. Accordingly, the proposed project would not violate any water quality standards or waste discharge requirements. No mitigation measures are required.

- 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)?*

**No Impact.** The proposed project would not affect groundwater supplies or interfere with groundwater recharge. Conversion of the acquisition area into a parking lot and expansion of the existing Division 1 facility would not result in direct additions or withdraws or interception of an aquifer to affect groundwater recharge in the area. Accordingly, no impacts to groundwater supplies or recharge would occur. No mitigation measures are required.

- 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?*

**Less Than Significant Impact.** The proposed project would not substantially alter the existing drainage pattern since the majority of the project site, including the proposed acquisition area, is currently paved with asphalt. Re-paving the entire acquisition area would not add a substantial amount of impervious surface on site. As with the existing condition, runoff from the project site would drain into the local stormwater drainage network, which has been in-place for more than 50 years. Therefore, no significant effects are anticipated. No mitigation measures are required.

- 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?*

**Less Than Significant Impact.** Refer to response to 3.8(c) above.

- e. *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.** Runoff from the project site would not significantly change after construction and implementation of the proposed project. Re-paving the entire acquisition area would maintain a similar area of impervious surface, and run-off would continue to drain to the local stormwater drainage system. The addition of bus and employee parking to the project site may result in the release of small amounts of oil, petroleum, grease, and other contaminants associated with vehicular discharge that may be washed off from the project site. This may result in the addition of polluted runoff into the stormwater drainage system. However, as discussed above, the proposed project would be required to comply with the Standard Urban Storm Water Mitigation Plan (see response to 3.8(a) above). Accordingly, the proposed project is not anticipated to provide substantial additional sources of polluted runoff. No further mitigation measures are required.

- f. *Otherwise substantially degrade water quality?*

**Less Than Significant Impact.** Refer to response 3.8(c) above.

- g. 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.** No housing is proposed for the project. In addition, the project site is not located within an area designated as 100-year or 500-year flood plain (ESRI/FEMA 2000). Accordingly, implementation of the proposed project would not subject people or structures to flooding impacts. No mitigation measures are required.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

**No Impact.** No new structures are proposed for the project. In addition, the project site is not located within an area designated as 100-year or 500-year flood plain. Accordingly, implementation of the proposed project would not impede or redirect flood flows. No mitigation measures are required.

- 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?*

**No Impact.** The project site is not located within the potential flood zone of any levees or dams. Accordingly, impacts related to flooding as a result of the failure of a levee or dam would not occur. No mitigation measures are required.

- j. Inundation by seiche, tsunami, or mudflow?*

**No Impact.** The project site is not located within a coastal area or near a large body of water. In addition, there are no water bodies or potential sources of mudflows in the general vicinity. Accordingly, the potential for tsunami, seiche, or mudflow is low if not non-existent. No mitigation measures are required.

### **3.9 LAND USE AND PLANNING - Would the project:**

- a. Physically divide an established community?*

**No Impact.** The proposed project involves acquiring five contiguous parcels and vacation of a portion of Industrial Street to expand the existing MTA Division 1 facility that lies in a heavily

industrialized area of downtown Los Angeles. Implementation of the proposed project is not anticipated to divide any established community in the area. No mitigation measures are required.

- 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?*

**No Impact.** The project site is located in the City of Los Angeles and is within the City's *Central City Community Plan* (Plan) boundaries. The *Central City Community Plan*, a component of the City's General Plan, was adopted in 1974 and last amended in 1991. The Plan provides land use guidance for a substantial portion of the downtown Los Angeles area. The land use map included in the Plan identifies the project area as light industrial (M2). The acquisition of land for the expansion of the MTA Division 1 facility and its proposed use as a parking lot are compatible with this land use designation and the overall goals of the City's General Plan.

The project site is zoned as M2-2D. This zoning classification allows light industrial uses consistent with Height District No. 2 development standards and special development restrictions for the lot. This land use designation and zoning classification allows for light industrial uses, such as the existing Division 1 facility and the proposed expansion of this facility. As such, the proposed project would not conflict with general plan or zoning designations. No mitigation measures are required.

- c. *Conflict with any applicable habitat conservation plan or natural communities conservation plan?*

**No Impact.** There are no adopted conservation plans for the project site and vicinity. Accordingly, the proposed project would not conflict with any adopted conservation plans. No mitigation measures are required.

**3.10 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 the residents of the state?*

**No Impact.** The City of Los Angeles General Plan Conservation Element shows that oil deposits exist within the City of Los Angeles Central City Community Plan study area. However, the deposits are located approximately one-half mile north of the project site. Due to the distance and type of project involved, a parking lot for expansion of an existing facility with no significant ground disturbance, the proposed project would not result in the loss of availability of a known mineral resource. No mitigation measures are required.

- 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?*

**No Impact.** Refer to response to 3.10(a) above.

**3.11 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?*

**Potentially Significant Unless Mitigation Incorporation.** There are two noise sensitive land uses in the immediate vicinity of the project site, the Terminal Hotel and the Skid Row Housing, located immediately adjacent to the west of the project site. These two uses are located in a heavily industrial area of downtown Los Angeles that is presently exposed to noise from heavy truck traffic; buses, including those that are currently based at the existing Division 1 facility; trains using the Burlington Northern Santa Fe (BNSF) Railroad, which is located approximately three quarters of a mile east of the project site; and industrial/manufacturing-related activities around the project site.

*Construction Noise*

The project site is located in an area primarily consisting of industrial uses, which are located immediately north, east, and south of the project site. Sensitive receptors in the immediate vicinity of the project site are limited to the occupants of the adjacent Terminal Hotel and Skid Row Housing. These hotel and housing occupants, particularly those that reside in units with windows facing the proposed acquisition area, would potentially be exposed to noise generated from on-site construction activities.



Subsequent to site acquisition, the proposed construction for the expansion of the existing Division 1 facility would require various types of construction equipment, including some of those listed in Table 4; this table shows noise levels associated with various types of construction-related machinery. Construction noise levels at and near the project site during project construction would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. The City of Los Angeles Municipal Code Section 41.40 and Ordinance No. 161,574 of the Municipal Code do not have a maximum exterior noise level for construction noise in industrial zones. However, MTA has established allowable sound level limits for total construction site noise and short-term operation of construction equipment affecting residential uses in commercial areas, as shown in Tables 5 and 6, respectively.

**TABLE 4  
NOISE EMISSION LIMITS FOR CONSTRUCTION EQUIPMENT**

<u>Equipment Type</u>	<u>L<sub>max</sub> Level (dBA) (measured at 50 ft.)</u>	<u>L<sub>max</sub> Level (dBA) (measured at 25 ft.)<sup>a</sup></u>
Backhoe	75	81
Bar Bender	75	81
Chain Saw	81	87
Compactor	75	81
Compressor <sup>a</sup>	65	71
Compressor (other)	75	81
Concrete Mixer	71	77
Concrete Pump	77	83
Crane	81	87
Dozer	81	87
Front End Loader	75	81
Generator <sup>b</sup>	69	75
Gradall	81	87
Grader	81	87
Paver	81	87
Pneumatic Tools	81	87
Scraper	81	87
Tractor	79	85

a. Noise levels would decrease by approximately six dBA with each doubling of distance from the construction site (e.g., noise levels from excavation would be approximately 83 dBA at 100 feet from the site, and about 77 dBA at 200 feet from the site). Inversely, noise levels would increase by approximately six dBA with each halving of distance from the construction site. All these values for a distance of 25 feet are six dBA greater than those for a distance of 50 feet.

b. Portable Air Compressor that is rated at 75 cubic feet per minute (cfm) or greater and that operates at greater than 50 pounds per square inch (psi).

c. Use Quiet Generators from MQ Power, or equivalent to meet the noise limits.

SOURCE: MTA 2000.

**TABLE 5  
ALLOWABLE SOUND LEVELS OF TOTAL  
CONSTRUCTION SITE NOISE**

<u>Affected Structure or Land Use</u>	<u>Maximum Allowable Continuous Noise Level, dBA (L<sub>max</sub>)</u>	
	<u>Daytime</u>	<u>Nighttime<sup>a</sup></u>
Residential in commercial areas, including hotels	70	60
a. Nighttime work is not authorized by MTA. Any nighttime work shall require pre-approval of MTA and its designee.		

Source: MTA 2000.

**TABLE 6  
ALLOWABLE SOUND LEVELS OF SHORT-TERM  
CONSTRUCTION EQUIPMENT**

<u>Affected Structure or Land Use</u>	<u>Maximum Allowable Intermittent Noise Level, dBA (L<sub>max</sub>)</u>	
	<u>Daytime</u>	<u>Nighttime<sup>a</sup></u>
Residential in commercial areas, including hotels	80	70
a. Nighttime work is not authorized by MTA. Any nighttime work shall require pre-approval of MTA and its designee.		

Source: MTA 2000.

According to Table 4, noise levels as high as 87 dBA would be experienced by the adjacent Terminal Hotel. In the event when all of the equipment is operating simultaneously throughout the construction phase of the proposed project, the noise levels at the hotel would be even higher. Construction noise would be temporary and intermittent and would occur only during daytime hours, which is the least noise-sensitive time of the day. Construction noise would have a short-term significant adverse impact on occupants of the Terminal Hotel and Skid Row Housing as it would exceed MTA allowable noise limits. However, with the implementation of the mitigation measures identified below, noise impacts would be reduced to less than significant levels given the limited hours and short duration of the construction activities.

#### *Operational Noise*

Due to the proximity of the project site to industrial uses, noise impacts associated with the addition of 67 buses and parking for 120 vehicles would be less than significant. Alameda Street

and Central Avenue are currently heavily traveled by trucks associated with the industrial uses in the area. The threshold of significance for an area that already exceeds applicable standard is determined by the "measurable change," defined as a change of three dBA or greater.

The operation of 67 additional buses along Alameda Street and Central Avenue is not anticipated to substantially increase ambient noise levels along these heavily traveled truck routes. As discussed in Section 3.15, Transportation/Circulation, approximately 22 and 12 new buses would arrive at and depart from the project site during the a.m. (7:00 to 9:00) and p.m. (4:00 to 6:00) peak traffic period, respectively, but the hourly maximum number of buses departing from the project site, which is estimated to be 21 buses, is estimated to occur between 6:00 and 7:00 a.m. Since a full traffic study is not required for this project, as determined by the LADOT (Culhane 2000) (see Appendix C), a full transit noise and vibration impact assessment consistent with the Federal Transit Administration's guidance Manual (FTA 1995) cannot be made. However, in order to determine the project's contribution to the existing noise environment, the noise level associated with the addition of 21 buses was estimated. This was done using the U.S. Department of Transportation's *FHWA Highway Traffic Noise Prediction Model* and is based on the addition of 21 buses to the existing 45 buses that currently depart from the Division 1 facility between 6:00 and 7:00 a.m., as presented in the traffic impact analysis prepared by Katz, Okitsu & Associates. The addition of a maximum of 21 buses in any given hour is estimated to increase existing noise levels by no greater than 1.7 dBA. Since this is not considered a measurable change, this increase in noise level is not anticipated to significantly affect the occupants of the adjacent Terminal Hotel and Skid Row Housing during the early morning hours. Additionally, according to Section 12.19A.4(b) of the City of Los Angeles Zoning Code (for M2 Light Industrial Zone), the proposed project would be noise compatible with surrounding uses since it is not anticipated to generate noise levels that are more audible than the noise emanating from ordinary street traffic and from other commercial and industrial uses in the area (City of Los Angeles 2000).

Additionally, the employee parking lot and the Skid Row Housing parking lot would provide a buffer between the bus parking and the Terminal Hotel and Skid Row Housing to slightly reduce the noise generated by bus arrivals and departures. Therefore, the proposed project is not anticipated to expose persons to or generate noise levels in excess of standards established in the City of Los Angeles Noise Ordinance, which regulate noise levels generated in the City of Los Angeles. (The noise ordinance prohibits the hours of loading and unloading between 10:00 p.m. and 7:00 a.m. within 200 feet of any residential building; however, given that the predominant use of the area is industrial, early morning deliveries, which are regularly conducted in the area

and may include loading and unloading of goods, at the surrounding industrial businesses already contribute to the high ambient noise levels in the project area.) MTA will comply with the City of Los Angeles Noise Ordinance. No mitigation measures are required for project operation.

### **Mitigation Measures**

- M3.11-1: *All mobile and stationary internal-combustion powered equipment or machinery will be equipped with suitable exhaust and air-intake silencers in proper working order. Equipment with effective noise-suppression devices shall be used, and other noise control measures, including but not limited to installing temporary K-rails with plywood and/or noise blanket barriers, shall be employed to protect the public.*
- M3.11-2: *Loading of construction debris shall take place as far away as possible from the Terminal Hotel and Skid Row Housing to reduce construction noise impacts on the occupants of the hotel and Skid Row Housing. Physical separation between the noise generators and the noise receptors shall be maximized by providing enclosures for stationary items of equipment and temporary barriers around particularly noisy areas on site. Measures necessary to reduce noise levels to within project standards shall be applied.*
- M3.11-3: *Construction activities shall be scheduled and conducted in a manner that will minimize, to the greatest extent feasible, the disturbance to the public in areas adjacent to the construction site and to occupants of the Terminal Hotel and Skid Row Housing. Noisier operations shall be planned during times of highest ambient noise levels; noise levels shall be kept relatively uniform, avoiding excessive and impulse noises; idling equipment shall be turned off.*
- M3.11-4: *Construction activities shall be limited to the hours of 7:00 a.m. to 8:00 p.m., Mondays through Fridays, and 8:00 a.m. to 6:00 p.m., Saturdays; no construction activities shall be conducted on Sundays and all legal holidays.*
- M3.11-5: *Hoppers, conveyor transfer points, storage bins, and chutes shall be lined or covered with sound-deadening materials.*

M3.11-6: *Construction equipment shall be operated so as to minimize banging, clattering, buzzing, and other annoying types of noises, especially near the Terminal Hotel and Skid Row Housing.*

M3.11-7: *Construction equipment with back-up alarms operated by contractors, vendors, suppliers, and subcontractors on the construction site shall be installed with either audible self-adjusting back-up alarms or manual adjustable alarms. The self-adjusting alarms shall automatically adjust to a minimum of five dBA and a maximum of 10 dBA over the surrounding background noise levels and have an operating range between 77 and 99 dBA. Manual adjustable alarms shall be set at the low setting of 87 dBA.*

b. *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant Impact.** Groundborne noise and vibration may be noticeable during construction activities. However, construction of the proposed project would not require activities, such as excavation and pile driving, which typically result in excessive groundborne noise and vibration. Similarly, operation of the expanded facility, which would involve the addition of 67 new buses and parking for 120 vehicles, is not anticipated to expose persons to or generate excessive groundborne noise and vibration; because the rubber tires and suspension systems of buses provide vibration isolation, it is unusual for buses to cause ground-borne or vibration problems (FTA 1995). As discussed in response to 3.11(a), the addition of a maximum of 21 buses in any given hour is estimated to increase existing noise levels by no greater than 1.7 dBA. Since this is not considered a measurable change in noise level, this increase is not anticipated to significantly affect the occupants of the adjacent Terminal Hotel and Skid Row Housing during the early morning hours. Additionally, given that the predominant use of the area is industrial, early morning deliveries, which may include loading and unloading of goods, at the surrounding industrial businesses already contribute to the high ambient noise levels in the project area. Therefore, the proposed project is not anticipated to expose persons to or generate excessive groundborne noise and vibration. No mitigation measures are required.

c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** Refer to response to 3.11(a) above.

- d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** Refer to response to 3.11(a) above.

- 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 within two miles of the project site nor is the project located within airport land use plan boundaries. Accordingly, the proposed project would not expose the occupants of the Terminal Hotel or people working in the project area to excessive noise levels associated with airport noise. No mitigation measures are required.

- 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 located in the project vicinity. Accordingly, the proposed project would not expose the occupants of the Terminal Hotel or people working in the project area to excessive noise levels associated with a private airstrip. No mitigation measures are required.

**3.12 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)?*

**No Impact.** The expansion of the MTA Division 1 facility would not induce population growth since it is a response to the existing facility's need for bus storage and much needed employee parking. No new infrastructure would be constructed under this project as the project site is located in an area with established infrastructure and roadways. No direct or indirect impacts to population are anticipated. No mitigation measures are required.



- b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The proposed acquisition area is currently vacant and, therefore, would not involve removal of any land uses, particularly residential uses, from the area. No existing housing or residents would be displaced from the project site. Accordingly, no population or housing impacts are anticipated. No mitigation measures are required.

- c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** Refer to response 3.12(b) above.

### 3.13 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?*

**No Impact.** The City of Los Angeles Fire Department currently provides protection to the project site, which is located in Fire Division 1 and Battalion 1 zones. The nearest station is located on 7<sup>th</sup> Street, just west of San Pedro Street, approximately one-half mile west of the project site. The target emergency response time is approximately three minutes. Because the proposed parking lot is not anticipated to generate a significant fire hazard, the demand for fire protection services in the area is not expected to increase. The implementation of the project would be in accordance with the latest City Fire Department codes and guidelines. Therefore, implementation of the proposed project would not negatively impact the ability of the City of Los Angeles Fire Department to provide adequate service. No mitigation measures are required.

*Police protection?*

**No Impact.** The City of Los Angeles Police Department, Central Division, provides police protection to the project site. This station is located at 251 East 6<sup>th</sup> Street, approximately one-half mile west of the project site. The construction site would be secured throughout the course of construction, as necessary, to ensure the safety of the public. The project site would be enclosed by a security wall to discourage unauthorized entrance to the expanded facility. Therefore, the proposed project is not anticipated to have a significant impact on police protection services. No mitigation measures are required.

*Schools?*

**No Impact.** The proposed project would not generate any demand for additional school facilities. Therefore, the proposed project would have no effect on local schools. No mitigation measures are required.

*Parks?*

**No Impact.** The proposed project would not generate any demand for additional park facilities in the area. Therefore, the proposed project would not affect existing recreational opportunities. No mitigation measures are required.

*Other public facilities?*

**No Impact.** The proposed project involves the development of a parking lot to expand the existing Division 1 facility, which would not create additional demand or need for new facilities. No impacts to other public facilities are anticipated. No mitigation measures are required.

### **3.14 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 expansion of the MTA Division 1 facility would not increase the use of existing neighborhood and regional parks or other recreational facilities. The vacant lot would be re-paved and utilized as a parking lot; no new structures would be constructed. No impacts to recreational facilities are anticipated. No mitigation measures are required.

- 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 does not include or require the construction or expansion of any new recreational facilities. Accordingly, no adverse physical effect on the environment would occur. No mitigation measures are required.

**3.15 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)?*

**Less Than Significant Impact.** Katz, Okitsu & Associates conducted a traffic study for the proposed project. A copy of this traffic study is included in this document as Appendix C. Trip generation forecasts for the proposed project were based on existing and projected service activity levels provided by MTA. The existing and projected operating characteristics of the Division 1 facility are summarized in Table 1 of the traffic study (see Appendix C). Although the exact operation of the expanded facility is still in the planning stages, MTA anticipates that the expanded facility would be used to dispatch the Wilshire-Whittier Boulevards Line 720 Rapid Bus Service and/or other services that originate or travel through the downtown area (Schroder 2000). Line 720 is currently being dispatched from MTA's Division 7 facility in West Hollywood (Schroder 2000). The relocation of this line to the Division 1 facility would significantly reduce operating costs for this particular service and allow greater optimization of the bus system in general. As part of this relocation of Line 720 to Division 1, some of the buses that are currently operated out of both divisions serving the same line may be relocated from Division 1 to Division 7 (Schroder 2000).

Bus driver arrival/departure times are based on the time the driver's bus is scheduled to arrive or depart from the maintenance facility. During the a.m. and p.m. peak periods, MTA has a significant portion of their bus fleet in operation to serve peak hour transit demand. Table 2

of the traffic study (see Appendix C) shows the existing and projected bus arrival and departures per hour at the proposed maintenance facility. This data can be used to project bus driver and bus trips.

The existing and net added project trip generation is summarized in Table 3 of the traffic study (see Appendix C). Bus driver work trips are based on the assumption that bus drivers arrive about 15 minutes before their shift and depart about 15 minutes after their trips. Bus trips were multiplied by a 1.8 passenger car equivalent factor. As Table 3 of the traffic study shows, the expansion of the Division 1 facility would result in a net increase of 61 vehicle trips during the a.m. peak period and 87 vehicle trips during p.m. peak period.

The expansion of the current facility and the addition of project trips are not expected to result in any adverse roadway operating conditions in the surrounding area during the morning and evening peak periods. The surrounding area is largely industrial and most of the traffic in the area consists of trucking. The produce market is south of the Division 1 facility and is a large generator of truck trips. Most of the trucking activity at the facility occurs in the early morning when long haul trucks arrive to deliver produce to the market and again in the late morning when local shipments to regional facilities depart. There is a third wave of truck activity in the midday period when many of the large long haul trucks depart the produce market again. In addition to the produce market, there is also truck activity associated with other activities in the area such as the flower market, toy district, and other industries. Field observations show that the spread of activities in the area throughout the day result in generally good to fair traffic operating conditions.

During the weekday morning and evening peak periods, observed traffic flows of the adjacent roadways are moderate. Traffic flows on Alameda Street, Central Avenue, 6<sup>th</sup> Street and 7<sup>th</sup> Street are relatively light when compared to other nearby areas. This can be attributed to the fact that the majority of neighborhood traffic is generated by industrial type of businesses, which do not generate their peak levels of traffic during the traditional commute hours. Most of the intersections in the surrounding area were observed to operate with moderate levels of delay. In many cases, the delay is not so much generated by high volumes of traffic but by the presence of large trucks. Based on field observations of the surrounding streets and intersections, the added trips are not expected to have a significant adverse impact on the traffic levels of service in the area. No mitigation measures are required.

In regards to the partial closure of Industrial Street between Central Avenue and Alameda Street, a review of traffic count data provided by the City of Los Angeles Department of Transportation (LADOT) showed that Industrial Street has fairly low traffic volumes. According to the count data, Industrial Street carries about 425 daily trips and about 107 and 62 vehicle trips during the morning and evening peak periods, respectively. The property immediately to the west of the proposed acquisition area is occupied and has an associated surface parking lot next to it with a driveway on Industrial Street. Access to this property and its parking lot would not be impacted by the closure. The partial closure of Industrial Street, which would vacate approximately 475 feet of the 750-foot-long street, would not adversely impact traffic operations at nearby intersections or on area wide streets as the volume of redistributed traffic would be light. No mitigation measures are required.

- b. *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

**No Impact.** The Congestion Management Plan (CMP) for Los Angeles County was adopted by the Los Angeles County Metropolitan Transportation Authority (MTA) in 1995. This project would not individually or cumulatively exceed any levels of service established by the CMP. Project-related bus trips would not significantly increase traffic demand at any intersections nor would it cause a significant increase in the volume to capacity (V/C) ratio on a freeway segment or freeway on- or off-ramp. Since a full traffic study is not required for this project, as determined by the LADOT (Culhane 2000) (see Appendix C), existing levels of service (LOS) and V/C at local intersections are undetermined at this time. However, because the project would generate substantially fewer than 50 peak hour trips, impacts to CMP monitoring stations are not anticipated. No mitigation measures are required.

- 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?*

**No Impact.** The proposed project would not generate air traffic or affect such activities. Accordingly, the proposed project would not result in a change in air traffic patterns. No mitigation measures are required.

- d. *Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**No Impact.** The proposed project does not involve any modifications to the existing street network, with the exception of the partial closure of Industrial Street; this street closure would allow adequate on-site circulation without interfering with off-site traffic. The proposed project would not result in any increased hazards to a design feature, and no incompatible use would occur. No mitigation measures are required.

*e. Result in inadequate emergency access?*

**No Impact.** No changes in access to emergency facilities or nearby land uses are expected to occur as a result of project implementation. As discussed in Section 3.8, the partial closure of Industrial Street would not significantly interfere with any adopted emergency response or evacuation plans due to the availability of alternate routes, such as 7<sup>th</sup> Street and 6<sup>th</sup> Street, and the infrequent use of and corresponding low traffic volume on Industrial Street. Additionally, the proposed project would provide sufficient access to the project site. A new ingress/egress along Alameda Street and another gate at the cul-de-sac of Industrial Street, serving as access to the proposed employee parking would be provided. No mitigation measures are required.

*f. Result in inadequate parking capacity?*

**No Impact.** On-street parking is available in the area. However, it is prohibited on the perimeter of the project site. Most of the on-street spaces are controlled by long-term meters, which typically allow four-hour parking use. During field observations on a weekday, the utilization and occupancy rates at the on-street meters were low.

The proposed project includes the provision of 120 employee parking spaces for the Division 1 facility. This would provide the ability to handle parking for MTA employees and visitors on-site. Currently, MTA employees and some visitors park off-site at area-wide surface lots. If parking demand exceeds on-site parking capacity, the excess parking demand could be easily satisfied by on-street parking for short-term needs and at off-street lots for long-term needs. Therefore, there would be no impacts related to parking supply. No mitigation measures are required.

*g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*



**No Impact.** The proposed project would not conflict with and is wholly supportive of any adopted policies, plans, and programs supporting alternative transportation. In contrast, the proposed project would result in the reduction of MTA's operating costs while meeting air quality mandates. No mitigation measures are required.

**3.16 UTILITIES AND SERVICE SYSTEMS -** Would the project:

- a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

**No Impact.** The proposed project involves the development of a parking lot to expand the existing Division 1 facility. No new structures are proposed for the project. Accordingly, the proposed project would not generate any wastewater. No impacts to wastewater treatments would occur. No mitigation measures are required.

- 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?*

**No Impact.** The proposed project involves the conversion of the proposed acquisition area into a parking lot. No new structures are proposed for the project. The proposed project would not generate any wastewater or consume potable water. Accordingly, the proposed project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities. No mitigation measures are required.

- 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?*

**No Impact.** As discussed in Section 3.8, the proposed project would not substantially alter the existing drainage pattern since the majority of the project site, including the proposed acquisition area, is currently paved with asphalt. Re-paving the entire acquisition area would not add a substantial amount of impervious surface on site. As with the existing condition, runoff from the project site would drain into the local stormwater drainage network, which has been in-place for more than 50 years. Therefore, no significant effects are anticipated. No mitigation measures are required.

- d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**No Impact.** Refer to response to 3.16(b) above.

- e. *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?*

**No Impact.** Refer to response 3.16(a) above.

- f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**No Impact.** The proposed project involves the development of a parking lot to expand the existing Division 1 facility. Parking facilities are not considered large solid waste generators. No solid waste would be generated by the proposed project; therefore, no impacts would occur to solid waste disposal needs. No mitigation measures are required.

- g. *Comply with federal, state, and local statutes and regulations related to solid waste?*

**No Impact.** Refer to response 3.16(f) above.

### **3.17 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.** The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the proposed project would not have an effect on the local environment. The project site has been previously disturbed and is devoid of fish or significant wildlife and/or plant populations. No intrusion on cultural resources is anticipated to occur. The proposed project would not have the potential to degrade the environment in this regard as it

would simply develop a site that has been previously disturbed in the middle of an industrial area.

- 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.)*

**Less Than Significant Impact.** The proposed project would not result in cumulatively considerable impacts. There is a potential that the proposed project may be implemented concurrently with other projects in the area; however, the incremental effect of this project would not be cumulatively considerable.

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

**Less Than Significant Impact.** The proposed project would not result in substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are provided in Section 3.11 in order to reduce the project's temporary effects on construction noise below the level of significance. No additional mitigation measures would be required.

## SECTION 4.0 LIST OF PREPARERS

This Initial Study/Mitigated Negative Declaration was prepared by KEA Environmental for the Los Angeles County Metropolitan Transportation Authority. Document preparation personnel included the following:

### MTA Staff

- **James L. Sowell**, Project Director
- **Manuel R. Gurrola**, Project Manager
- **Dieter Hemsing**, Division 1 Maintenance Manager
- **Frank Schroder**, Director of Regional Transportation Planning and Development

### KEA Environmental

- **Michael Schwerin**, Project Director
- **Madonna Marcelo**, Project Manager
- **Elizabeth Candela**, Environmental Analyst
- **Jenny Dellert**, Archaeologist
- **Eric Wilson**, Senior Environmental Analyst
- **Dan Brady**, Graphic Artist
- **Joel Falter**, Senior Engineer, Katz, Okitsu & Associates
- **George Dunn, Jr.**, P.E., Senior Engineer, Katz, Okitsu & Associates

## 5.0 REFERENCES

### California Air Resource Board (CARB)

- 1998 URBEMIS7G (Version 1). August.
- 1997 Air Quality Data Summary.

### California Department of Conservation, Division of Mines and Geology (CDMG)

- 1999 Official Maps of Seismic Hazard Zones for the Los Angeles Quadrangle.  
Available at <http://www.consrv.ca.gov/dmg/>

### California Environmental Protection Agency (Cal/EPA), Los Angeles Regional Water Quality Control Board (RWQCB)

- 2000 Standard Urban Storm Water Mitigation Plan for Los Angeles County and Cities in Los Angeles County. October 8.
- 1998a Underground Storage Tank Case Closure Letter. April 22.
- 1998b Underground Storage Tank Case Closure Letter. March 6.

### City of Los Angeles

- 2000 City of Los Angeles Zoning Code. July.
- 1996 City of Los Angeles Municipal Code, Ordinance No. 171,175. July 25.
- 1996 City of Los Angeles Municipal Code, Ordinance No. 171,239. September 25.
- 1986 City of Los Angeles Municipal Code, Ordinance No. 161,574. August 4.

### Culhane, Elizabeth

- 2000 Traffic Engineer, City of Los Angeles Department of Transportation (Traffic Section, Downtown Los Angeles). Personal Communication. November.

### Environmental Systems Research Institute (ESRI)/Federal Emergency Management Agency (FEMA)

- 2000 Hazard Information and Awareness: Make Online Hazard Map. Available at <http://www.esri.com/hazards/makemap.html>

### Federal Transit Administration

- 1995 Transit Noise and Vibration Impact Assessment. April.

Florida Today

- 1998 Florida Today Space Online: KSC's Natural Gas-Fueled Vehicles Continue to Advance Clean Air Objectives. March 25. Available at <http://www.flatoday.com/space/explore/releases/1998/k98038.htm>

Gurrola, Manuel R., Project Manager

- 2000 Metropolitan Transportation Authority. Personal Communication. December.

Maness Corporation

- 1998a Groundwater/Vapor Monitoring Well Abandonment Letter. Maness project 51288. April 6.
- 1998b Correction of Typographical Error in 4/6/98 Report Letter. Maness project 51288. April 22.

Schroder, Frank

- 2000 Metropolitan Transportation Authority. Telephone Communication. December.

South Coast Air Quality Management District

- 1993 CEQA Air Quality Handbook. April.



**APPENDIX A**  
**Results of the Archaeological Records Search**

Table 1. Previous Studies/Surveys Within a 1-Mile Radius of the Project

Author	Project	Document #	Date
Anonymous	First St. North	LA 1997	1990
Anonymous	Section 106 Documentation for the Metro Rail Red Line East Extension	LA 4448	1994
Anonymous	Proposed Pacific Pipeline	LA 3813	1992
Anonymous	Pacific Pipeline Project	LA 2950	1992
Anonymous	Eastside Extension-Metro Red Line	LA 2966	1993
Bissell, Ronald M. and Rod Raschke	L.A. County Reception Center Site and Six Small Off-site Areas	LA 151	1988
Brown, Joan C.	Eastside Corridor Alternatives-Los Angeles	LA 2788	1992
Brown, Joan C.	Eastside Corridor Alternatives	LA 2727	1992
Demcak, Carol R.	L.A. Cellular Site #777.7	LA 3346	1996
Dillon, Brian D.	St. Vibiana's Cathedral	LA 3668	1997
Foster, Roberta S.	Maintenance of Way Facility	LA 3923	1998
Gray, Deborah	Pacific Bell Mobile Services Facility LA 648-07	LA 4743	1999
Greenwood, Roberta S.	Los Angeles Metro Rail Red Line Segment 1	LA 3103	1993
Greenwood, Roberta	Transportation-Related Resources on S. Santa Fe Ave.	LA 4047	1998
Lee, Portia	Seismic Retrofit of First St. Bridge	LA 4217	no date
Ohara, Cindy L.	Sixth St. Viaduct Over L.A. River Earthquake Damages	LA 4074	1989
Starzak, Richard	Proposed Alameda Corridor	LA 4625	1994
Wlodarski, Robert J.	Proposed Alameda Corridor Project-LA County (Records Search)	LA 2577	1992
Wlodarski, Robert J.	Proposed Alameda Corridor Project-LA County (Phase 1 Results)	LA 2644	1992
Wlodarski, Robert J.	Addendum Report-Whittier Blvd. Shaft Site East Central Interceptor Sewer Project	LA 3115	1995

Table 2. Previously Recorded Sites Within a 1-Mile Radius of the Project

Primary #	Description	Date Recorded
19-002563	historic trash deposit	1997
19-002610	old cobblestone paved road, street car rail lines	1997
19-002793	abandoned railroad tracks	1999
19-186110	railroad tracks, spurs, sidings, stations, rail yards	1999
19-186112	railroad sidings, stations, and rail yards	1999
19-150330	St. Vibiana's Cathedral	
19-167278	Fire Station #23	
19-166950	San Fernando Building	
19-167499	Little Tokyo Historic District	

**APPENDIX B**  
**Site Investigation/Remediation Correspondence**

LESTER E. OLSON  
LEVILOFF REFEREESHIP  
540 CONTINENTAL COURT  
PASADENA, CA 91103  
TELEPHONE: (626) 844-3411  
FAX: (626) 844-6661


TRANSMITTAL SHEET

DATE: June 26, 2000

TO: MIKE SMITH AND JIM KINETZ  
LEE & ASSOCIATES

FAX 323-720-8474

I am sending a memorandum concerning the environmental closure.  
You may give a copy of this memorandum to any appropriately  
interested buyer.

  
Lester E. Olson

MEMORANDUM CONCERNING ENVIRONMENTAL ISSUES/CLEAN UP OF THE PROPERTY AT  
7TH AND ALAMEDA:

AGENCY WITH JURISDICTION:

Cal/EPA, Los Angeles Regional Water Quality Control Board  
FORMER ADDRESS: 101 Centre Plaza Drive; Monterey Park, CA 91754  
CURRENT ADDRESS: 320 West 4th Street, Suite 200  
LOS ANGELES, CA 90013  
Telephone: (213) 576-6600 Fax: (213) 576-6640

FILE CAPTION AND IDENTIFICATION MAINTAINED BY AGENCY:

UNDERGROUND STORAGE TANK CASE CLOSURE  
FORMER TEXACO TRUCK STOP  
1345 EAST 7th STREET, LOS ANGELES CA (IDENTIFICATION # 900210052)

ITEM 1: Letter dated March 6, 1998 from Cal/EPA, Los Angeles Regional Water Quality Control Board.

The first paragraph of the letter "... confirms the completion of the site investigation and remedial action for the gasoline storage tanks formerly located at the . . . location."

The fourth paragraph states "If you have groundwater monitoring wells . . . all wells must be properly abandoned."

ITEM 2: Letter report dated April 6, 1998 to Judge Lester E. Olson, with copy to Cal/EPA, Los Angeles Regional Water Quality Control Board, with required site map, application for well abandonment and letter dated April 22, 1998, correcting typographical error in April 6, 1998 letter. This item proves that the condition imposed in Item 1 has been fulfilled.

~~ITEM 3: Letter dated April 22, 1998 from Cal/EPA, Los Angeles Regional Water Quality Control Board concerning my request for a "Final Closure Letter" which explains that the agency's letter dated March 6, 1998 (ITEM 1 ABOVE) was the final closure letter, pursuant to regulations contained in Section 2721(e) of Title 23 of California Code of Regulations.~~

CONCLUSION: The agency having jurisdiction concerning environmental matters on this property has issued a final closure letter. During a period of due diligence, the prospective buyer should be invited to examine the file with number 900210052 at Cal/EPA, Los Angeles Regional Water Quality Control Board  
320 West 4th Street, Suite 200, LOS ANGELES, CA 90013  
Telephone: (213) 576-6600 Fax: (213) 576-6640





**CalVEPA**

Los Angeles  
Regional Water  
Quality Control  
Board

101 Centre Plaza Drive  
Monterey Park, CA  
91754-2156  
(213) 266-7300  
FAX (213) 266-7600

March 6, 1998

Honorable Lester E. Olson  
Leviloff Refereeship  
540 Continental Court  
Pasadena, CA 91103-3511



Pete Wilson  
Governor

**UNDERGROUND STORAGE TANK CASE CLOSURE  
FORMER TEXACO TRUCK STOP  
1345 EAST 7TH STREET, LOS ANGELES, CA (ID #900210052)**

Dear Judge Olson:

This letter confirms the completion of the site investigation and remedial action for the gasoline underground storage tank(s) formerly located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tanks is greatly appreciated.

Based on the available information, and with the provision that the information provided to this agency was accurate and representative of site conditions, no further action related to the underground storage tank release is required.

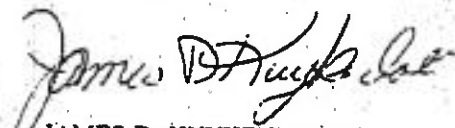
This notice is issued pursuant to a regulation contained in Section 2721(e) of Title 23 of the California Code of Regulations:

If you have groundwater monitoring wells and/or vapor extraction wells at the subject property, you must comply with the following:

1. All wells must be located and properly abandoned.
2. Well abandonment permits must be obtained from the Los Angeles County Department of Health Services, and all other necessary permits must be obtained from the appropriate agencies prior to the start of work.
3. You must submit a report on the abandonment of the wells to this office by April 6, 1998. This report must include at a minimum, a site map, a description of the well abandonment process, and copies of all signed permits.

Please contact Ms. Gay Norris at (213) 266-7573, if you have any questions regarding this matter.  
Sincerely,

DENNIS A. DICKERSON  
Executive Officer

  
JAMES D. KUYKENDALL  
Assistant Executive Officer

ITEM 1



*Our mission is to preserve and enhance the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations.*

Honorable Lester E. Olson  
March 6, 1998  
Page 2

cc: Mr. Dave Deaner, State Water Resources Control Board, Underground Storage Tank Cleanup Fund  
Mr. Al Bragg, Water Well Permits, Los Angeles County Department of Health Services  
Captain Dennis Wilcox, Los Angeles City Fire Department  
Mr. Ed Wardle, Maness Corporation  
Mr. Ron Leviloff



Recycled Paper

*Our mission is to preserve and enhance the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations.*



**M A N E S S**  
C O R P O R A T I O N

COPY

April 6, 1998

Maness Project 51288

Judge Lester E. Olson  
Leviloff Refereeship  
540 Continental Ct.  
Pasadena, CA 91103-3511

**RE: GROUNDWATER/VAPOR MONITORING WELL ABANDONMENT  
FORMER TEXACO TRUCK STOP  
1345 EAST 7<sup>TH</sup> ST., LOS ANGELES, CA  
(LARWQCB ID #900210052)**

Dear Judge Olson:

Enclosed please find Maness Corporation's (Maness) letter report describing the work done to complete the abandonment of six (6) groundwater/vapor monitoring wells at the above referenced site. In response to a request from the Los Angeles Regional Water Quality Control Board, all of the monitoring wells on the site (VES1, VES2, VES3, VES4, MW1, and MW2) were abandoned on March 3, 1998.

Before the initiation of field activities, Maness secured well abandonment permits from the County of Los Angeles Department of Environmental Health. A copy of the permit is attached as well as a site map showing the locations of the wells.

Maness used a truck mounted CME55 drill rig, supplied by J&H Drilling of Anaheim (J&H), to properly abandon the wells. A C/S Granular grout mix was poured down the open casing up to near surface grade and put under pressure to approximately 50 P.S.I. to effectively seal off the screened interval. The wells were then left under pressure for approximately ten minutes. When the pressure decreased to approximately 20 P.S.I., 50 P.S.I. of pressure was again applied to the wells. This process was repeated three times to insure the wells were plugged and will not be a conduit for contamination into the subsurface in the future.

After pressure grouting was completed, Maness used a truck mounted drill rig to overdrill the wells five feet below existing surface grade. The wells were then backfilled.

1101 East Spring Street • Long Beach, CA 90806  
P.O. Box 90939 • Long Beach, CA 90809-0939  
Contractor's License No. 553633  
(562) 595-4555 FAX: (562) 492-6495

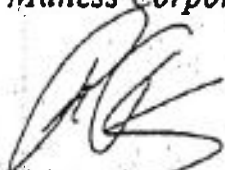
ITEM 2

from approximately five feet below surface grade to one foot below surface grade with hydrated bentonite chips. Maness completed the closure of all well locations using concrete.

Maness appreciates the opportunity to provide environmental services to the Leviloff Refereeship. Should you need additional information or have any questions, please feel free to call.

Sincerely,

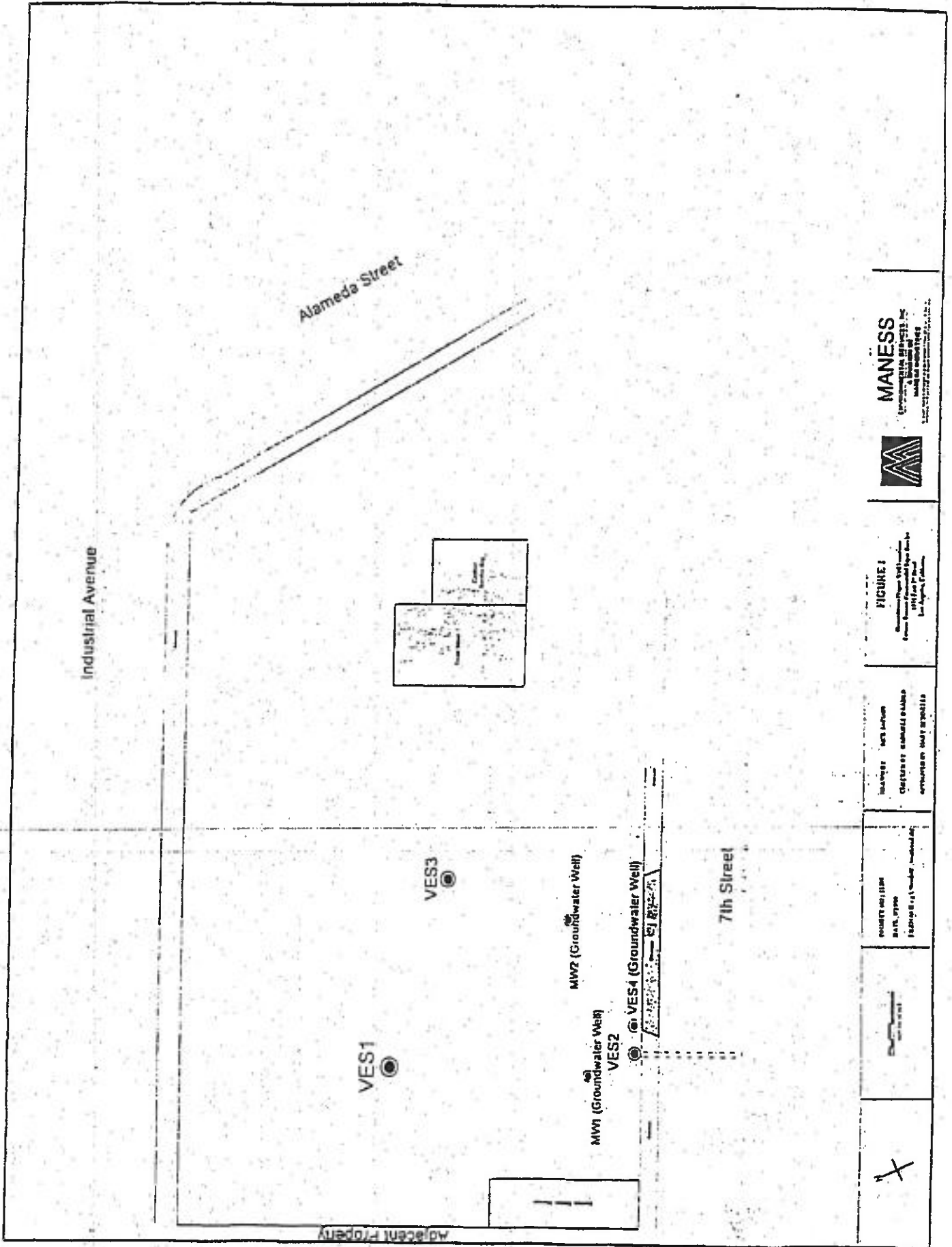
**Maness Corporation**



Rick Jacobs  
Project Geologist

cc: Ms. Gay Norris, RWQCB (*sent via certified mail # P 392 106 791*)

Enclosures: site map showing well locations  
well abandonment permit



DATE 3/23/98

DESCRIPTION

TYPE OF PERMIT (CHECK)

- NEW WELL CONSTRUCTION
- RECONSTRUCTION OR RENOVATION
- DESTRUCTION

TYPE OF WELL

- PRIVATE DOMESTIC
- PUBLIC DOMESTIC
- IRRIGATION
- OBSERVATION/MONITORING
- CATHODIC
- INDUSTRIAL
- GRAVEL PACK
- TEST

TYPE OF CASING

2" PVC SCH 40

METHOD OF SEALING OF CASING

n/a

METHOD OF DESTRUCTION

ABANDONMENT BY PRESSURE GROUTING WITH  
 VOLCLAY GROUT, DRILL OUT NEAR SURFACE, CONCRETE

ADDRESS (NUMBER, STREET, AND NEAREST INTERSECTION)

1345 E. 7th St LOS ANGELES X=ALAMEDA ST. CITY LOS ANGELES

DIAGRAM (SHOW PROPERTY LINES, STREET, ADDRESS, WELL SITE, SEWERS, AND PRIVATE SEWAGE DISPOSAL SYSTEMS ALONG WITH LABELS AND DIMENSIONS)

LOCATION

SEE ATTACHED SITE MAP.

Permit to Destroy (D) monitoring wells

NAME OF WELL DRILLER (PRINT)

BRIAN HOIEN

NAME OF WELL OWNER (PRINT)

LEVILOFF

TRADE NAME

J&H DRILLING CO. INC.

MAILING ADDRESS

1345 E 7th St

BUSINESS ADDRESS

1014 E. SOUTH ST. ALAHEIM

CITY

CITY

LOS ANGELES

APPLICANT

I hereby agree to comply in every respect with all regulations of the County Preventive/Public Health Services and with all ordinances and laws of the County of Los Angeles and of the State of California pertaining to well construction, reconstruction and destruction. Upon completion of well and within ten days thereafter, I will furnish the County Preventive/Public Health Services with a complete log of the well, giving date drilled, depth of well, all perforations in casing, and any other data deemed necessary by such County Preventive/Public Health Services.

Applicant's Signature

DISPOSITION OF APPLICATION: (For Sanitarians Use Only)

- APPROVED  DENIED
- APPROVED WITH CONDITIONS

If denied or approved with conditions, report reason or conditions here:

DATE

DATE

3/24/98

SANITARIAN

SECTION CHIEF

When signed by Section Chief, this application is a permit.





**M A N E S S**  
C O R P O R A T I O N

April 22, 1998

Maness Project 51288

Ms. Gay Norris  
Los Angeles Regional Water Quality Control Board  
101 Centre Plaza Drive  
Monterey Park, CA  
91754-2156

RE: CORRECTION OF TYPOGRAPHICAL ERROR IN 4/6/98 REPORT  
FORMER TEXACO SERVICE STATION  
1345 E. 7<sup>TH</sup> ST., LOS ANGELES, CA  
(ID# 900210052)

Dear Ms. Norris:

Maness Corporation (Maness) would like to take this opportunity to point out a typographical error in the above mentioned report. In this report, we indicated the wells were properly abandoned on March 3, 1998. However, the actual date of this work was April 3, 1998. We apologize for the confusion.

If you have any questions, please contact myself, or Ed Wardle, at (562) 595-4555.

Sincerely,

**MANESS CORPORATION**

Rick Jacobs  
Project Manager

CC: Judge Lester Olson





Cal/EPA

Los Angeles  
Regional Water  
Quality Control  
Board

101 Centre Plaza Drive  
Monterey Park, CA  
91754-2156  
(213) 266-7500  
FAX (213) 266-7600

April 22, 1998



Pete Wilson  
Governor

Honorable Lester E. Olson  
Leviloff Refereeship  
540 Continental Court  
Pasadena, CA 91103-3511

**UNDERGROUND STORAGE TANK CASE CLOSURE  
FORMER TEXACO TRUCK STOP  
1345 EAST 7TH STREET, LOS ANGELES (ID #900210052)**

Dear Judge Olson:

We have reviewed your letter dated April 14, 1998 requesting a "Final Closure Letter." Our letter of March 6, 1998, was the final closure letter, pursuant to regulations contained in Section 2721(e) of Title 23 of the California Code of Regulations. The wording conforms to Chapter 6.7, Health and Safety Code, Underground Storage of Hazardous Substances, Section 25299.37 (8)(h).

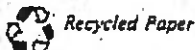
Please contact Ms. Gay Norris at (213) 266-7573, if you have any questions regarding this matter.

Sincerely,

GREGG KWEY, Unit Chief  
Underground Tanks/L.A. River Watershed

cc: Mr. Ed Wardle, Maness Corporation  
Mr. Ron Leviloff

ITEM 3



*Our mission is to preserve and enhance the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations.*

**APPENDIX C**  
**Traffic Study**

**Traffic Study for Los Angeles County MTA  
Division 1 Expansion  
in the  
City of Los Angeles, California**

**December 8, 2000**

*Prepared For:*

**KEA Environmental, Inc.**  
350 South Grand Avenue, Suite 3920A  
Los Angeles, California 90071  
Telephone: (213) 229-0150  
FAX: (213) 229-0155

*Prepared by:*

**Katz, Okitsu & Associates**  
1055 Corporate Center Drive, Suite 300  
Monterey Park, CA 91754  
Telephone: (323) 260-4703  
FAX: (323) 260-4705

Job Number JA0292

## INTRODUCTION

This report documents the traffic analysis prepared by Katz, Okitsu & Associates for the proposed expansion of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Division 1 Alameda Street facility. The project site is generally located at 1345 East 7<sup>th</sup> Street in Los Angeles, California. The location of the facility is shown in Figure 1.

## PROJECT DESCRIPTION

The LACMTA is proposing to purchase land to construct a parking lot for additional buses and employee parking at its Bus Division 1 facility located in downtown Los Angeles. Division 1 serves the Central Business District and major lines within the Central Area of the City of Los Angeles. MTA is proposing to acquire approximately 115,000 square feet of land consisting of five vacant and undeveloped contiguous parcels generally located at 1345 East 7<sup>th</sup> Street. The property is bounded by Industrial Street on the north, Alameda Street on the east, 7<sup>th</sup> Street on the south and Central Avenue on the west.

In relation to Division 1, this property is located directly south across Industrial Street. As part of this project, MTA would request that the City of Los Angeles vacate part of Industrial Street between the two properties so that MTA can combine the two lots and include the street area. MTA expects that acquisition of the parcels would allow the facility to provide 120 employee parking spaces (vs. none for the existing facility) and increase the bus maintenance capacity from 170 buses to 237 buses. The project will also increase the utility of the proposed compressed natural gas (CNG) facility at the site. A new ingress/egress would be built along Alameda Street just south of the existing Division 1 egress.

## EXISTING ROADWAYS

This section summarizes the transportation infrastructure in the vicinity of the site.

### Freeways

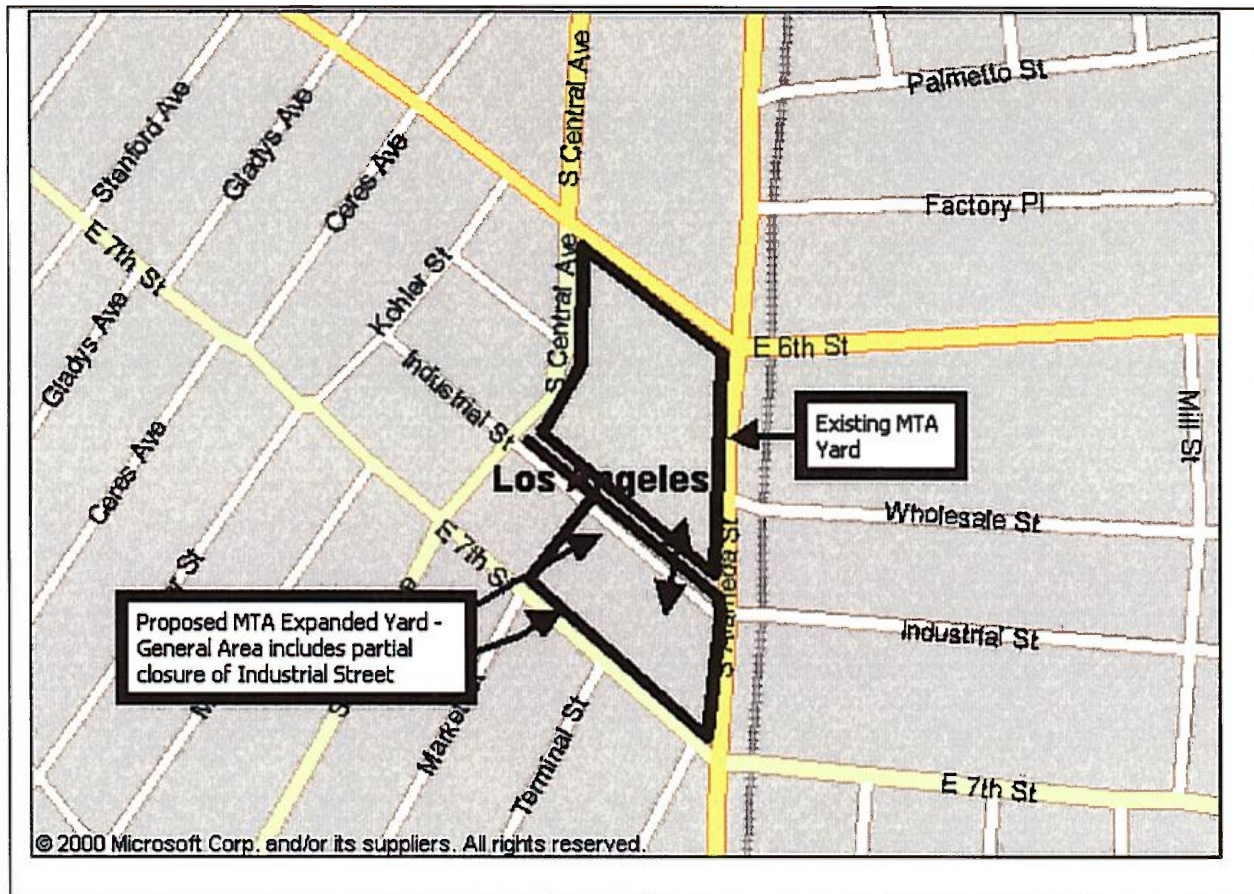
The Division 1 yard is located to the north of the Santa Monica Freeway (I-10). This segment of the Santa Monica Freeway is just west of the I-10/I-5/SR-60 interchange which provides regional access to the. In the vicinity of the MTA yard, there are ramps to the Santa Monica Freeway at Alameda Street and Central Avenue.

### Streets

Local access to the Division 1 yard is good and is provided by a number of different local street combinations. The use of a particular combination of streets by bus traffic is a function of the bus's designated route assignment. The site is located in the Downtown Industrial District. As such, there are high volumes of truck traffic on the surrounding street system.

**Alameda Street** is classified as a major highway. It has four lanes and left-turn pockets at intersections. There is no on-street parking or stopping permitted in the vicinity of the project site.

**Figure 1  
Site Location**



**Central Avenue** provides secondary access to the Division 1 Yard. It is classified as a major highway. It has four lanes and on-street metered parking, except along the frontage of the facility which on Central Avenue is from Industrial Street to 6<sup>th</sup> Street.

**Sixth Street** is classified as a secondary highway in the vicinity of the project. West of Alameda Street it is a one-way facility eastbound. To the east of Alameda Street it is a two-way roadway with four lanes and on-street metered parking. There are left-turn pockets at intersections.

**Seventh Street** is classified as a secondary highway in the vicinity of the project. It has four lanes and on-street metered parking. There are left-turn pockets at intersections.

**Industrial Street** is classified as a local street. It has two lanes and on-street parking. (It should be noted that in the vicinity of the project, on the south side of the street, homeless people have established a "tent city" and occupy the sidewalk and curb lane). During peak and off-peak time periods, traffic volumes were observed to be very low. Appendix A includes a 1998 traffic count at the intersection of Alameda Street at Industrial Street which substantiates these observations.



## PROJECT TRIP GENERATION

Typically, the Institute of Transportation Engineers (ITE) *Trip Generation Manual* is used for this exercise. However, ITE trip rates could not be used in this analysis because there is no corresponding land use category in the *Trip Generation Manual*.

As such, Katz, Okitsu & Associates has based the trip generation forecast for the Division 1 expansion on existing and projected service activity levels, which were provided by the MTA. The existing and projected operating characteristics of Division 1 are summarized in Table 1 below. Although the exact operation of the expanded facility is still in the planning stages, the MTA anticipates that the expanded facility will be used to dispatch the Montebello to Santa Monica Line 720 Rapid Bus Service. Line 720 is currently being dispatched out of Division 7 in West Hollywood. The relocation of this line to Division 1 will significantly reduce operating costs for this particular service. As part of this relocation of Line 720 to Division 1, some of the buses that are currently operated out of both divisions serving the same line will be relocated from Division 1 to Division 7.

**Table 1**  
**Added Weekday Site Employment**

Employee Type	Existing	New	Work Shifts	Discussion
Coach Operator	320	107	Based on Bus Schedules	Driver staffing varies by service assignments
Mechanics	57	22	Weekday – 3 shifts	Shift times: 0630-1500, 1630-2300, 1100-0730
Attendants	28	12	Weekday – 2 shifts	Shift times: 1730-200, 2300-0730

Bus driver arrival/departure times are based on the time the driver's bus is scheduled to arrive or depart from the maintenance facility. During the AM and PM peak periods, the MTA has a significant portion of their bus fleet in operation to serve peak hour transit demand. Table 2 below shows the existing and projected bus arrival and departures per hour at the proposed maintenance facility. This data can be used to project bus driver and bus trips.

**Table 2**  
**Division 1 Expansion**  
**Trip Generation**

Division 1 Time Periods	Bus Pull Outs		Bus Pull Ins	
	Existing	Added	Existing	Added
0000-0100	0	0	5	3
0100-0200	0	0	5	3
0200-0300	0	0	1	0
0300-0400	4	1	0	0
0400-0500	36	9	2	0
0500-0600	63	19	2	0
0600-0700	45	21	0	0
<b>0700-0800</b>	<b>5</b>	<b>10</b>	<b>9</b>	<b>1</b>
<b>0800-0900</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>11</b>
0900-1000	0	0	26	15
1000-1100	0	1	7	4
1100-1200	0	0	0	1
1200-1300	1	1	2	4
1300-1400	9	3	3	1
1400-1500	30	6	0	2
1500-1600	27	12	0	17
<b>1600-1700</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>
<b>1700-1800</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>
1800-1900	0	0	32	0
1900-2000	2	0	47	19
2000-2100	0	0	19	9
2100-2200	1	0	8	3
2200-2300	0	0	7	1
2300-2400	1	0	7	1
Totals	229	95	229	95

The existing and net added project trip generation is summarized in Table 3 below. Bus driver work trips are based on the assumption that bus drivers arrive about 15 minutes before their shift and depart about 15 minutes after their trips. Bus trips were multiplied by a 1.8 passenger car equivalent factor (Source: *Highway Capacity Manual*).

As the table shows the expansion of Division 1 would result in a net increase of 61 vehicles during the AM peak period and 87 vehicle trips during the evening peak period.





**Table 3  
Existing and Added Project Trip Generation\***

<b>Trip Types - Existing</b>	<b>AM In</b>	<b>AM Out</b>	<b>PM In</b>	<b>PM Out</b>
<b>Bus Driver Work Trips</b>	<b>43</b>	<b>5</b>	<b>18</b>	<b>5</b>
<b>Bus Trips</b>	<b>77</b>	<b>9</b>	<b>32</b>	<b>22</b>
Sub Total	120	14	50	27
<b>Trip Types - Projected</b>	<b>AM In</b>	<b>AM Out</b>	<b>PM In</b>	<b>PM Out</b>
<b>Bus Driver Work Trips</b>	<b>12</b>	<b>10</b>	<b>18</b>	<b>0</b>
<b>Bus Trips</b>	<b>22</b>	<b>18</b>	<b>2</b>	<b>22</b>
Sub Total	33	28	34	53
<b>Total Trips</b>	<b>153</b>	<b>42</b>	<b>84</b>	<b>80</b>
<b>Net Added Trips</b>	<b>33</b>	<b>28</b>	<b>34</b>	<b>53</b>

Note\* - Non driver related trips not included because their shifts start and end outside of the morning and evening peak periods.

### ***Project Trip Distribution***

The trip distribution of trips at the existing and expanded Division 1 facility is based on the functionality of the facility. Buses will exit the facility via two driveways on Alameda Street and will either proceed north on surface streets or south on surface streets or towards I-10 to begin their routes. Buses will enter the facility via the new driveway on Alameda Street or the existing driveway on Central Avenue. The assignment of buses to a particular driveway is based, as noted above on the route assignment.

### **Weekend Trip Activity**

During the weekend, activity is considerably lower since many of the lines operate with fewer runs than during the weekday peak periods. Since the facility is located in the Downtown Industrial District and most businesses are closed, this time period is not analyzed.

### **TRAFFIC IMPACTS**

The expansion of the current facility and the addition of project trips are not expected to result in any adverse roadway operating conditions in the surrounding area during the morning and evening peak periods. The surrounding area is largely industrial and most of the traffic in the area consists of trucking. The produce market is south of Division 1 and is a large generator of truck trips. Most of the trucking activity at the facility occurs in the early morning when long haul trucks arrive to deliver produce to the market and again in the late morning when local shipments to regional facilities depart. There is a third wave of truck activity in the midday period when many of the large long haul trucks depart the produce market again. In addition to the produce market, there is also truck activity associated with other activities in the area such as the flower market, toy district and other industries. Field observations of traffic patterns, land uses, intersection operations, roadway operations, and the types of vehicle mix in the area, show that the spread of activities in the area throughout the day result in generally good to fair traffic operating conditions. As such, Katz, Okitsu & Associates, in agreement with the City of Los Angeles Department of Transportation, have

concluded that a full traffic study is not warranted (Elizabeth Culhane, Engineer, LADOT, personal communication, November 2000). The following sections summarize observed traffic conditions and activities in the general vicinity of the site.

### **Traffic**

During the weekday morning and evening peak periods, observed traffic flows of the adjacent roadways are moderate. Traffic flows on Alameda Street, Central Avenue, 6<sup>th</sup> Street and 7<sup>th</sup> Street are relatively light when compared to other nearby areas. This can be attributed to the fact that the majority of neighborhood traffic is generated by industrial type of businesses, which do not generate their peak levels of traffic during the traditional commute hours. Most of the intersections in the surrounding area were observed to operate with moderate levels of delay. In many cases the delay is not so much generated by high volumes of traffic, rather by the presence of large trucks.

On weekends, traffic in the vicinity was observed to be light, with good levels of service at all intersections in the vicinity.

### **Parking**

On-street parking is available in the area. However, on-street parking is prohibited on the perimeter of the site. Most of the on-street spaces are controlled by long-term meters, which typically allow 4-hours parking use. During field observations during a weekday, the utilization and occupancy rates at the on-street meters was low.

The proposed expansion includes the construction of parking for 120 within the Division 1 property. This will add the ability to handle parking for MTA employees and visitors on-site. Currently, MTA employees and some visitors must park off-site at area wide surface lots.

If parking demand exceeds on-site parking capacity, the excess parking demand could be easily satisfied with on-street parking for short-term needs and at off-street lots for long-term needs.

### **Industrial Street Vacation**

The proposed project would result in the partial closure of Industrial Street. The closure would extend from about the midpoint of the block eastward to Alameda Street. A review of traffic count data provided by LADOT show that Industrial Street has fairly low traffic volumes. According to the count data Industrial Street carries about 425 daily trips and about 107 and 62 vehicle trips during the morning and evening peak periods respectively. The proposed project site is currently vacant land. The property to the west is occupied and has an associated surface parking lot next to it with a driveway on Industrial Street. Access to this property and its parking lot would not be impacted by the closure, as access to Central Avenue would be maintained.

The partial closure of Industrial Street would not adversely affect traffic operations at nearby intersections or on area wide streets as the volume of redistributed traffic would be light.



## CONCLUSIONS

The proposed expansion of the MTA Division 1 facility would result in a net increase of 61 vehicle trips during the AM peak period and 87 vehicle trips during the evening peak period. Based on field observations of the surrounding streets and intersections, the added trips are not expected to have a significant adverse impact on the traffic levels of service in the area.

A parking lot with 120 spaces will be constructed as part of the expansion. The construction of the lot is expected to accommodate all parking demand generated by the proposed expansion.

No traffic mitigation measures would appear to be warranted as a result of the proposed expansion.

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