Final

Modified Initial Study/Addendum

for the

Proposed Project Enhancements

to the

Los Angeles Eastside Light Rail Transit Project

June 2003

Prepared for:

Los Angeles County
Metropolitan Transportation Authority

Prepared by:

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1.0 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (MTA) is preparing this Addendum to evaluate the environmental impacts associated with the proposed "Project Enhancements" to the previously adopted Los Angeles Eastside Corridor. MTA is proposing minor enhancements to the MTA Board-approved Locally Preferred Alternative (LPA) for the Eastside Light Rail Transit (LRT) Project. The MTA Board of Directors certified a Final Supplemental Environmental Impact Statement (SEIS)/Subsequent Environmental Impact Report (SEIR) for the original project on February 28, 2002.

Since the certification of the Final SEIS/SEIR, several Project Enhancements to the original project have occurred that could not be reasonably foreseen during the preparation of the SEIS/SEIR. The Project Enhancements include the following: at the Commercial Street Overcrossing, the proposed aerial structure would reduce traffic congestion; at the West Portal, the trench length would be shortened, thereby reducing surface disturbance; at the East Portal, the acquisition of an additional 30 feet of land on the north side of 1st Street would allow for two through lanes of traffic in both directions instead of one through lane in each direction; at the park and ride lot, a three level structure will be built instead of a surface lot in order to accommodate the continued operation of the former Kaiser Permanente Facility. Park and ride will be free of charge for transit users at this location.

These Project Enhancements were not evaluated in the Final SEIS/SEIR prepared for this project. Depending on the significance of their environmental impact, the Project Enhancements may require mitigation measures. All of the mitigation measures are expected to already be specified in the Final SEIS/SEIR.

This modified Initial Study (IS)/Addendum to the Eastside LRT SEIS/SEIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA), and the *Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines)*, for the purpose of analyzing the direct, indirect, and cumulative environmental effects associated with the proposed Project Enhancements. The *State CEQA Guidelines* are codified as §15000 *et seq.* of the California Code of Regulations (CCR). This document is also intended to provide the Federal Transit Administration (FTA) with sufficient information to prepare a National Environmental Policy Act (NEPA) (as codified in 42 U.S.C. 4321 *et seq.*), Class II Categorical Exclusion (CE) as outlined in 23 CFR & §771.115 and §771.117 Final Rule of the *Federal Register, Part II Department of Transportation Environmental Impact and Related Procedures,* August 28, 1987. CEs include actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) and no further action under NEPA is required. While it appears that the project meets the criteria for a CE, the FTA's final determination will be made after review of the modified IS/Addendum. Should the project require further analysis such as an EA, that document would be prepared under separate cover and primarily based on information provided in this modified IS.

1.1 PROJECT BACKGROUND AND OVERVIEW

Eastside Corridor planning for the Red Line Extension was initiated in 1990 through the Alternative Analysis/Draft EIS/Draft EIR document. Following extensive public review of the ten alternatives presented in the April 1993 Alternative Analysis/DEIS/DEIR document, the MTA Board of Directors in June 1993 selected the LPA for the Los Angeles Eastside Corridor. The Final EIS/EIR for the Eastside Corridor was completed in June 1994. The Record of Decision was signed in December 1994. Full Funding Grant Agreements were subsequently executed with the FTA and the projects were transitioned into the construction phase. In January 1998, the MTA suspended work on extensions of the Metro Red Line heavy rail subway projects.

In June 1999, the MTA initiated a Re-Evaluation/Major Investment Study (MIS) for the Eastside Transit Corridor. On February 24, 2000, the MTA Board adopted a LRT Build Alternative that would extend from Union Station (as an extension of the Pasadena Blue Line – now the Gold Line) to Beverly and Atlantic Boulevards utilizing Alameda Street, 1st Street, Indiana Street, 3rd Street, and Beverly Boulevard, with a tunnel under Boyle Heights from approximately Utah Street to Lorena Street under 1st Street.

The public review of the Draft SEIS/SEIR began March 2, 2001 through the Notice of Availability in the Federal Register and with a Notice of Completion filed with the State Clearinghouse. Public notices also appeared in local newspapers and through an extensive mailing to provide the public advanced notice of the community public hearings. At the MTA Board meeting of May 24, 2001, the Board formally adopted the LPA for the Eastside Corridor to be the LRT project.

After the May 24th meeting, MTA modified some portions of the LRT Build Alternative (Option A) and added one route refinement option (Option B). In a report to FTA from MTA, submitted in October 2001, it was found that neither Option A nor Option B would result in any significant adverse impacts that were not already evaluated in the Draft SEIS/SEIR. In some cases, the options would result in a lessening of adverse impacts.

On February 28, 2002, the MTA Board adopted the LPA and certified the Final SEIS/SEIR for the Los Angeles Eastside Corridor. The FTA issued a Record of Decision for the Project SEIS/SEIR on June 17, 2002. Since that time, further preliminary engineering activities have shown that certain improvements to the LPA can be made that would reduce the overall environmental impacts to the community and improve the efficiency of the system for a minimal cost. These improvements were not contemplated in the Final SEIS/SEIR and this modified IS will evaluate the environmental impacts associated with the proposed Project Enhancements.

1.2 STATUTORY AUTHORITY

CEQA

The *State CEQA Guidelines* in §15064 requires the Lead Agency to prepare an Addendum to a previously certified EIR if some minor technical changes or additions are necessary and none of the conditions that would require a subsequent EIR (as defined in *State CEQA Guidelines* §15062) would occur. Generally, this means that the changes would not potentially result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, nor is new information of substantial importance being provided that would alter the feasibility of mitigation measures or alternatives.

In this case, the MTA, acting in the capacity of the Lead Agency, has elected to use this modified IS/Addendum to determine whether the changes and additions proposed would alter the environmental effects anticipated in the Eastside LRT Final SEIS/SEIR. By comparing the potential environmental change that would result from implementation of the proposed actions described in this modified IS/Addendum with the environmental change expected in the Final SEIS/SEIR, a determination will be made whether the conditions of §15062 are met, in which case a subsequent EIR will be required. However, if none of the conditions are met, and no new significant environmental effects or a substantial increase in the severity of a previously identified significant effect, nor new information of substantial importance is being introduced, then this Addendum can be attached to the Final SEIS/SEIR, with no other changes to the Final SEIS/SEIR being required. This determination of whether a subsequent EIR will be required is also relevant to the FTA; if the Project Enhancements require that a subsequent EIR be

prepared, it is unlikely to meet the requirements for the issuance of a CE, which requires that the project not have significant environmental impacts.

An agency must prepare an Addendum to the previously certified EIR if the Lead or Responsible Agency's role in the project is not complete and some changes or additions are necessary to the project, but none of the conditions triggering a Subsequent EIR, Negative Declaration, or Supplemental EIR have occurred.

Section 15164 of the *State CEQA Guidelines* states that "(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred. (b) An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a Subsequent EIR or negative declaration have occurred. (c) An Addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration. (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project. (e) A brief explanation of the decision not to prepare a Subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence."

MTA has reviewed the proposed Project Enhancements as described in Section 2 of this Addendum, in light of these relevant sections in the *State CEQA Guidelines*. In addition, MTA has assessed the proposed Project Enhancements using the MTA's modified Initial Study format. As the CEQA lead agency, MTA has determined that this Addendum is the appropriate environmental documentation for the proposed project modifications.

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

1. A description of the project, including the location of the project;
2. An identification of the environmental setting;
3. An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
4. A discussion of ways to mitigate any significant effects identified, if any;
5. An examination of whether the project is compatible with existing zoning, plans and other applicable land use controls; and
6. The name of the person or persons who prepared or participated in the preparation of the IS.

NEPA

The primary law governing the FTA's environmental protection process is NEPA, as amended. NEPA establishes an umbrella process for coordinating compliance with each law through the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Finding of No Significant Impact (FONSI) for all major federal actions that may potentially affect the environment. Other special purpose statutes and procedures may apply as well, depending on specific circumstances, e.g., protective measures for historic properties, wetlands, floodplains, etc. If related environmental review requirements apply, they are to be undertaken as part of the NEPA compliance process.

NEPA establishes protection of the environment as a national priority and mandates that environmental impacts must be considered before any federal action likely to significantly affect the environment is undertaken. The Act has four primary purposes: 1) to declare a national environmental policy; 2) to promote efforts to protect the environment; 3) to improve national understanding of environmental issues; and 4) to establish the Council on Environmental Quality (CEQ).

The "action-forcing" provisions of NEPA are contained in Section 102 C (42 U.S.C. 4332). This section includes three primary mandates:

1. to the extent possible, policies, regulations, and laws of the federal government must be interpreted and administered in accordance with NEPA;
2. federal agencies must use an interdisciplinary approach in planning and decision making that impacts the human and natural environment; and
3. the preparation of an EIS is required on all major federal actions that may significantly affect the human or natural environment.

The application of NEPA to mass transportation projects is reinforced in the federal surface transportation statutes (23 U.S.C. Highways and 49 U.S.C. Transportation), that require the Secretary of Transportation to ensure NEPA mandates have been met before approving applications for federal financial assistance.

Section 771.117(d) of 23 CFR states that additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after FTA approval. The applicant is to submit documentation, which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result.

1.3 INCORPORATION BY REFERENCE

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

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

- *Los Angeles Eastside Corridor Final Supplemental Environmental Impact Statement/Final Environmental Impact Report* prepared by the U.S. Department of Transportation, Federal Transit Authority and the Los Angeles County Metropolitan Transportation Authority, January 4, 2002.

- *Final Initial Study/Environmental Assessment on Southbound United States Highway 101 (US-101) Ramp Alignment Project,* prepared by the California Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, June 2000.

1.4 LIST OF ENTITLEMENTS AND REGULATORY PERMITS

It is expected that all project entitlements and regulatory permits that will be required by the proposed Project Enhancements have already been identified in the Final SEIS/SEIR. Any additional entitlements and regulatory permits that are found to be required and are not already specified in the Final SEIS/SEIR will be identified.

1.5 SUMMARY AND COMPARISON OF IMPACTS

In Section 3 of this Addendum and Appendices, a thorough analysis has been conducted on the potential impacts associated with the proposed Project Enhancements to the Eastside Corridor. In summary, none of the proposed Project Enhancements are anticipated to result in significant adverse impacts beyond those impacts already disclosed in the Final SEIS/SEIR for the Los Angeles Eastside Corridor Project. In addition, the modified project description information and the less than significant impacts associated with each Project Enhancement do not reach the threshold for preparing a subsequent or supplemental EIR pursuant to Section 15162 of the *State CEQA Guidelines*.

2.0 DESCRIPTION OF THE PROPOSED PROJECT ENHANCEMENTS

2.1 Project Location

The Eastside Corridor generally extends from Alameda Street in central Los Angeles eastward through the Little Tokyo and Arts District communities, and the Boyle Heights community in the City of Los Angeles; the City Terrace, Belvedere and East Los Angeles communities in unincorporated County of Los Angeles; and a portion of the City of Monterey Park. The LRT Project is approximately six miles long with eight new stations from a connection with the Pasadena Gold Line at Union Station to Pomona and Atlantic Boulevards via Alameda Street, 1st Street, Indiana Street, 3rd Street, and Pomona Boulevard. Please see Figure 2-1, Eastside Corridor Study Area and Figure 2-2, LRT Build Alternative. The engineering drawings for the Project Enhancements are included in Appendix A.

The proposed Project Enhancements are located at the following locations:

- Commercial Street Overcrossing: Union Station area in central Los Angeles, extending southward along Commercial and Alameda streets, and on Ducommun Street.
- West Portal: Boyle Heights area, starting at 1st Street at Gless Street and extending to Pecan Street.
- East Portal: Boyle Heights area, just west of the East Los Angeles, starting approximately 500 feet west of Lorena Street on 1st Street and concluding before Lorena Street.
- 200-Space, 3-Level Park and Ride Lot: East Los Angeles ,at the northwest corner of Atlantic and Pomona Boulevards.

2.2 Environmental Setting

Central City and Central City North

The sub-districts that comprise these areas primarily define the existing land uses of the Central City and Central City North area. North of the Hollywood Freeway is El Pueblo State Historic Park. West of Alameda Street and south of the Hollywood area is the eastern portion of the Los Angeles Civic Center, which contains governmental buildings. From 1st Street south to 3rd Street is the historic and contemporary Little Tokyo community. The land uses include a variety of retail uses, hotels, museums, residential complexes, and community oriented uses. South of 1st Street, the area consists primarily of light industrial uses and the expanding retail toy industry, which has reused older structures and created some new infill industrial structures.

The area east and west of Alameda Street and north of the Hollywood Freeway is part of the Central City North area. The sub-district north of the Hollywood Freeway includes Union Station and the Gateway Center. South of the Hollywood Freeway, the land uses are primarily light industrial uses, facilities for the Los Angeles Department of Water and Power, and several large vacant parcels. The area along 1st Street and south to 3rd Street also contains several Little Tokyo oriented retail uses. South of 1st Street are the expanding artist loft district and studios intermixed with light industrial uses and scattered vacant parcels. There are over 600 art and residential units in the area. At Alameda and 1st streets are the approved First Street South Plaza projects, which will replace currently vacant parcels with a large mixed-use project. Also, on the Mangrove Estates, the City of Los Angeles plans to develop new civic uses in this area, including police headquarters, fire station and other emergency services facilities.

Figure 2-1 Eastside Cooridor Study Area

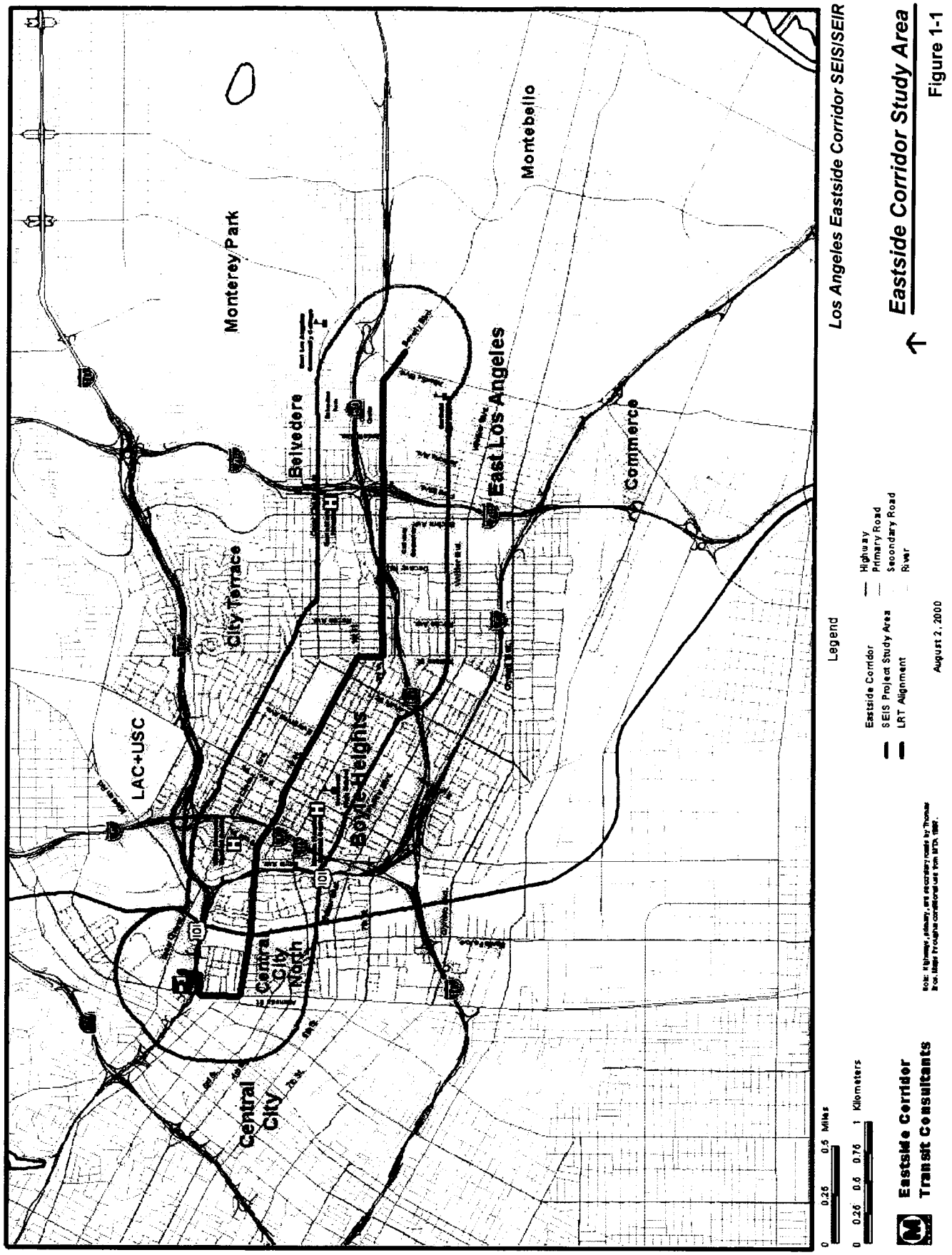
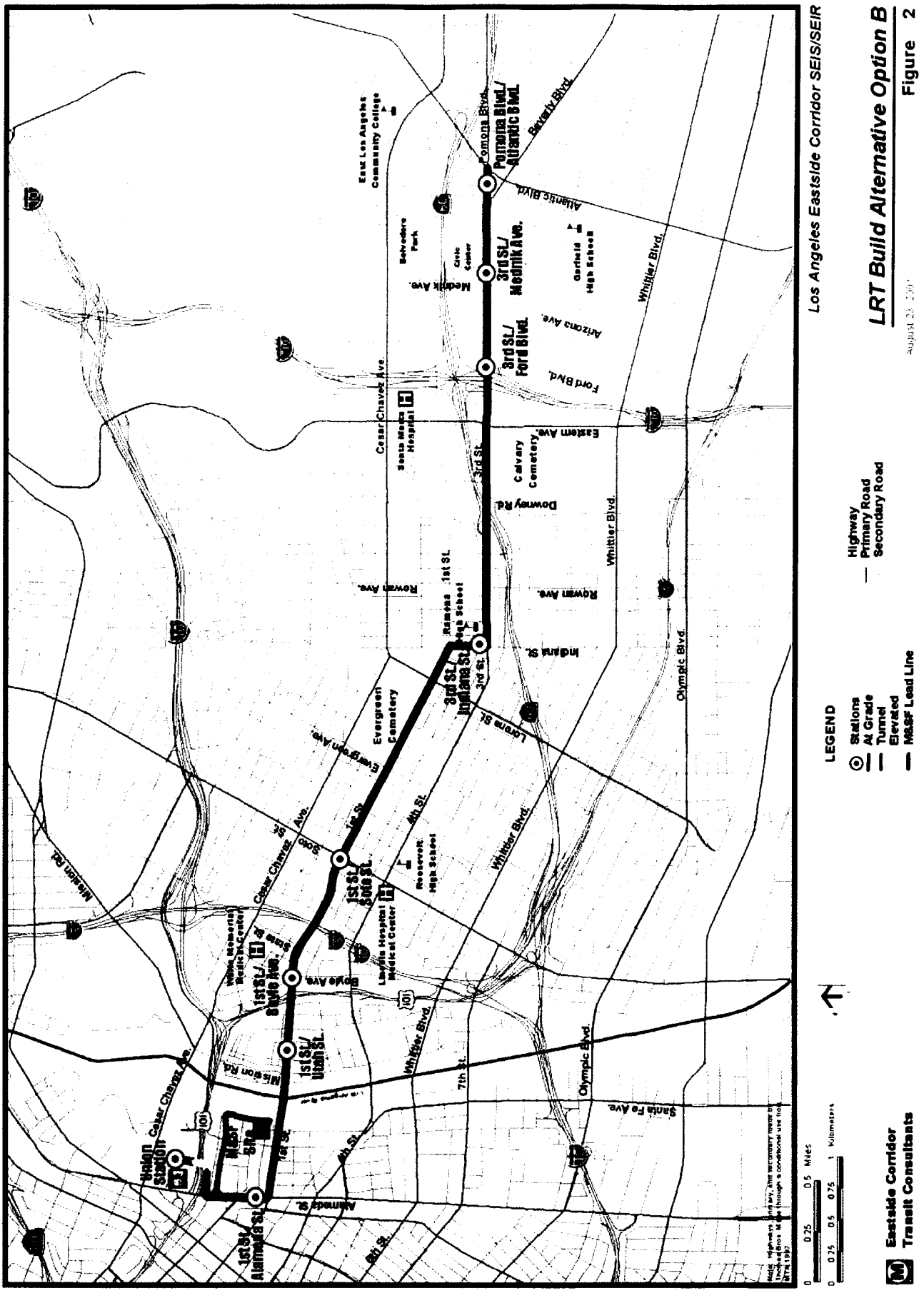


Figure 2-2 LRT Build Alternative



Boyle Heights Community

Boyle Heights has a mixture of residential, commercial, and public uses. Between Mission St. and Gless Street, residential land uses include Aliso Village and Pico Gardens public housing projects, and a variety of residential densities ranging from two to over five units per lot with small scattered areas of single family units. Smaller parcels, coupled with the mix and variety of housing types and larger than county average household sizes all contribute to higher population densities in Boyle Heights. East from the proposed 1st Street/Lorena Street intersection, the land uses are primarily single-family residential uses.

Neighborhood-oriented commercial uses exist along the frontage of 1st Street from Boyle Avenue on the west to Evergreen Avenue on the east. This commercial frontage is also intermixed with residential uses, public and community facilities. The small commercial hub, known as "El Mercado" is also located on 1st Street, just east of Lorena Street.

East Los Angeles Community

From Indiana Street to Mednik Avenue on the east, the neighborhoods are developed primarily with one- and two-family residential dwellings per lot. A cluster of residential apartments is located along Mednik Avenue, south of Cesar Chavez Avenue. The Nueva Maravilla Housing Project, which was demolished and rebuilt in the early 1970's, is located north of Cesar Chavez Avenue.

Neighborhood serving commercial uses are located along Cesar Chavez Avenue with commercial nodes just east of Indiana Street and at Ford Boulevard and along 1st Street primarily concentrated east of Indiana Street. 3rd Street, from Indiana Street to La Verne Avenue, contains very scattered commercial uses intermixed with residential uses, public and community facilities. The frontages near the intersection of Beverly and Pomona boulevards with Atlantic Boulevard contain a concentration of commercial related uses.

2.3 Description and Purpose of the Proposed Project Enhancements

The proposed Project Enhancements are:

Commercial Street Overcrossing

Final SEIS/SEIR – Alignment departs south from Union Station on a bridge over the U.S. Highway 101 Freeway onto a mechanically stabilized earth (MSE) causeway located on the north side of Commercial Street. The alignment descends to the west to grade level at Alameda Street where it then crosses Commercial Street and heads south. The alignment is at-grade from that point on. From Commercial Street to 1st Street, the alignment runs along the eastside of Alameda Street. Properties to be acquired as part of this option include a Mobil gas station and the existing landscaped area of the City Department of Public Works (DPW) Facility. At Ducommun Street, yard lead tracks head east on Ducommun Street at grade. Tracks are grade separated with the exemption of the yard lead.

Project Enhancement – Alignment departs from Union Station south on a bridge over the U.S. Highway 101 Freeway on an aerial structure located on the north side of Commercial Street. The alignment proceeds west to a point just east of Alameda Street. The alignment then proceeds south, bridging over Commercial Street onto an MSE causeway just east of Alameda Street. The alignment descends the MSE causeway as it moves south reaching grade just north of Temple Street. For the yard lead tracks, Ducommun Street is closed to through traffic and the yard lead tracks descend an MSE causeway to just west of Hewitt Street. No new properties are to be acquired with this option.

West Portal

Final SEIS/SEIR – The alignment proceeds easterly, at grade, in the middle of 1st Street. At Clarence Street, the alignment descends into a 30-foot wide trench (U-section) extending 500 feet to just west of Pecan Street. From the U-section, the alignment enters the 1.7-mile tunnel proceeding east under Boyle Heights. Gless Street is closed to through traffic. Approximately 20 feet of roadway remains on either side of the U-section. Parking is restricted on either side and sidewalks are reduced to 5-foot widths. No property is purchased.

Project Enhancement – The alignment proceeds easterly, at-grade, in the middle of 1st Street. At Gless Street, the alignment initiates its descent, a 30-foot U-section extending 270 feet to just west of the U.S. Highway 101 Freeway off-ramp. The off-ramp will be improved and require the acquisition of the adjacent empty lot. The alignment then continues to proceed east into the 1.7-mile tunnel. The U-section is approximately 270 feet long, starting at Gless Street and ending just west of the U.S. Highway 101 Freeway southbound off-ramp. Gless Street is closed to through traffic. Approximately 20 feet of roadway remains on either side of the U-section. Parking is restricted on either side. Approximately 3 feet of frontage property is purchased from the north side of the street to provide an 8-foot sidewalk.

East Portal

Final SEIS/SEIR – The alignment proceeds easterly directly under 1st Street resurfacing approximately 500 feet west of the intersection of 1st Street and Lorena Street. The U-section lies in the middle of 1st Street. Parking is maintained on the south side of the street, just west of Lorena Street. One 10-foot lane remains for eastbound traffic and one 10-foot westbound lane remains for westbound traffic. Parking is restricted on the north side of the street. Sidewalks are narrowed to 5 feet on either side. No property is purchased.

Project Enhancement – The alignment proceeds easterly directly under 1st Street resurfacing approximately 500 feet west of the intersection of 1st Street and Lorena Street. The U-section lies on the north side of 1st Street. Approximately 30 feet of property will be acquired from Los Angeles County on the north side of 1st Street. The street is widened to the north of the U-section. A parking lane and two through lanes of traffic are maintained for eastbound traffic. Two through lanes of traffic are maintained for westbound traffic with parking restricted in that direction. Both sidewalks are approximately 10 feet wide or greater.

200-Space, 3-Level Park and Ride Lot: East Los Angeles, at the northwest corner of Atlantic and Pomona Boulevards.

Final SEIS/SEIR – At the northwest corner of Atlantic and Pomona Boulevards, a 200-space park and ride lot would be constructed. The site is currently the location of a Kaiser Permanente hospital clinic and parking lot as well as five other businesses, including a medical laboratory, a used car lot, an auto repair shop, a furniture store, and a warehouse. Kaiser intends to dispose of their existing facility once the new clinic (under construction) is completed, and MTA would purchase the property.

Project Enhancements – A 3-level parking structure will be provided on property acquired as part of this project. Less property would be acquired at this site to allow for the continued operation of the Kaiser Medical facility located adjacent to the site. Park and ride will be free of charge for transit users at this location.

2.4 Project Objectives

The Project Objectives of the Eastside Corridor are:

1) Improve access and mobility for residents, employees, and visitors to the Eastside Corridor
   - ♦ Provide direct service to employment opportunities

- Provide direct service to education, medical, shopping, and cultural opportunities
- Minimize total travel times
- Maximize transit ridership
- Minimize transfers and changes of mode by integrating the system
- Provide convenient access and improve connectivity to the regional transit system
- Provide for the long-term expansion of the future transit system

2) Support land use and development goals as stated in the City of Los Angeles and County of Los Angeles plans for:
   - Community plan consistency
   - Regional plan consistency
   - Joint development opportunities
   - Increased land use intensity in transit station areas
   - Mixed-use commercial/residential development
   - Create a pedestrian-oriented environment
   - Enhance urban design features
3) Achieve local consensus by ensuring that the process is responsive to the community and policy-makers
   - Define the desired transit system attributes from a community perspective
   - Maximize the opportunities for community and resident input
   - Enhance the public image of the proposed transit improvements
   - Build community and political support through effective communication and integration with local and regional plans
4) Provide a transportation project that is compatible with and enhances the physical environment whenever possible
   - Implement an alternative that minimizes adverse impacts on the environment
   - Minimize air pollution
   - Minimize noise pollution
   - Minimize vibration impacts
   - Minimize the disturbance of public facilities
   - Minimize impacts on cultural resources, such as those that are historic, archaeological, or involve parkland
   - Conform to all local, state, and federal environmental regulations
5) Provide a transportation project that minimizes adverse impacts on the community.
   - Minimize business and residential dislocations, community disruptions, and damage to property
   - Avoid creating physical barriers, destroying neighborhood cohesion, or diminishing the quality of the human environment
   - Minimize traffic and parking impacts
   - Minimize impacts during periods of construction
6) Provide a transportation project that is reasonably within budget constraints for both capital and operating expenses.
   - Ensure adequate local funding commitments to secure federal and state contributions
   - Ensure adequate operating funds
   - Ensure fiscal consistency with the MTA's current financial plan
   - Minimize right-of-way costs by using land previously acquired by the MTA

3.0 MODIFIED ENVIRONMENTAL CHECKLIST FORM

3.1 Introduction

This Modified Initial Study includes the MTA Modified Environmental Checklist Form, which is presented below. All environmental issues are discussed and documentation for each conclusion (YES or NO) is provided in Section 4. This environmental analysis is performed pursuant to *State CEQA Guidelines* Section 15162(a) and *Public Resources Code* Section 21166.

The environmental impacts being reviewed are limited solely to the proposed Project Enhancements as discussed herein. The significance of the impacts have been evaluated in light of the mitigation measures, which have been incorporated into the project. In addition, this Modified Initial Study will serve to provide an analysis of whether the proposed changes are substantial changes, which will require major revisions in the January 2002 Final SEIS/SEIR due to the involvement of new significant environmental impacts not considered in previous environmental documents.

1. **Project title:**	Proposed Project Enhancements to the Approved Los Angeles Eastside Corridor
2. **Lead agency name and address:**	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2932
3. **Contact person and phone number:**	James Sowell, 213/922–7306 Ray Sosa, 213/922-3098
4. **Project location:**	Commercial Street Overcrossing: Union Station area in central Los Angeles, extending southward along Commercial and Alameda streets, and on Ducommun Street. West Portal: Boyle Heights area, starting at 1st Street at Gless Street and extending to Pecan Street. East Portal: Boyle Heights area, starting approximately 500 feet west of Lorena Street on 1st Street and concluding before Lorena Street. 200-Space, 3-Level Park and Ride Lot: East Los Angeles, at the northwest corner of Atlantic and Pomona Boulevards.
5. **Project sponsor's name and address:**	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2932

6. **General plan designation:** The Eastside LRT proceeds approximately 6-miles east-southeast, extending from the Los Angeles downtown area through the County of Los Angeles area of East Los Angeles. As such, the project General Plan designation varies depending where in the city and/or county one might be located. In the Central City North Community Plan area, the LRT project proceeds through commercial, industrial, public facilities and open space. In the Boyle Heights

Community Plan area, the Eastside LRT proceeds through predominantly commercial uses. In the East Los Angeles Community Plan, the Eastside LRT proceeds through predominantly commercial uses.

7. **Zoning:** See General Plan designation discussion above. The zoning also varies throughout the 6-mile length of the Eastside LRT project. Zoning includes regional commercial (C2, C1.5, C4, CR, P, PB) and limited industrial (M2, MR2), public facilities (PF) and open space (OS),

8. **Description of project:** The proposed Project Enhancements are:

Commercial Street Overcrossing

Final SEIS/SEIR – Alignment departs south from Union Station on a bridge over the U.S. Highway 101 Freeway onto a mechanically stabilized earth (MSE) causeway located on the north side of Commercial Street. The alignment descends to the west to grade level at Alameda Street where it then crosses Commercial Street and heads south. The alignment is at-grade from that point on. From Commercial Street to 1st Street, the alignment runs along the eastside of Alameda Street. Properties to be acquired as part of this option include a Mobil gas station and the existing landscaped area of the City Department of Public Works (DPW) Facility. At Ducommun Street, yard lead tracks head east on Ducommun Street at grade. Tracks are grade separated with the exemption of the yard lead.

Project Enhancement – Alignment departs from Union Station south on a bridge over the U.S. Highway 101 Freeway on an aerial structure located on the north side of Commercial Street. The alignment proceeds west to a point just east of Alameda Street. The alignment then proceeds south, bridging over Commercial Street onto an MSE causeway just east of Alameda Street. The alignment descends the MSE causeway as it moves south reaching grade just north of Temple Street. For the yard lead tracks, Ducommun Street is closed to through traffic and the yard lead tracks descend an MSE causeway to just west of Hewitt Street. No new properties are to be acquired with this option.

West Portal

Final SEIS/SEIR – The alignment proceeds easterly, at grade, in the middle of 1st Street. At Clarence Street, the alignment descends into a 30-foot wide trench (U-section) extending 500 feet to just west of Pecan Street. From the U-section, the alignment enters the 1.7-mile tunnel proceeding east under Boyle Heights. Gless Street is closed to through traffic. Approximately 20 feet of roadway remains on either side of the U-section. Parking is restricted on either side and sidewalks are reduced to 5-foot widths. No property is purchased.

Project Enhancement – The alignment proceeds easterly, at-grade, in the middle of 1st Street. At Gless Street, the alignment initiates its descent, a 30-foot U-section extending 270 feet to just west of the U.S. Highway 101 Freeway off-ramp. The off-ramp will be improved and require the acquisition of the adjacent empty lot. The alignment then continues to proceed east into the 1.7-mile tunnel. The U-section is approximately 270 feet long, starting at Gless Street and ending just west of the U.S. Highway 101 Freeway southbound off-ramp. Gless Street is closed to through traffic. Approximately 20 feet of roadway remains on either side of the U-section. Parking is restricted on either side. Approximately 3 feet of frontage property is purchased from the north side of the street to provide an 8-foot sidewalk.

East Portal

Final SEIS/SEIR – The alignment proceeds easterly directly under 1st Street resurfacing approximately 500 feet west of the intersection of 1st Street and Lorena Street. The U-section lies in the middle of 1st

Street. Parking is maintained on the south side of the street, just west of Lorena Street. One 10-foot lane remains for eastbound traffic and one 10-foot westbound lane remains for westbound traffic. Parking is restricted on the north side of the street. Sidewalks are narrowed to 5 feet on either side. No property is purchased.

Project Enhancement – The alignment proceeds easterly directly under 1st Street resurfacing approximately 500 feet west of the intersection of 1st Street and Lorena Street. The U-section lies on the north side of 1st Street. Approximately 30 feet of property will be acquired from Los Angeles County on the north side of 1st Street. The street is widened to the north of the U-section. A parking lane and two through lanes of traffic are maintained for eastbound traffic. Two through lanes of traffic are maintained for westbound traffic with parking restricted in that direction. Both sidewalks are approximately 10 feet wide or greater.

200-Space, 3-Level Park and Ride Lot: East Los Angeles, at the northwest corner of Atlantic and Pomona Boulevards.

Final SEIS/SEIR – At the northwest corner of Atlantic and Pomona Boulevards, a 200-space park and ride lot would be constructed. The site is currently the location of a Kaiser Permanente hospital clinic and parking lot as well as five other businesses, including a medical laboratory, a used car lot, an auto repair shop, a furniture store, and a warehouse. Kaiser intends to dispose of their existing facility once the new clinic (under construction) is completed, and MTA would purchase the property.

Project Enhancements – A 3-level parking structure will be provided on property acquired as part of this project. Less property would be acquired at this site to allow for the continued operation of the Kaiser Medical facility located adjacent to the site.

9. Surrounding land uses and setting:

Commercial Street Overcrossing

Alameda Street is a major roadway, currently 64 feet (ft.) in width with 8 ft. right-of-way on either side. It has five lanes (two north, two south, and a center lane). Ducommun Street is a minor roadway, with a single lane in each direction. The land use is commercial and institutional, with the Roybal Federal Building and Federal Jail on the west side of Alameda Street, and manufacturing and warehousing on the east side of Alameda Street.

West Portal

1st Street in this area is currently 56 ft. wide with a 12-foot right-of-way on either side. It has four lanes, two in each direction, and parking lanes on both sides. Gless and Pecan Streets are minor streets, both with a single lane in each direction. The area is residential in nature, with the Pecan Street Playground being located between Gless and Pecan streets, south of 1st Street.

East Portal

1st Street and Lorena Street are both major streets with two lanes of traffic in each direction. The 1st Street and Lorena Street intersection is surrounded by various land uses. The southeast and northeast corners contain commercial buildings, while the southwest corner is multi-family residential. To the northwest of the intersection is the Los Angeles County Crematorium.

200-Space, 3-Level Park and Ride Lot

At the northwest corner of Atlantic and Pomona Boulevards, a 200-space park and ride lot would be constructed. The site is currently the location of a Kaiser Permanente hospital clinic and parking lot as well as five other businesses, including a medical laboratory, a used car lot, an auto repair shop, a furniture store, and a warehouse.

10. Other public agencies whose approval is required:

All project entitlements and regulatory permits that will be required by the proposed Project Enhancements have already been identified in the Final SEIS/SEIR. Should any additional entitlements and regulatory permits be required that are not already specified in the SEIS/SEIR, they will be identified and properly attained prior to any work being performed in that area.

Environmental Factors Potentially Affected:

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

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

DETERMINATION:

On the basis of this initial evaluation:

☐ Consistent with *State CEQA Guidelines* §15162, I find that the proposed Project Enhancements to the Los Angeles Eastside Corridor project could substantially change the project and require major revisions of the previous EIR due to the involvement of new significant environmental effects or increase in the severity of previously identified significant effects; could substantially change the circumstances under which the project is undertaken, which will require major revision of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, and significant effects, mitigation measures and/or alternatives are substantially changed; and therefore, a Subsequent EIR will be prepared.

☐ Consistent with *State CEQA Guidelines* §15163, I find that the proposed Project Enhancements to the Los Angeles Eastside Corridor project would meet any of the conditions described in §15162 and would require the preparation of a subsequent EIR; and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed condition; and therefore, a Supplemental EIR will be prepared.

☑ Consistent with *State CEQA Guidelines* §15164, I find that the proposed Project Enhancements to the Los Angeles Eastside Corridor project could change or additions are necessary, but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred; and therefore, an Addendum to the EIR will be prepared.

Ray A. Sosa
Deputy Planning Manager
MTA

Date 7/31/03

Diego Cardoso
Director of Central Area Planning Team
MTA

Date 7/31/03

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 offsite as well as onsite, 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 the 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 explanation 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 level of impact to less than significant.

Issues & Supporting Information Sources	Impact Potential? Yes	Impact Potential? No	If Yes, Discussed in previous EIR? Yes	If Yes, Discussed in previous EIR? No	Substantial revisions required to previous EIR? Yes	Substantial revisions required to previous EIR? No
I. AESTHETICS - Would the project:						
a. Have a substantial adverse effect on a scenic vista?	☐	☑	☐	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☑	☐	☐	☐	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☑	☐	☐	☐	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☑	☐	☐	☐	☐
II. AGRICULTURAL RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. Would the project:						
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☑	☐	☐	☐	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☑	☐	☐	☐	☐
c. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	☐	☑	☐	☐	☐	☐
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:						
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☑	☐	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which	☐	☑	☐	☐	☐	☐

Issues & Supporting Information Sources	Impact Potential? Yes	Impact Potential? No	If Yes, Discussed in previous EIR? Yes	If Yes, Discussed in previous EIR? No	Substantial revisions required to previous EIR? Yes	Substantial revisions required to previous EIR? No
exceed quantitative thresholds for ozone precursors)?						
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☑	☐	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☑	☐	☐	☐	☐
IV. BIOLOGICAL RESOURCES - Would the project:						
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐	☐	☐
c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	☐	☑	☐	☐	☐	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☑	☐	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☑	☐	☐	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☑	☐	☐	☐	☐
V. CULTURAL RESOURCES - Would the project:						
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☑	☐	☐	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☑	☐	☑	☐	☐	☑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐	☐	☐

Issues & Supporting Information Sources	Impact Potential? Yes	Impact Potential? No	If Yes, Discussed in previous EIR? Yes	If Yes, Discussed in previous EIR? No	Substantial revisions required to previous EIR? Yes	Substantial revisions required to previous EIR? No
VI. GEOLOGY AND SOILS - Would the project:						
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☑	☐	☐	☐	☐
ii) Strong seismic ground shaking?	☐	☑	☐	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☑	☐	☐	☐	☐
iv) Landslides?	☐	☑	☐	☐	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☑	☐	☐	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☑	☐	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	☐	☑	☐	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☑	☐	☐	☐	☐
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:						
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☑	☐	☑	☐	☐	☑
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☑	☐	☑	☐	☐	☑
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☑	☐	☐	☐	☐
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the	☑	☐	☑	☐	☐	☑

Issues & Supporting Information Sources	Impact Potential? Yes	Impact Potential? No	If Yes, Discussed in previous EIR? Yes	If Yes, Discussed in previous EIR? No	Substantial revisions required to previous EIR? Yes	Substantial revisions required to previous EIR? No
environment?						
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☑	☐	☐	☐	☐
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☑	☐	☐	☐	☐
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☑	☐	☐	☐	☐
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☑	☐	☐	☐	☐
VIII. HYDROLOGY AND WATER QUALITY - Would the project:						
a. Violate any water quality standards or waste discharge requirements?	☑	☐	☑	☐	☐	☑
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☑	☐	☑	☐	☐	☑
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☑	☐	☐	☐	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☑	☐	☐	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff?	☐	☑	☐	☐	☐	☐
f. Otherwise substantially degrade water quality?	☐	☑	☐	☐	☐	☐
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☑	☐	☐	☐	☐

Issues & Supporting Information Sources	Impact Potential? Yes	Impact Potential? No	If Yes, Discussed in previous EIR? Yes	If Yes, Discussed in previous EIR? No	Substantial revisions required to previous EIR? Yes	Substantial revisions required to previous EIR? No
h. Place within a 100-year floodplain structures that would impede or redirect flood flows?	☐	☑	☐	☐	☐	☐
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☑	☐	☐	☐	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☑	☐	☐	☐	☐
IX. LAND USE AND PLANNING – Would the project:						
a. Physically divide an established community?	☐	☑	☐	☐	☐	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☑	☐	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☑	☐	☐	☐	☐
X. MINERAL RESOURCES - Would the project:						
a. Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?	☐	☑	☐	☐	☐	☐
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☑	☐	☐	☐	☐
XI. NOISE - Would the project result in:						
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☑	☐	☑	☐	☐	☑
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☑	☐	☑	☐	☐	☑
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☑	☐	☑	☐	☐	☑
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☑	☐	☑	☐	☐	☑
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project	☐	☑	☐	☐	☐	☐

Issues & Supporting Information Sources	Impact Potential? Yes	Impact Potential? No	If Yes, Discussed in previous EIR? Yes	If Yes, Discussed in previous EIR? No	Substantial revisions required to previous EIR? Yes	Substantial revisions required to previous EIR? No
expose people residing or working in the project area to excessive noise levels?						
f. For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?	☐	☑	☐	☐	☐	☐
XII. POPULATION AND HOUSING - Would the project:						
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☑	☐	☐	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☑	☐	☐	☐	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☑	☐	☐	☐	☐
XIII. PUBLIC SERVICES						
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
Fire protection?	☐	☑	☐	☐	☐	☐
Police protection?	☐	☑	☐	☐	☐	☐
Schools?	☐	☑	☐	☐	☐	☐
Parks?	☐	☑	☐	☐	☐	☐
Other public facilities?	☐	☑	☐	☐	☐	☐
XIV. RECREATION						
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☑	☐	☐	☐	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☑	☐	☐	☐	☐

Issues & Supporting Information Sources	Impact Potential? Yes	Impact Potential? No	If Yes, Discussed in previous EIR? Yes	If Yes, Discussed in previous EIR? No	Substantial revisions required to previous EIR? Yes	Substantial revisions required to previous EIR? No
XV. TRANSPORTATION/TRAFFIC - Would the project:						
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☑	☐	☐	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☑	☐	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☑	☐	☐	☐	☐
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☑	☐	☐	☐	☐
e. Result in inadequate emergency access?	☐	☑	☐	☐	☐	☐
f. Result in inadequate parking capacity?	☐	☑	☐	☐	☐	☐
g. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☑	☐	☐	☐	☐
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:						
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☑	☐	☐	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☑	☐	☐	☐	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☑	☐	☐	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☑	☐	☐	☐	☐
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☑	☐	☐	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste	☐	☑	☐	☐	☐	☐

Issues & Supporting Information Sources	Impact Potential? Yes	Impact Potential? No	If Yes, Discussed in previous EIR? Yes	If Yes, Discussed in previous EIR? No	Substantial revisions required to previous EIR? Yes	Substantial revisions required to previous EIR? No
disposal needs?						
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☑	☐	☐	☐	☐
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐	☐	☐
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.	☐	☑	☐	☐	☐	☐
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)	☐	☑	☐	☐	☐	☐
d. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐	☐	☐

SOURCES:

Los Angeles Eastside Corridor, Final Supplemental Environmental Impact Statement/Final Environmental Impact Report, U.S. Department of Transportation Federal Transit Administration and Los Angeles County Metropolitan Transportation Authority, January 2002.

Southbound United States Highway 101 (US-101) Ramp Realignment Project, from Los Angeles Street to Center Street Final Initial Study/Environmental Assessment, U.S. Department of Transportation Federal Highway Administration and California Department of Transportation, June 2000.

4.0 ENVIRONMENTAL EVALUATION

4.1 Introduction

This section of the modified Initial Study/Addendum analyzes the environmental effect that would result from the proposed Project Enhancements to the Los Angeles Eastside Corridor, and that effect is compared to the effect of the LRT Build Alternative as described in the Final SEIS/SEIR.

The proposed additions were evaluated for all IS topical issues, categorized under one of three column headings: "Potential Significant Impact?" "If yes, Discussed in previous EIR?" and "Substantial revisions required in previous EIR?" Each of these column headers required the response of "Yes" or "No."

Topical issues marked "Potentially Significant Impact" indicate the proposed additions have the potential to produce a significant environmental effect (impacts that would be above the threshold of significance). Items marked "If Yes, Discussed in previous EIR?" indicate whether the significant environmental effect is discussed in the previous EIR. "Substantial revisions required in previous EIR?" indicate that substantial changes are proposed in the project, which will require major revisions of the Los Angeles Eastside Corridor Final SEIS/SEIR.

4.2 Environmental Evaluation of Checklist Issues

The following evaluation provides substantive information based upon the environmental topical issues presented in Section 3.0 (CEQA Environmental Checklist). For ease of reference, this evaluation is a modified initial study checklist, as modified by the MTA for the proposed Project Enhancements to the Los Angeles Eastside LRT Corridor Project, henceforth will be called "proposed Project Enhancements" in this analysis, and includes identical categories of impact as numerated within that checklist. Any environmental effect that would result from the implementation of the proposed project are compared with those described in the Final SEIS/SEIR for the LRT Build Alternative.

4.3 Issues

I. AESTHETICS

Would the project

a) *Conflict with applicable policies related to vista protection, scenic resource protection, conflict with adopted design criteria, or conflict with other visual policies of local or regional agencies?*

No Potential Impact

LRT Build Alternative:

The following documents of different agencies contain applicable policies related to the protection of vistas, and scenic resources:

- City of Los Angeles *Citywide General Plan Framework* includes an Urban Form and Neighborhood Design chapter that encourages the incorporation of small-scaled public open spaces with transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit stations;

- *City of Los Angeles Land Use/Transportation Policy* provides the framework to guide future development around transit stations;
- *The Central City Community Plan,* which focuses on three themes – preserving/enhancing open space; preserving and referencing historical heritage; and creating a pedestrian-friendly environment;
- *The Central City North Community Plan* includes an objective that encourages the preservation and enhancement of the varied and distinctive character of the community;
- *The Los Angeles Civic Center Shared Facilities and Enhancement Plan* includes streetscape and development standards applicable to the Central City area, which can be used to enhance the physical environment of the Civic Center;
- T*he Boyle Heights Community Plan* states that the unique character of community streets should be maintained and enhanced by improved design characteristics such us street trees, landscaped median strips, traffic islands, special paving;
- *The East Los Angeles Community Plan of Los Angeles County* established a framework of goals, policies, and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East Los Angeles; and
- *MTA Design Guidelines for Transit Stations*, including landscaping, public art, enhanced pedestrian environment, adequate walkway widths, set-asides for public open space, and conservation of historical character and structures will be implemented and will ensure a safe and secure urban environment.

LRT Build Alternative:

The LRT Build Alternative is largely consistent with the visual policies of the appropriate local jurisdictions (Table 4.6-2 of the Final SEIS/SEIR).

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements, including the three level parking structure, would be consistent with all the visual resource policies of the appropriate agencies mentioned above. In addition, the proposed construction of the three-level parking structure would also be required to be consistent with the parking/landscape requirements of the City of Monterey Park's General Plan and Zoning Ordinance. No significant visual impact would occur.

b) Have a substantial adverse effect on a scenic vista?

No Potential Impact

LRT Build Alternative:

Construction of the LRT Build Alternative project would result in some visual clutter due to the overhead wiring (overhead catenary system). There are no measures available to fully mitigate the visual urban clutter. However, to reduce the visual clutter in narrow residential areas, the project planner will work with utility providers to consolidate or to underground wiring where possible. Although some clutter

would remain, there would not be a net increase in the amount of clutter, thereby reducing impacts to less than significant. There may be some disruptions to the visual character of this area in terms of blockage of key view. The view of construction activities and earth-moving equipment would be temporary and short-term. Moreover, under this project, there are no impacts on a scenic vista for the following reasons: (1) the project areas would be in conformance with all the applicable visual resource policies and design guidelines of the appropriate agencies, (2) given the urban character of the downtown area and its surrounding uses, and its similar and compatible function in serving the circulation needs of the different communities, the project would blend in with its surrounding, (3) by virtue of its relatively low height (the tallest aerial structure is approximately 25 feet high) when compared to downtown buildings, the LRT Build Alternative project would not preclude or otherwise interrupt any existing distant views of the mountains (San Gabriel Mountains), or break the line-of-sight that area residents or office workers have.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would not result in any new significant changes to scenic vistas for several reasons. There are no structures proposed with the Project Enhancements that would have the potential to block or interrupt existing scenic vistas.

The Commercial Street Overcrossing would add a bridge over the 101 Freeway extending onto an aerial structure before it descends to grade just north of Temple Street. The bridge and aerial structure is not located in an area with scenic vistas. The West Portal is at grade or below grade, which avoids any impact to scenic vistas. The East Port is either below grade or at grade, which avoids any impact to scenic vistas. The three-level parking structure is located in a commercial neighborhood where no scenic vistas would be impacted.

c) *Substantially alter or obstruct existing public views of important visual resources*?

No Potential Impact

At Freeway 101 and Commercial Street Overcrossing/Street Widening

LRT Build Alternative:

The alignment that departs south from Union Station would be on a bridge that spans over US 101 Freeway on an aerial structure onto a MSE causeway located on the north side of Commercial Street. The alignment descends to the west to grade level at Alameda Street where it then crosses Commercial Street and heads south towards 1st Street.

The visual impact of this proposed aerial structure (1,000 foot long, and 25 foot high) that would carry the LRT on a bridge from the Union Station across US 101 Freeway towards Alameda Street would not be obtrusive on adjacent land uses. On the Union Station side, the visual impact would be minimal because the structure would be at a similar elevation to the existing platforms. To the passing motorists on US 101, the view of this structure would be similar to other nearby structures crossing the freeway. Viewed from industrial land, parking lots, and the jail to the south of the freeway, the structure would not be obtrusive. The view of the alignment at grade crossing Commercial Street would also be similar to the other nearby structures crossing this street. Therefore, the visual impact of the aerial structure and the LRT alignment toward 1st Street would be less than significant.

The widening of Alameda Street would remove sidewalks, portions of parking lots, street trees and landscaping. A privacy wall protecting one parking lot/maintenance yard area would also be removed. It would also require removal of the service station in the southeast quadrant of the intersection of Alameda

Street and Commercial Street. Sidewalks, privacy walls and street trees/landscaping would be replaced. The visual impacts resulting from the removal and replacement would be minimal. In addition, removal of the service station would have a minimal visual impact in this commercial area.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

This Project Enhancement would also involve the construction of the same aerial structure on a bridge spanning over the 101 Freeway, and a crossover at Commercial Street, with a change in destination towards Temple Street, instead of 1st Street (see Project Description of this document). Thus, the visual impact of the aerial structure and the LRT alignment toward Temple Street would be similarly less than significant.

West Portal

LRT Build Alternative:

Portals are the locations where the LRT goes from aboveground to underground. Because the portals take advantage of existing topographic changes, the extent of this U-section (trench) would be limited. Therefore, the portals would not result in significant visual impacts. There are no visual impacts at the west portal of the LRT alignment. No property is purchased for this project.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The LRT alignment is similar to the LRT Build Alternative except that the U-section at Gless Street is shorter, 270 feet long instead of 500 feet. The extent of the impacts of the tunnel is lessened because of the shortened length. Unlike the LRT Build Alternative, approximately 3 feet of frontage property will be purchased from the north side of Gless Street to provide an 8-foot sidewalk (5 foot sidewalk for LRT Build Alternative).

There may be some negative visual impact of the removal of part of the frontage properties facing 1st Street for sidewalk widening. Since the frontage properties are commercial properties within a highly urbanized landscape, the visual impact on adjoining properties would be less than significant. MTA will rebuild the three houses's frontages with a new column/wrought iron face matching the improvements in the area. This will replace their existing chain link fencing. MTA will also be providing for repainting of the three homes after construction is complete.

East Portal

LRT Build Alternative:

There are no visual impacts caused by this alignment, which runs directly under 1st Street and resurfaces about 500 feet west of the intersection of 1st Street and Lorena. The U-Section, which lies in the middle of 1st Street, is limited. No property is purchased. Therefore, no visual impacts are anticipated.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The alignment runs in the same direction as the LRT Build Alternative, however, approximately 30 feet of property will be acquired from Los Angeles County on the north side of 1st Street in order to widen the street, north of the U-Section. Sidewalks on either side of the street would be widened to 10 feet instead of 5 feet as proposed by LRT Build Alternative. The location of street widening to the north would be on

the opposite side of the street away from the residential properties to the south. Any visual impacts, therefore, on these residences would be minimal. MTA will install decorative art piece to new retaining wall to reduce visual impact and to mitigate for possible future graffiti potential. No visual impacts would occur to surrounding land uses.

1st/Soto Emergency Removal of Excavated Materials

LRT Build Alternative:

Excavation for the station is anticipated for 1st Street and Soto Street. However, no excavation of tunnel material is anticipated for this site. The removal of buildings for 1st/Soto Station could generate a significant impact by changing the dense, urban environment to an open plaza set well back from the street. However, the creation of the linear sidewalk element along 1st Street near Soto Street would reduce this visual impact to less than significant level.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

Because excavation and removal of tunnel material would occur at the 1st Street and Soto Street station only in the case of an emergency situation, no significant visual impacts would occur unless such emergency situation occurs, which would be short-term. The impact of the removal of buildings for the station would be similar to that of the LRT Build Alternative, and with similar mitigation, no significant impact is anticipated.

Park and Ride Structure

LRT Build Alternative:

There will be approximately 200 park and ride spaces available at the Pomona/Atlantic Boulevard Station near Kaiser Medical Facility at the northwest corner of Atlantic Boulevard and Pomona Boulevard. This would require the acquisition and removal of the adjacent five commercial businesses and the former main Kaiser Medical Facility to provide sufficient space for the park and riders. Minimal visual impacts are anticipated in this area because the surrounding area is mainly commercial in nature.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

In order to avoid the acquisition of the former Kaiser Facility, a 200 parking space, 3-level park and ride structure is now proposed as part of this project. This would require the acquisition and removal of the same five commercial businesses as the previous design for the construction of the parking structure while at the same time allow for the continued operation of the Kaiser Medical facility located adjacent to the site. Minimal visual impacts are anticipated in this area because the surrounding area is largely urbanized with commercial uses except for a small single-family residential community located between SR 60 on the north and Telford Street on the south. The closest house from that community is still several hundred feet away to the northwest of the proposed parking structure. Landscaping and design features will be incorporated to enhance the structure.

d) *Change the existing visual quality or character in such a way that use of adjacent land is adversely affected?*

No Potential Impact.

Refer to response to 4.3.I.c) above. In addition, compliance with the relevant visual resource policies of the appropriate local jurisdictions would reduce any visual impact to insignificant level.

e) *Result in light or glare in the project vicinity is such a way that it causes a hazard or nuisance?*

No Potential Impact.

LRT Build Alternative:

This project would not add new light sources in areas that are currently dark. Generally, the areas through which this project would pass currently have street lights that are sufficient for visibility and safety. There would be new lighting in the vicinity of stations and station entrances, but these areas are not currently dark and the additional lighting would not change the overall lighting levels in the vicinity of the stations. In most areas, the LRT Build Alternative would not result in headlight glare into sensitive uses because the guideway would be in the middle of the streets. However, LRT vehicles traveling west on 3rd Street and turning north on Indiana Street would shine their headlamps into the adjacent residential land uses. This could be potentially significant. However, the glare impacts on Indiana Street can be mitigated by landscaping or planting other screening material in the path of LRT vehicle headlamps. Moreover, lighting system designs would comply with Los Angeles standards and the Land Use/Transportation Policy (City/MTA).

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

There would be no additional new light sources for the Project Enhancements. The new light sources that would be generated by the three-level parking structure would blend in with the lighting of the Kaiser Medical Facility next door. Therefore, no significant visual impact would occur.

f) Adversely affect uses of adjacent land by the introduction of shade or shadow patterns?

No Potential Impact.

LRT Build Alternative:

The change to shadow and shade would occur where the elevated structure crosses US 101, near Union Station. However, this would be a minor impact because the motorist that would view this shadow would only do so momentarily, while passing under it on the freeway.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

Similar impacts for the LRT Build Alternative would occur for the proposed Project Enhancements. Therefore, no changes to the Final SEIS/SEIR document would be required.

II. AGRICULTURAL RESOURCES

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 Potential Impact.

LRT Build Alternative:

The project area and the project vicinity do not contain land that is designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements are located in a highly urbanized setting along major transportation corridors. No adverse impact under NEPA and no significant impact under CEQA would occur. Therefore, no changes to the Final SEIS/SEIR document would be required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Potential Impact.

LRT Build Alternative:

The land use designations in the Project Enhancement areas include public facilities, commercial, residential, and open space uses. There is no Williamson Act contract and no conflict with existing zoning.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Project Enhancement areas are all well within the boundaries of the Final SEIS/SEIR. Like the original study showed, this project would not conflict with existing zoning or agricultural use, or a Williamson Act contract. Therefore, no changes to the Final SEIS/SEIR document would be 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 Potential Impact.

LRT Build Alternative:

The project would not involve any changes that would affect agricultural uses.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The project would not involve any changes that would affect agricultural uses. Therefore, no changes to the Final SEIS/SEIR document would be required.

III. AIR QUALITY.

A separate Air Quality analysis has been prepared by UltraSystems Environmental and is available for review at the MTA offices. The analysis concluded that the air quality impacts of the Project Enhancements were similar to those of the proposed project and that the mitigation measures recommended for the proposed project would also reduce the Project Enhancement's impacts to

acceptable levels. The Initial Study Checklist responses for air quality is based off of this analysis and its findings.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Potential Impact.

LRT Build Alternative:

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB), which consists of all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. Within the project area, the SCAQMD and the Southern California Association of Governments (SCAG) have the responsibility for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act requirements. The 1997 Draft AQMP, amended in 1999, proposed to replace many of the proposed measures set fourth in the State Implementation Plan (SIP) and anticipates the attainment of all critical pollutants by 2010.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Project Enhancements would not alter the AQMP and are expected to conform to its goals, policies and programs for improving air quality. The mitigation measures for the proposed project would also reduce any impacts to a level of insignificance, and no new mitigation measure would be needed.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

No Potential Impact.

LRT Build Alternative:

The California Clean Air Act (CCAA) requires that all air districts endeavor to achieve and maintain State Ambient Air Quality Standards. The California Air Resources Board (CARB) administers the CCAA at the state level and by the Air Quality Management Districts at the regional level.

CARB will designate an area as non-attainment for a pollutant if air quality data show that a state standard for a pollutant was violated at least once during the previous three calendar years. On the basis of regional monitoring data, the Los Angeles County portion of the SCAB has been designated as a non-attainment area for ozone, carbon monoxide, and suspended particulates (PM_{10}), but is an attainment area for nitrogen oxide and sulfur dioxide.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would result in similar air emissions as the proposed project, and would not change the current status of attainment/non-attainment regarding these criteria pollutants. The mitigation measures applicable to the proposed project are also appropriate for the Project Enhancements, and no new mitigation measures are required.

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 emissions which exceed quantitative thresholds for ozone precursors)?*

No Potential Impact.

LRT Build Alternative:

Air impacts are expected to be similar during both the construction and operational phases if the LRT Build Alternative is selected for implementation. No cumulatively considerable net increase of any criteria pollutant would occur with the LRT Build Alternative.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

Air impacts are expected to be similar as the LRT Build Alternative if the Project Enhancements are selected for implementation. However, PM_{10} levels above those associated with the LRT Build Alternative may occur at the 1st Street and Soto Street station due to the excavation and removal of tunnel material in case of an emergency situation. As this will occur only during emergency situations, this would occur rarely, if at all, and would be temporary in nature. Mitigation measures already identified in the SEIS/SEIR will ensure compliance with criteria pollutant emissions requirements. No cumulatively considerable net increase of any criteria pollutant would occur with the Project Enhancements.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

No Potential Impact.

LRT Build Alternative:

The areas in which the proposed project are proposed are generally highly urbanized, with commercial development located predominantly adjacent to the proposed LRT facilities. Sensitive receptors would not be adversely affected.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The areas in which the Project Enhancements are proposed are generally highly urbanized, with commercial development located predominantly adjacent to the proposed LRT facilities. Sensitive receptors would not be adversely affected.

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

No Potential Impact.

LRT Build Alternative:

Significant adverse impacts due to odors would not occur. As stated earlier, the areas in which the LRT Build Alternative are proposed are generally highly urbanized, with commercial development located predominantly adjacent to the proposed LRT facilities.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The LRT facilities would have similar odors, whether the LRT Build Alternative or the Project Enhancement are implemented.

IV. BIOLOGICAL RESOURCES

Prior to conducting biological reconnaissance surveys, a literature review was performed to review previous studies of biological resources in the area and to determine whether there were existing records of sensitive species and habitats at or within the vicinity of the proposed project. This was followed by an analysis of the Los Angeles Eastside Corridor area and an analysis of the proposed project alternatives.

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 Potential Impact.

LRT Build Alternative:

No sensitive species are currently known or expected to occupy the Los Angeles Eastside Corridor area in the vicinity of the proposed project as it supports no habitat essential to any sensitive species or special status species as identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Thus, no direct or indirect impacts on sensitive species would occur due to construction or operation of this project.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would not extend into areas that were not surveyed for the LRT project. Therefore, no impact to sensitive biological resources would occur.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?*

No Potential Impact:

LRT Build Alternative:

The LRT Build Alternative traverses urban areas in Los Angeles County where urban development has often eliminated wetlands and associated natural vegetation and wildlife habitat. The study Corridor is contained in existing public, particularly street, rights-of-way or in a tunnel. The LRT Build Alternative would not result in any significant adverse impacts to biological resources.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements are located within the immediate area of the study Corridor as was evaluated for the LRT Build Alternative. Therefore, the proposed Project Enhancements would not result in any significant adverse impacts to biological resources.

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, or other means?

No Potential Impact.

Please see response to IV.b).

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 Potential Impact.

LRT Build Alternative:

No impact would occur because no established native resident or migratory wildlife corridors or native wildlife nursery sites are present within the study Corridor or in its vicinity.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

No impact would occur because no established native resident or migratory wildlife corridors or native wildlife nursery sites are present within the study Corridor or in its vicinity.

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

No Potential Impact.

LRT Build Alternative:

The Final SEIS/SEIR determined that the LRT Build Alternative is located within an area where there would be no potential conflicts with any local policies or ordinances protecting biological resources.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Final SEIS/SEIR determined that within the study Corridor there are no potential conflicts with any local policies or ordinances protecting biological resources. The proposed Project Enhancements would occur within the same study Corridor as analyzed for the LRT Build Alternative; therefore, there would be no conflicts with polices or ordinances protecting biological resources.

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

No Potential Impact.

LRT Build Alternative:

This study Corridor is not in the vicinity of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no conflict with those plans would result.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Project Enhancements would not have any effect on Habitat Conservation Plans, Natural Community Conservation Plans, or other conservation plans.

V. CULTURAL RESOURCES

The criteria for determining impacts on historic properties under Section 106 of the National Historic Preservation Act are found in 36 CFR §800.5 (a) and the criteria used under the California Environmental Quality Act are found in PRC § 15064.5.

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

No Potential Impact.

LRT Build Alternative:

Construction of the LRT Build Alternative would not directly affect any historical resources along the Eastside Corridor. Thus, construction of this project would not have any impact on historical and/or architectural resources.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

No structures would be demolished that could be considered historically significant as defined in *State CEQA Guidelines* §15064.5. Therefore, no impacts on historical resources would occur.

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

No Potential Impact with Mitigation Incorporated.

LRT Build Alternative:

Any ground-disturbing activity has the potential to unearth previously unidentified archaeological resources, and the mitigation measures identified in the Final SEIS/SEIR shall be implemented to reduce these impacts to a level of insignificance.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would be subject to the same potential to unearth previously unidentified archaeological resources. The Project Enhancements would implement the same mitigation measures as the LRT Build Alternative; therefore the mitigation measures would reduce the impact to a level less than significant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Potential Impact with Mitigations Incorporated

LRT Build Alternative:

The LRT Build Alternative traverses an urbanized area that has been highly disturbed. The Eastside Corridor is not located within areas that are considered to have a high sensitivity for paleontological or unique geologic feature. Thus, implementation of the LRT Build Alternative would not likely disturb any known paleontological resources, and no potential significant impacts are anticipated. However, in the unlikely event of uncovering a paleontological resource, implementation of the mitigation measures identified in the Final SEIS/SEIR would reduce this impact to a less than significant level.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would be subject to the same potential to unearth previously unidentified paleontological resources. The Project Enhancements would implement the same mitigation measures as the LRT Build Alternative; therefore the mitigation measures would reduce the impact to a level less than significant.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Potential Impact.

LRT Build Alternative:

There are no known or recorded human remains found along the study Corridor, therefore, no significant impacts would occur.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

There are no known or recorded human remains found along the study Corridor, therefore, no significant impacts would occur.

VI. GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)

No Potential Impact.

LRT Build Alternative:

Significant ground shaking could occur along the Eastside Corridor as a result of earthquakes on any of the documented or undocumented nearby active or potentially active faults. The Seismic Shaking Hazard

Map of California (CDMG, 1999) indicates the estimated peak ground acceleration with a 10 percent probability of being exceeded in 50 years in the study area ranges from 0.4g to 0.6g.

Proposed Project Enhancements to the Los Angeles Eastside Corridor

The location of the Project Enhancements does not expose this project to any more risk than the LRT Build Alternative or other sites in Southern California, and does not change the previous findings of the Final SEIS/SEIR.

ii) Strong seismic ground shaking?

No Potential Impact.

Please see VI.a).

iii) Seismic-related ground failure, including liquefaction?

No Potential Impact.

LRT Build Alternative:

Liquefaction is the transformation of submerged granular soils into a liquid-like mass due to excess pore pressure developed in response to earthquake ground shaking. Based on the investigations performed along the study Corridor, the potential for liquefaction along both the underground and at-grade segments is considered negligible. Liquefaction would not result in a significant adverse impact.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The potential for liquefaction along the study Corridor was deemed negligible in the Final SEIS/SEIR, and it would not change with the Project Enhancements.

iv) Landslides?

No Potential Impact.

LRT Build Alternative:

The Los Angeles Eastside Corridor has relatively flat topography, which is not susceptible to landslides.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Los Angeles Eastside Corridor has relatively flat topography, which is not susceptible to landslides.

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

No Potential Impact.

LRT Build Alternative:

The Final SEIS/SEIR determined that construction of the LRT Build Alternative along the Los Angeles Eastside Corridor would not result in loss of topsoil or substantial erosion.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

Development of the Project Enhancements along the Los Angeles Eastside Corridor would not result in the same determination as the LRT Build Alternative regarding the loss of topsoil or substantial erosion.

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 Potential Impact.

LRT Build Alternative:

The study Corridor is not within an area identified as having a potential for slope instability, seismic slope instability, or landslides. Additionally, the study Corridor is also not within an area known to be susceptible to subsidence due to the withdrawal of fluids.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would be consistent with the conclusions of the Final SEIS/SEIR.

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

No Potential Impact.

LRT Build Alternative:

All on-site structures would be constructed consistent with the Uniform Building Code and any unstable soils would be removed and/or compacted during construction. No further risks related to expansive soils would be created due to project implementation.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Project Enhancements would be consistent with the conclusions of the Final SEIS/SEIR.

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

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would not require connection to the City of Los Angeles sewer system, and no further installation of wastewater removal systems would be required.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Project Enhancements would not require connection to the City of Los Angeles sewer system, and no further installation of wastewater removal systems would be required.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

No Impact With Mitigation Incorporated.

LRT Build Alternative:

The operation of the tunnel segment would require addressing infiltration of hazardous gases and providing adequate ventilation procedures to maintain a safe environment. Monitoring would be used to detect and identify hazardous gases, while gas-barriers and ventilation systems would be used as the means to prevent the leak or accumulation of any such gases.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements include U-sections and tunneling; these features were analyzed in the LRT Build Alternative and were properly mitigated in the Final SEIS/SEIR.

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?

No Impact With Mitigation Incorporated.

LRT Build Alternative:

The Final SEIS/SEIR determined the study Corridor has no significant soil or groundwater contamination requiring remedial actions; however, because the alignment traverses the Boyle Heights oil fields, the potential exists for local soils and water inflows to be contaminated with oil field related contaminations (i.e., hydrocarbons, hydrogen sulfide, etc.) that, if encountered, would require treatment and disposal to approved facilities.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancement areas are outside of the Boyle Heights oil fields, and therefore would not be exposed to the oil field related contaminations.

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 Potential Impact

LRT Build Alternative:

There are no existing or proposed school sites within one-quarter mile of the LRT Build Alternative study Corridor.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

There are no existing or proposed school sites within one-quarter mile of the Project Enhancements.

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?

No Impact With Mitigation Incorporated.

LRT Build Alternative:

The LRT Build Alternative study Corridor has no significant soil or groundwater contamination requiring remedial action. However, because the alignment traverses the Boyle Heights oil fields, there exists a potential for local soils and water flow to be contaminated with oil field related contaminants (i.e., hydrocarbons, hydrogen sulfide, etc.) that, if encountered, would require treatment and disposal to approved facilities.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancement areas are outside of the Boyle Heights oil fields, and therefore would not be exposed to the oil field related contaminations.

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 Potential Impact.

The study Corridor is not located within an airport land use or within two miles of a public airport or public use airport.

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 Potential Impact.

The study Corridor is not located within the vicinity of a private airstrip.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact With Mitigation Incorporated.

LRT Build Alternative:

A comprehensive health and safety and emergency response plan would be developed to meet the City and County of Los Angeles standards, and would be coordinated with the City and County Fire Departments. MTA Fire Life Safety Committee, composed of members from the Los Angeles City and County Fire Departments, as well as MTA safety specialists, would approve the plan.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Proposed Project Enhancements would be subject to the same comprehensive health and safety and emergency response plan.

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 Potential Impact.

LRT Build Alternative:

The LRT Build Alternative is located within a highly urbanized area, and therefore is not exposed to the threat of wildland fires.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Project Enhancements are located within a highly urbanized area, and therefore are not exposed to the threat of wildland fires.

VIII. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?

No Potential Impact with Mitigation Measures Incorporated

LRT Build Alternative:

During the operation of the system, water that may enter in tunnel structures and surface runoff from impervious areas would be treated before being discharged into the drainage system, and would therefore have no adverse impact on surface waters. The MTA would comply with the storm water regulations of the State Water Resources Control Board (SWRCB) and the Los Angeles Regional Water Quality Control Board (LARWQCB) during construction and operation of the project.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would implement the mitigation measures that were identified for the LRT Build Alternative in the Final SEIS/SEIR to ensure that standards and requirements are met.

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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Potential Impact with Mitigation Incorporated.

LRT Build Alternative:

No impacts would occur to groundwater levels or quality that is used for consumption by municipal, industrial, and irrigation purposes. Although unlikely during the operations phase, groundwater dewatering activities and subsequent discharge may occur. During operation, any water leaks into the tunnel would be pumped out by sump pumps. Therefore, no residual impacts on groundwater are anticipated.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would be subject to the same impacts to groundwater as would the LRT Build Alternative, and would mitigate them in the same manner.

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?

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would increase the amount of impervious surfaces in the project area, thus increasing runoff. However, the study Corridor is in a highly urbanized area and would utilize drainage systems that are already in place. The increase would not result in a substantial increase in erosion or siltation on- or off-site.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would be subject to the same erosion or siltation on- or off-site impacts as would the LRT Build Alternative, and would mitigate them in the same manner.

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?

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would increase the amount of impervious surfaces in the project area, thus increasing runoff. However, the study Corridor is in a highly urbanized area and would utilize drainage systems that are already in place. The increase would not result in a substantial increase in flooding.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The proposed Project Enhancements would be subject to the same flooding impacts as would the LRT Build Alternative, and would mitigate them in the same manner.

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?

No Potential Impact.

Refer to Response VIII.c), above.

f) Otherwise substantially degrade water quality?

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would increase runoff and associated contaminants due to the addition of impervious surfaces, but because the project site is already highly urbanized, the increase would not be substantial.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

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 Potential Impact

LRT Build Alternative:

The only 100-year floodplain area in the vicinity of the LRT Build Alternative is the Los Angeles River. As identified on the FEMA floodplain mapping, the 100-year flow in the Los Angeles River is fully contained in the channel at the 1st Street Bridge.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

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

No Potential Impact

LRT Build Alternative:

At the Los Angeles River, the LRT Build Alternative would utilize the 1st Street Bridge to cross the river. No new bridges are planned and flood flows would not be altered.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

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 Potential Impact.

LRT Build Alternative:

There are no levees or dams in the vicinity of the LRT Build Alternative alignment that would expose people or structures to significant risk if the levee or dam were to fail.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

j) Inundation by seiche, tsunami, or mudflow?

No Potential Impact.

LRT Build Alternative:

A tsunami is large ocean wave associated with a seismic event. The project site is outside of the "Areas Potentially Affected by a Tsunami" and is not within or adjacent to a hillside area subject to mudflows. Seiche is an oscillation of a land-locked water body, such as a lake and may cause wave action associated with a seismic event. No such bodies of water exist in the vicinity of the project study Corridor. Therefore, no impacts associated seiche, tsunami or mudflow are expected to occur along the project alignment.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

IX. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Potential Impact.

LRT Build Alternative:

The LRT alignment would extend along existing roadways or within tunnel sections and would not require a new exclusive right-of-way that could divide the community.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

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 Potential Impact.

LRT Build Alternative:

The LRT Build Alternative is compatible with the local plans and policies presented in the general plans of the County of Los Angeles and the City of Los Angeles. The LRT Build Alternative is also consistent with the Central City Plan, Central City North Community Plan, Boyle Heights Community Plan, the Framework Element of the Los Angeles General Plan, the Los Angeles Community Development Department Consolidated Plan, and SCAG's Regional Comprehensive Plan and Guide (RCPG).

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Potential Impact

LRT Build Alternative:

The project area is highly urbanized and there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan within the project boundaries. Therefore, the LRT Build Alternative would not conflict with this plans.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

X. **MINERAL RESOURCES** -- Would the project:

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

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would be developed in a fully urbanized area and therefore would not result in the loss of mineral resources.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

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 Potential Impact.

See Response X.a), above.

XI. NOISE

A technical noise analysis was prepared by ATS Consulting (April 2003) in order to determine whether the proposed action would result in any significant noise impacts. This report is the basis for responding to the following questions and is contained in its entirety in Appendix B (Noise Analysis) of this document.

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?

Less than Significant with Mitigation Incorporated.

LRT Build Alternative:

The LRT Build Alternative would significantly impact 12 buildings according to Federal Transit Administration (FTA) criteria due to their proximity to the special track-work. However, the measures identified in the Final SEIS/SEIR mitigate these impacts to a level less than significant.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

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

Less than Significant with Mitigation Incorporated.

LRT Build Alternative:

Six buildings are expected to be impacted by ground-borne noise and 27 buildings are expected to be impacted by ground-borne vibration. After implementation of mitigation measures described in the SEIS/SEIR, both ground-borne noise and vibration impacts are expected to be fully mitigated to a level of no significance.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative. No new vibration or noise mitigation measures are needed to reduce impacts associated with the Project Enhancements.

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

Less than Significant with Mitigation Incorporated.

See Response XI.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 with Mitigation Incorporated.

See Response XI.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 Potential Impact.

The study Corridor is not located within an airport land use or within two miles of a public airport or public use airport.

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 Potential Impact.

The study Corridor is not located within the vicinity of a private airstrip.

XII. POPULATION AND HOUSING

Would the project:

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

No Potential Impact.

LRT Build Alternative:

Projected growth (2020) for the study Corridor is anticipated to increase at a somewhat slower pace (25 percent) than for Los Angeles County as a whole (38 percent). The growth is expected to occur with or without the implementation of the light rail line. By permitting infill development that is compatible with the surrounding communities (as established in local community plans), the number of new businesses and residences that could be accommodated at station locations would not be expected to substantially increase the population or alter its distribution in the study Corridor area. Therefore, no growth-inducing or adverse cumulative impacts are anticipated.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would result in 18 low and moderate-income residences being displaced, which under CEQA thresholds is a significant impact. The housing stock in the area, however, is expected to increase by a sufficient amount to replace these residences.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Potential Impact.

Refer to Response to XII.b).

XIII. PUBLIC SERVICES

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

a) Fire protection?

No Potential Impact.

LRT Build Alternative:

Local fire and police staff and services would be minimally affected by the direct and indirect employment created by operation of the LRT Build Alternative. No significant impacts to fire/police services are anticipated to occur because, according to discussions with the City and County police and fire departments personnel, the existing fire and police would be sufficiently staffed to service the LRT facility. In addition, the LRT Build Alternative is not expected to significantly increase demand on police or fire prevention services operated by the City and County of Los Angeles. System security would be an important component of rail operations and would be the responsibility of MTA. Existing fire protection services in the local jurisdictions and the county, coupled with system-wide fire safety measures, are expected to serve the system adequately. The LRT Build Alternative, therefore, is not expected to have a significant effect on the cost of providing these services.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

b) Police protection?

Refer to Response XIII.a), above.

c) Schools?

Less than Significant with Mitigation Incorporated.

LRT Build Alternative:

There are schools adjacent to the alignment. Due to the location of the special track work along 3rd Street; the Los Angeles Music and Art School would be subjected to vibration impacts. Vibration impacts will be fully mitigated to a level of no significance with the implementation of trackwork design measures including an elastomeric trackwork isolation mat, also known as a ballast mat, to be installed under the concrete supporting the embedded trackwork at those locations were ground-borne vibration impacts have been projected.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

d) Parks?

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would not have any significant long-term impacts on the local parks.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

e) Other public facilities?

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would not impact other public facilities.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would not have any significant long-term impacts on the local parks or recreational facilities.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

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 Potential Impact.

Refer to Response XIV.a).

XV. TRANSPORTATION/TRAFFIC

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)?

No Potential Impact.

LRT Build Alternative:

The Final SEIS/SEIR identified impacts at the 3rd Street/Ford Boulevard intersection in the Year 2020 as exceeding LOS E with mitigation measures, resulting in a potentially significant impact.

The Option B mitigation consisted of implementing peak-period parking restrictions to provide one exclusive left-turn lane, one through lane, and one shared through/right-turn lane.

The Final SEIS/SEIR identified the total increase in the V/C ratio as an unavoidable adverse significant impact as none of the mitigation options produced a low enough V/C ratio for the increase to be considered insignificant.

TABLE 1
2020 LRT WITH MITIGATION INTERSECTION LOS ANALYSIS

E/W Street	N/S Street	Existing	Future No-Build	Future With Mitigation Option A	V/C Increase*	Future With Mitigation Option B	V/C Increase*
3rd St.	Ford Blvd.	0.473	0.567	0.988	0.421	0.943	0.376

* - Over 2020 No-Build results.
Source: Parsons-Brinckerhoff, 2001

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The Project Enhancements would also result in LOS E with mitigation, and no substantial increase in traffic would result. No new mitigation measures other than those identified in the Final SEIS/SEIR 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 Potential Impact.

See Response XV.a), above. Neither 3rd Street or Ford Boulevard is a CMP roadway.

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 Potential Impact.

The study Corridor is not located within two miles of a public airport or public use airport.

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 Potential Impact.

The study Corridor is not located within two miles of a public airport or public use airport, and no changes to air traffic patterns would occur.

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

No Potential Impact

LRT Build Alternative:

The proposed clearance interval for intersection traffic signals would accommodate moving traffic away from the tracks when trains are approaching. No impact would occur.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

e) Result in inadequate emergency access?

No Potential Impact.

LRT Build Alternative:

The LRT Build Alternative would maintain adequate emergency access.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

f) Result in inadequate parking capacity?

No Potential Impact.

LRT Build Alternative:

MTA will replace parking spaces removed by the project that are highly utilized as defined in the approved FSEIR/FSEIS.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative. The park & ride structure will provide free of charge parking to transit users once the project is operational.

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

No Potential Impact.

The LRT Build Alternative is a light rail transit project that is an extension of the Pasadena Gold Line. The project includes a corresponding increase in feeder bus and increase in service to existing routes to serve the LRT stations. There is no conflict with adopted plans or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Potential Impact.

LRT Build Alternative:

No wastewater would be generated by either the LRT Build Alternative since the project is transportation related and does not require sewer connections or require new wastewater treatment facilities.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

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 Potential Impact.

Refer to response to XVI.a).

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 Potential Impact.

Refer to response to XVI.a).

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

No Potential Impact.

Refer to response to XVI.a).

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 Potential Impact.

See Response XVI.a).

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

No Potential Impact.

The LRT Build Alternative would generate small quantities of construction debris. This debris would be disposed of at an authorized solid waste disposal facility in accordance with all federal, state, and local statutes and regulations. Due to the temporary nature, and relatively low volume of waste, there would be no significant impact on solid waste disposal services.

Proposed Project Enhancements to the Los Angeles Eastside Corridor:

The effect of the Project Enhancements is the same as with the LRT Build Alternative.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Potential Impact.

Refer to Response XVI.f), above.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. Based on the preceding analysis, the proposed Project Enhancements to the Los Angeles Eastside Corridor does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

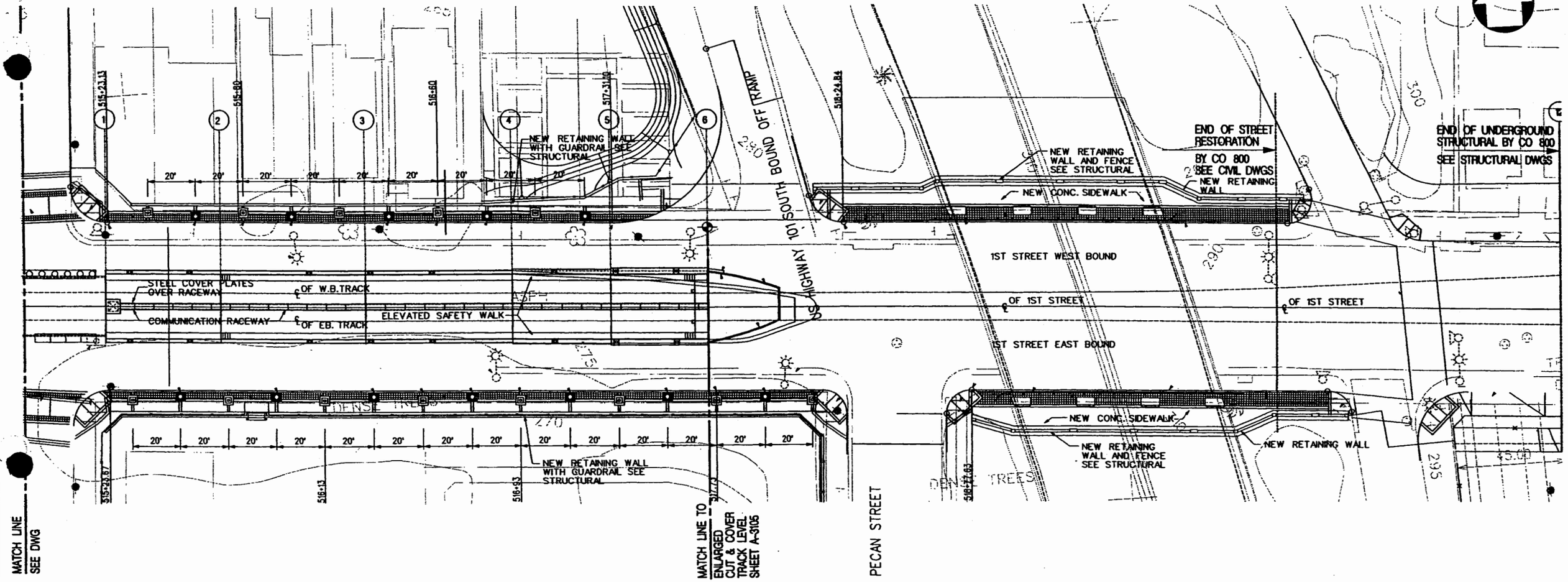
No Impact. Implementation of the proposed Project Enhancements are not expected to either directly or indirectly result in other on-site or off-site development activities that, in combination with the project, have the potential to produce cumulatively significant environmental impacts.

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

No Impact. With the implementation of permit and code requirements as well as adoption of the recommended mitigation measures, no direct or indirect adverse effects would occur on human beings.

d) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term goals?

No Impact. The environmental evaluation in this modified Initial Study has determined that the project would not achieve short-term environmental goals to the disadvantage of long-term goals.



PARTIAL SITE PLAN

NOTES:

1. ALL WORKS SHALL COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS ADOPTED BY THE CITY OF LOS ANGELES, DEPARTMENT OF PUBLIC WORKS.
2. CONTRACTOR SHALL HAVE PLANS COORDINATED WITH AND APPROVED BY THE GOVERNING AGENCIES HAVING JURISDICTION OVER THE PROJECT.
3. CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS PRIOR TO COMMENCING THE WORK.
4. CONTRACTOR SHALL REVIEW AND COORDINATE ALL MATERIAL IN THE DESIGN PACKAGE AND NOTIFY THE DESIGNER OF ANY CONFLICTS.

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

REV	DATE	BY	APP	REC NO	EXPIRES	SEAL HOLDER	DESCRIPTION
0	3/31/03	-	-	-	-		ISSUED FOR SOLICITATION D/B RFP

DESIGNED BY W VILLALOBOS
DRAWN BY V NITU
CHECKED BY F VILLALOBOS
IN CHARGE S MAYMAN
DATE 12/31/02

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
EASTSIDE LRT PARTNERS

EASTSIDE LRT PARTNERS
a consortium of
Parsons Brinckerhoff Quade & Douglas, Inc.
Jenkins Gales Martinez, Inc.
Barrio Planners, Inc.

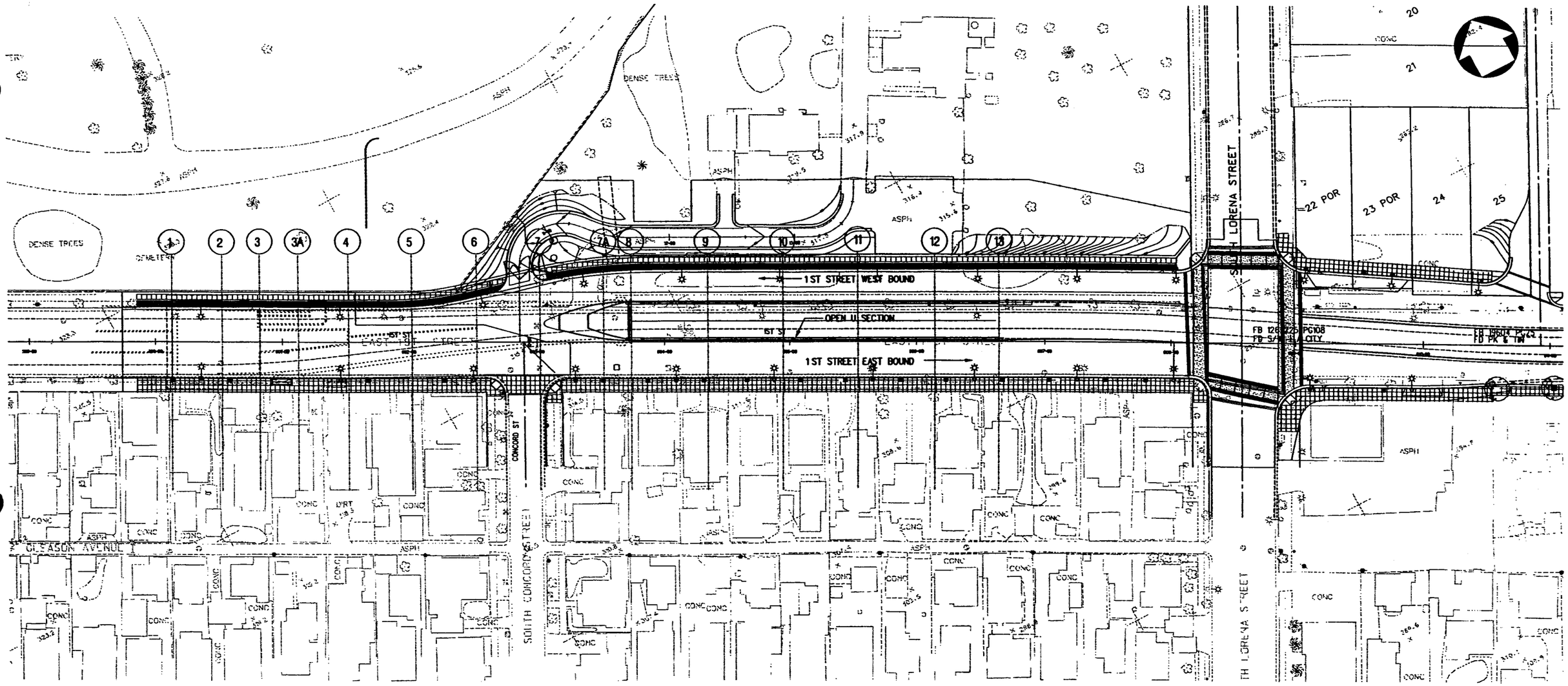
PROJECT MANAGER

DESIGN - BUILD CONTRACT
SCOPE DRAWINGS
WEST PORTAL
SITE PLAN

CONTRACT NO C0801
DRAWING NO A-3210
REV 0
SCALE 1"=20'-0"
SHEET NO NA

East Portal

Los Angeles County Metropolitan Transportation Authority
Los Angeles Eastside Corridor Modified IS/Addendum



COMPOSITE SITE PLAN

HE ATION OF THIS RA S BEEN FINANCED IN ART THROUGH A GRANT FROM HE U.S. DEPARTMENT OF RANSPORTATION, FEDERAL TRANSIT DMINISTRATION (FTA), UNDER THE EDERAL TRANSIT ACT OF 1964, AS MENDED, AND IN PART BY THE AXES OF THE CITIZENS OF OS ANGELES COUNTY AND OF HE STATE OF CALIFORNIA.

REV	DATE	BY	APP	REQ NO	EVENTS	SEE NOTE REF	DESCRIPTION
0	3/31/03	-	-	-	-		ISSUED FOR SOLICITATION D/B RFP

DESIGNED BY	W VILLALOBOS
DRAWN BY	V NITU
CHECKED BY	F VILLALOBOS
IN CHARGE	S MAYMAN
DATE	12/31/02

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

EASTSIDE LRT PARTNERS

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as constitute of
Parsons Brinckerhoff Quade & Douglas, Inc.
Jenkins Gales Martinez, Inc.
Barrio Planners, Inc.

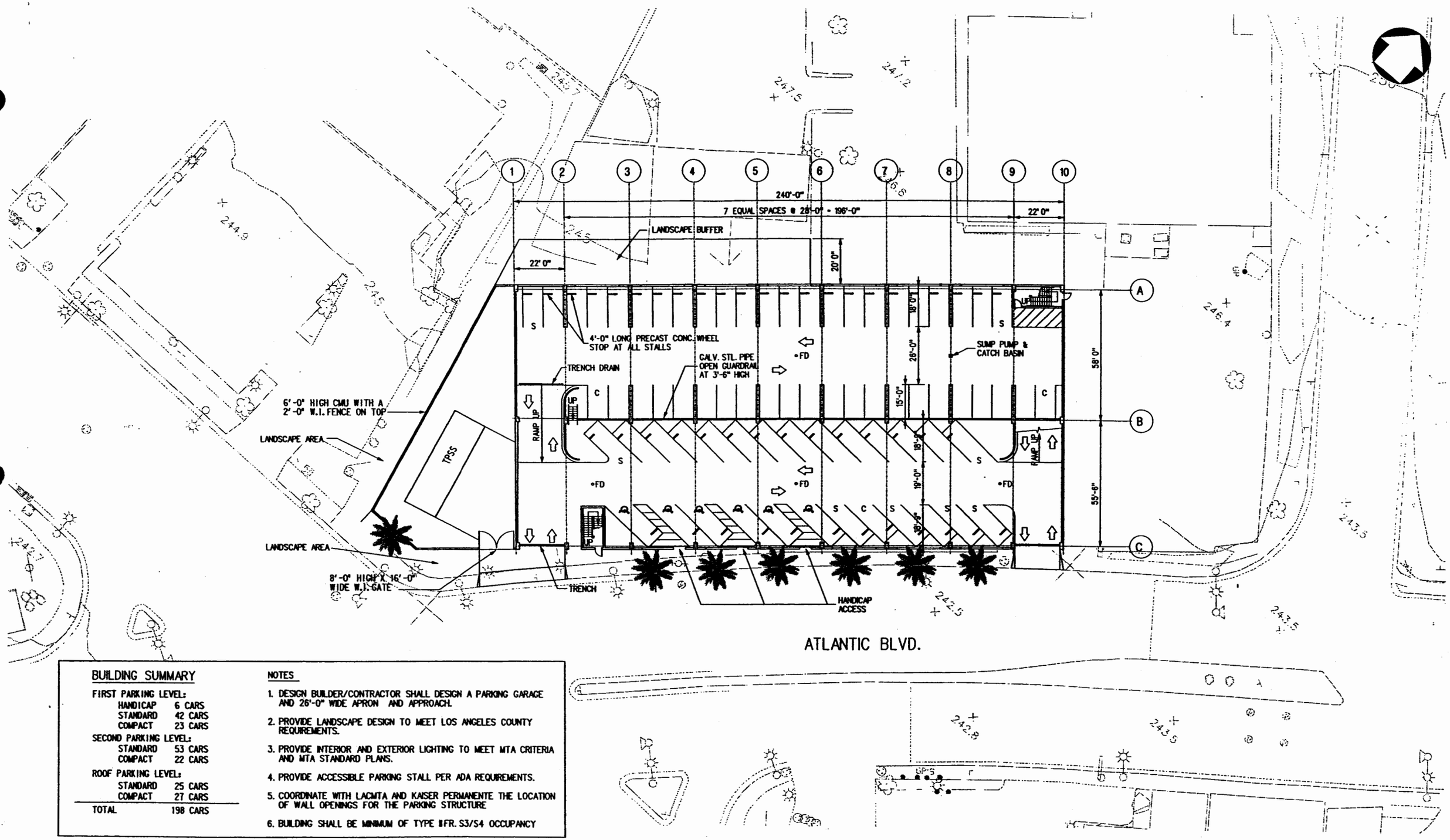
PROJECT MANAGER

DESIGN - BUILD CONTRACT
SCOPE DRAWINGS
EAST PORTAL
SITE PLAN

CONTRACT NO	C0801
DRAWING NO	A-3213
SCALE	1"=40'
SHEET NO	NA

Park and Ride Structure at the Pomona/Atlantic Station

Los Angeles County Metropolitan Transportation Authority
Los Angeles Eastside Corridor Modified IS/Addendum



BUILDING SUMMARY

FIRST PARKING LEVEL:	
HANDICAP	6 CARS
STANDARD	42 CARS
COMPACT	23 CARS
SECOND PARKING LEVEL:	
STANDARD	53 CARS
COMPACT	22 CARS
ROOF PARKING LEVEL:	
STANDARD	25 CARS
COMPACT	27 CARS
TOTAL	198 CARS

NOTES

1. DESIGN BUILDER/CONTRACTOR SHALL DESIGN A PARKING GARAGE AND 26'-0" WIDE APRON AND APPROACH.
2. PROVIDE LANDSCAPE DESIGN TO MEET LOS ANGELES COUNTY REQUIREMENTS.
3. PROVIDE INTERIOR AND EXTERIOR LIGHTING TO MEET MTA CRITERIA AND MTA STANDARD PLANS.
4. PROVIDE ACCESSIBLE PARKING STALL PER ADA REQUIREMENTS.
5. COORDINATE WITH LACMTA AND KAISER PERMANENTE THE LOCATION OF WALL OPENINGS FOR THE PARKING STRUCTURE
6. BUILDING SHALL BE MINIMUM OF TYPE IIFR. S3/S4 OCCUPANCY

PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

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Barrio Planners, Inc.

PROJECT MANAGER

DESIGN - BUILD CONTRACT SCOPE DRAWINGS POMONA/ATLANTIC PARKING STRUCTURE FIRST FLOOR PLAN/SITE PLAN

CONTRACT NO C0801
DRAWING NO A-832
SCALE 1=20'-0"
SHEET NO NA

Appendix A

Los Angeles County Metropolitan Transportation Authority
Los Angeles Eastside Corridor Modified IS/Addendum

Commercial Street Over-Crossing

Los Angeles County Metropolitan Transportation Authority
Los Angeles Eastside Corridor Modified IS/Addendum

CURVE DATA									
CURVE NO	Ls IN	Ls OUT	I	Rc	Lc	Er	Ea	Eu	V mph
1600	100'	100'	60° 20'14"	200'	210.62'	4.32"	2.25"	2.07"	15
1610	100'	100'	44° 33'23"	120'	93.32'	3.19"	2.0"	1.19"	10
2600	100'	100'	62° 27'34"	216'	235.47'	3.99"	3.00"	0.99"	15
2610	100'	73'	49° 12'23"	115'	98.76'	3.33"	2.00"	1.33"	10

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REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION
0	3/31/03	-	-	-	-		ISSUED FOR SOLICITATION D/B RFP

DESIGNED BY	D LOGAN
DRAWN BY	V NITU
CHECKED BY	J AL MASHAT
IN CHARGE	S MAYMAN
DATE	12/31/02

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

EASTSIDE LRT PARTNERS

EASTSIDE LRT PARTNERS
an association of
Parsons Brinckerhoff Quade & Douglas, Inc.
Jenkins Gales Martinez, Inc.
Barrio Planners, Inc.

PROJECT MANAGER

DESIGN - BUILD CONTRACT SCOPE DRAWINGS

PLAN
STA EB 106+00 TO STA EB 117+00

CONTRACT NO	C08C
DRAWING NO	C-006
SCALE	1"=40'
SHEET NO	NA

MATCH LINE SEE DWG C-102C

PS NO.8 DOUBLE CROSSOVER

COMMERCIAL ST

OUCOMMUN ST

END CONTRACT C0802

MATCH LINE SEE DWG NO C-006

MAINTENANCE FACILITY YARD LEAD
(SEE MAINTENANCE FACILITY PLANS)

PISTA EB202+82.0

PISTA EB202+49.06

PCSTA EB201+47.10

PISTA EB200+73.21

POBSTA EB200+00.00

NEW (MSE) RETAINING WALLS

℄ WB TRACK

#10 SINGLE CROSSOVER
(SEE TRACKWORK DWGS)

℄ EB TRACK

CSSTA EB 118+14.92

PCSTA EB 119+24.83

PTSTA EB 120+27.37

ALAMEDA ST

PSXNO.10 SINGLE CROSSOVER

TEMPLE ST

TURNER ST

MATCH LINE SEE DWG NO C-009

1610 A

CURVE DATA

CURVE NO	Ls IN	Ls OUT	I	Rc	Lc	Er	Eq	Eu	V mph
1610 A	0'	0'	4°59'29"	12000'	104.54'	0.07"	0.00"	0.07"	15

LEGEND

SHOWS APPROXIMATE BUILDING / AREA FOR DEMOLITION

N 1,842,000 N 1,841,800 N 1,841,600 N 1,841,400 N 1,841,200 N 1,841,000 N 1,840,800

E 6,489,800 E 6,489,600 E 6,489,400 E 6,48

40' 20' 0 40' 80'

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0	3/31/03	-	-	-	-		ISSUED FOR SOLICITATION D/B RFP

DESIGNED BY D LOGAN
DRAWN BY V NITU
CHECKED BY J AL MASHAT
IN CHARGE S MAYMAN
DATE

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

EASTSIDE LRT PARTNERS

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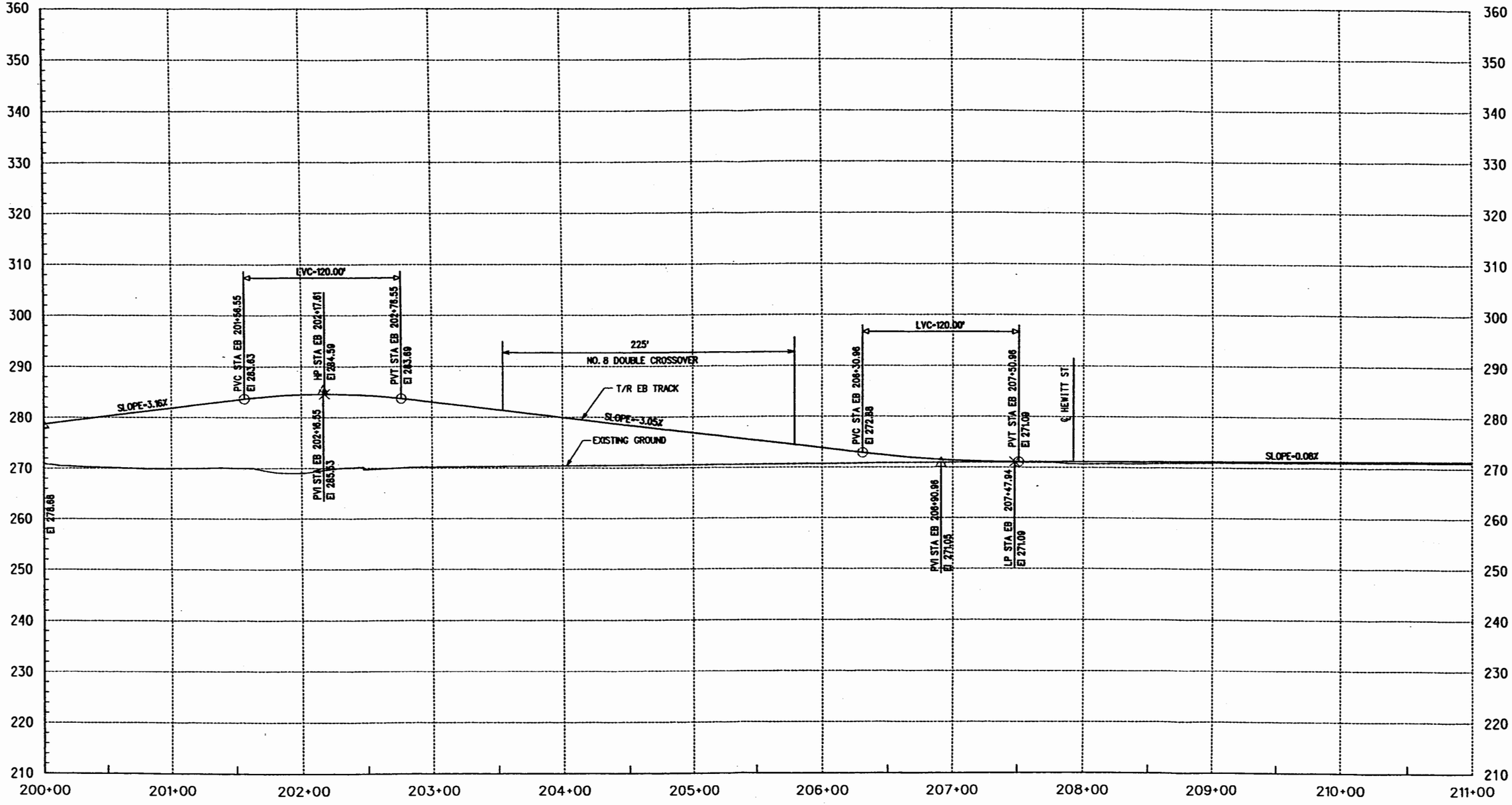
Jenkins Gales Martinez, Inc.

PROJECT MANAGER

DESIGN - BUILD CONTRACT SCOPE DRAWINGS OPTION "C" PLAN

CONTRACT NO C0801
DRAWING NO C-008C
SCALE 1"=40'



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REV	DATE	BY	APP	REC NO	EXPIRES	SEAL HOLDER	DESCRIPTION
0	3/31/03	-	-	-	-		ISSUED FOR SOLICITATION D/B RFP

DESIGNED BY D LOGAN
DRAWN BY V NITU
CHECKED BY J AL MASHAT
IN CHARGE S MAYMAN
DATE 12/31/02

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
EASTSIDE LRT PARTNERS

EASTSIDE LRT PARTNERS
an association of
Parsons Brinckerhoff Quade & Douglas, Inc.
Jenkins Coles Martinez, Inc.
Barrio Planners, Inc.

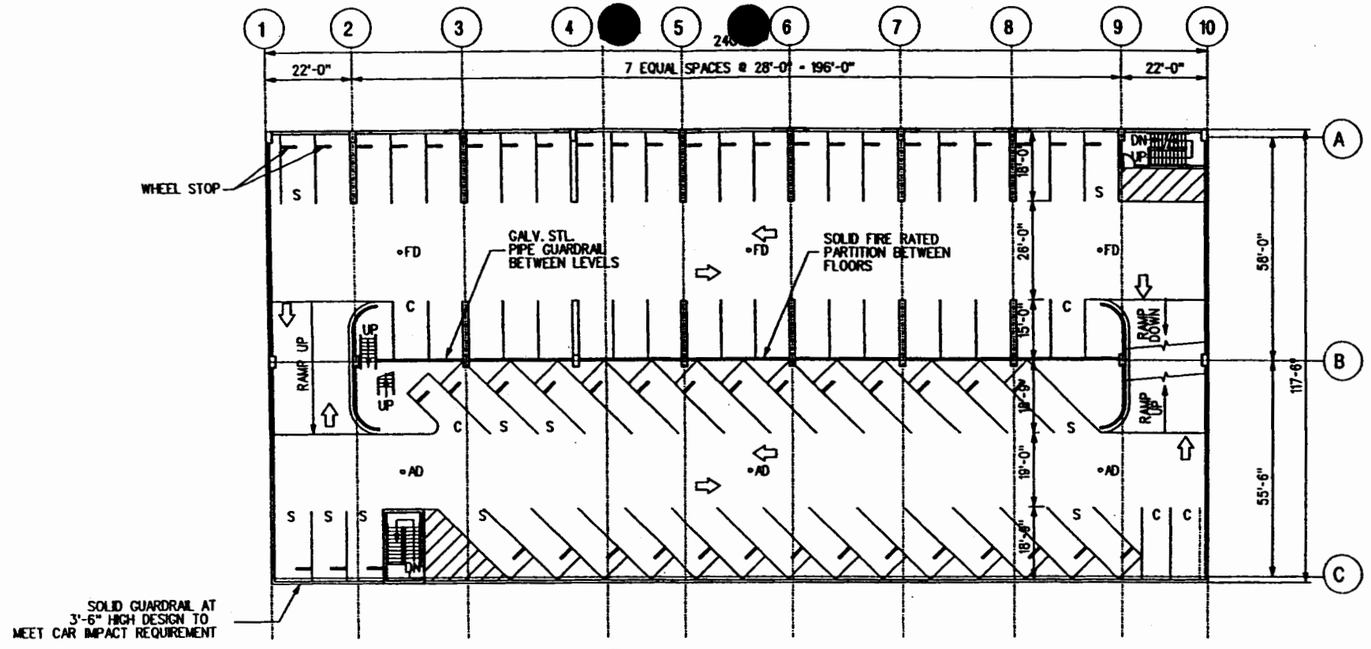
PROJECT MANAGER

DESIGN - BUILD CONTRACT
SCOPE DRAWINGS
OPTION "C"
YARD LEADS PROFILE
STA 200+00 TO 211+00

CONTRACT NO C08C
DRAWING NO C-103C
SCALE HORIZ: 1
VERT: 1"
SHEET NO NA

West Portal

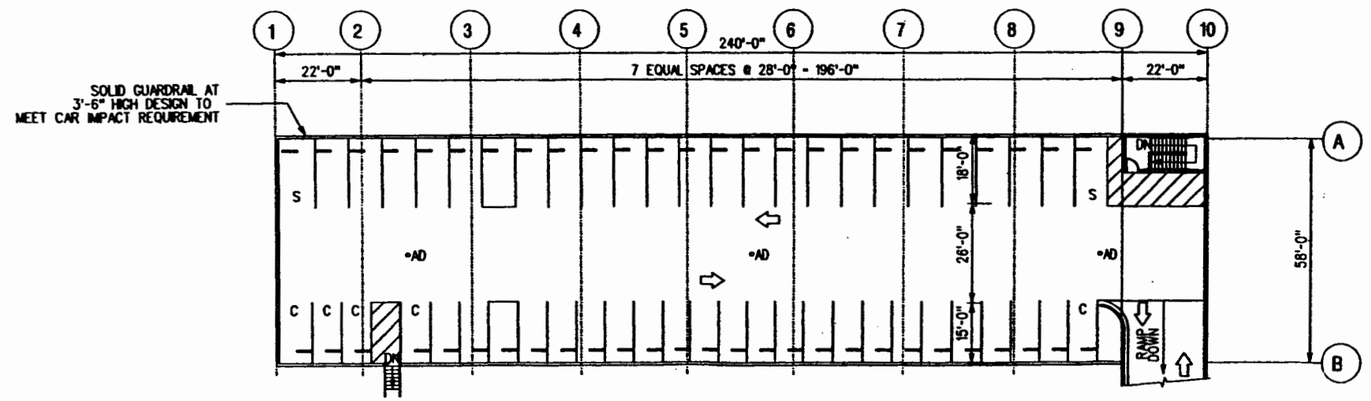
Los Angeles County Metropolitan Transportation Authority
Los Angeles Eastside Corridor Modified IS/Addendum



SECOND PARKING LEVEL

1"=20'-0"

1 A-833



ROOF PARKING LEVEL

1"=20'-0"

2 A-833

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REV	DATE	BY	APP	RFD NO	EVENTS	SEAL AND DATE	DESCRIPTION
0	3/31/03	-	-	-	-		ISSUED FOR SOLICITATION D/B RFP

DESIGNED BY W VILLALOBOS
DRAWN BY V NITU
CHECKED BY F VILLALOBOS
IN CHARGE S MAYMAN
DATE 12/31/02

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

EASTSIDE LRT PARTNERS

EASTSIDE LRT PARTNERS
as consultants of
Parsons Brinckerhoff Quade & Douglas, Inc.
Jenkins Gales Martinez, Inc.
Barrio Planners, Inc.

PROJECT MANAGER

DESIGN - BUILD CONTRACT SCOPE DRAWINGS
POMONA/ATLANTIC PARKING STRUCTURE
SECOND AND ROOF PARKING LEVEL

CONTRACT NO C0801
DRAWING NO A-833
SCALE 1"=20'-0"
SHEET NO NA