

SCH. 88071315
7-LA-110 PM 9.9
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ARTESIA TRANSIT CENTER
Artesia Boulevard and I-110
Freeway/Transitway

**INITIAL STUDY/
ENVIRONMENTAL ASSESSMENT**

State of California
Department of Transportation

and

U.S. Department of Transportation
Federal Highway Administration

TL
175
A822
I82



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Artesia Boulevard and I-110
Freeway/Transitway

INITIAL STUDY/
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State of California
Department of Transportation

and

U.S. Department of Transportation
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332(2)(C)



E. W. BLACKMER, Chief
Environmental Analysis
California Department of Transportation

June 21, 1988

Date



BRUCE E. CANNON
Division Administrator
Federal Highway Administration

JUNE 21, 1988

Date

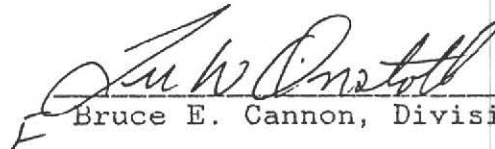
FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

Artesia Transit Center
Artesia Boulevard and I-110 Freeway/Transitway

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

7/28/88

Date



Bruce E. Cannon, Division Administrator

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State of California
Department of Transportation

SCH No. 79032658
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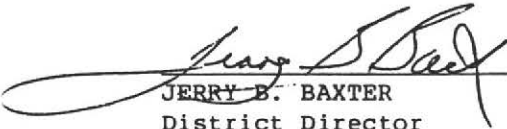
NEGATIVE DECLARATION
(CEQA)

Pursuant: Division 13, Public Resources Code

Description: This project involves a change in location of the Artesia Transit Center site from the NW corner of Vermont Avenue/Artesia Boulevard Intersection to the SW quadrant of the Harbor Transitway (I-110) Route 91 Interchange. This change is required to meet the existing and future transportation demand due to a steady and significant growth in the demand for transportation in this corridor. Aside from the no build alternative, there was the original chosen alternative which was rejected as being too small and provided no room for expansion. The topography of the project area is flat and the surrounding area is fully urbanized.

Determination: An Initial Study has been prepared by the California Department of Transportation. On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. There will be no adverse effects on businesses residences, schools, or public facilities, neighborhoods, employment, or the area economy.
2. No unique or significant natural features, including but not limited to, plant life, animal life, its habitat or movement, will be adversely affected.
3. No archaeological, cultural or historic properties, park lands, recreation or scenic areas will be affected.
4. No impacts on noise, air quality or water quality will occur within the project improvement area.
5. The action will not create any unplanned growth or require public services beyond those proposed for the near future.
6. There will be no effect on prime agricultural land, nor any floodplain encroachment.



JERRY B. BAXTER
District Director
California Department of Transportation

7/28/88

Date

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I-110 Transitway

Artesia Transit Center Initial Study/Environmental Assessment

I. Need For Transportation Improvements

A. Introduction

The proposed project is the construction of the Artesia Transit Center in the southeast quad of Vermont Avenue/Artesia Boulevard, which is a change from the location that was originally proposed in 1985. (See Figures 1 and 2). The proposed project includes a Transit Station and a Park-and-Ride facility. The project will provide a necessary location for transit patrons embarking, and debarking high occupancy vehicles. The project is in an area of increasing residential and commercial development and promises to reduce congestion resulting from existing and future planned development. Due to the relatively isolated location of this station, and its intended use as a "Regional Transit Center" the number of patrons arriving by vehicle, both bus and auto, is expected to be relatively large, as reflected by the large number of autos projected to be attracted to this station.

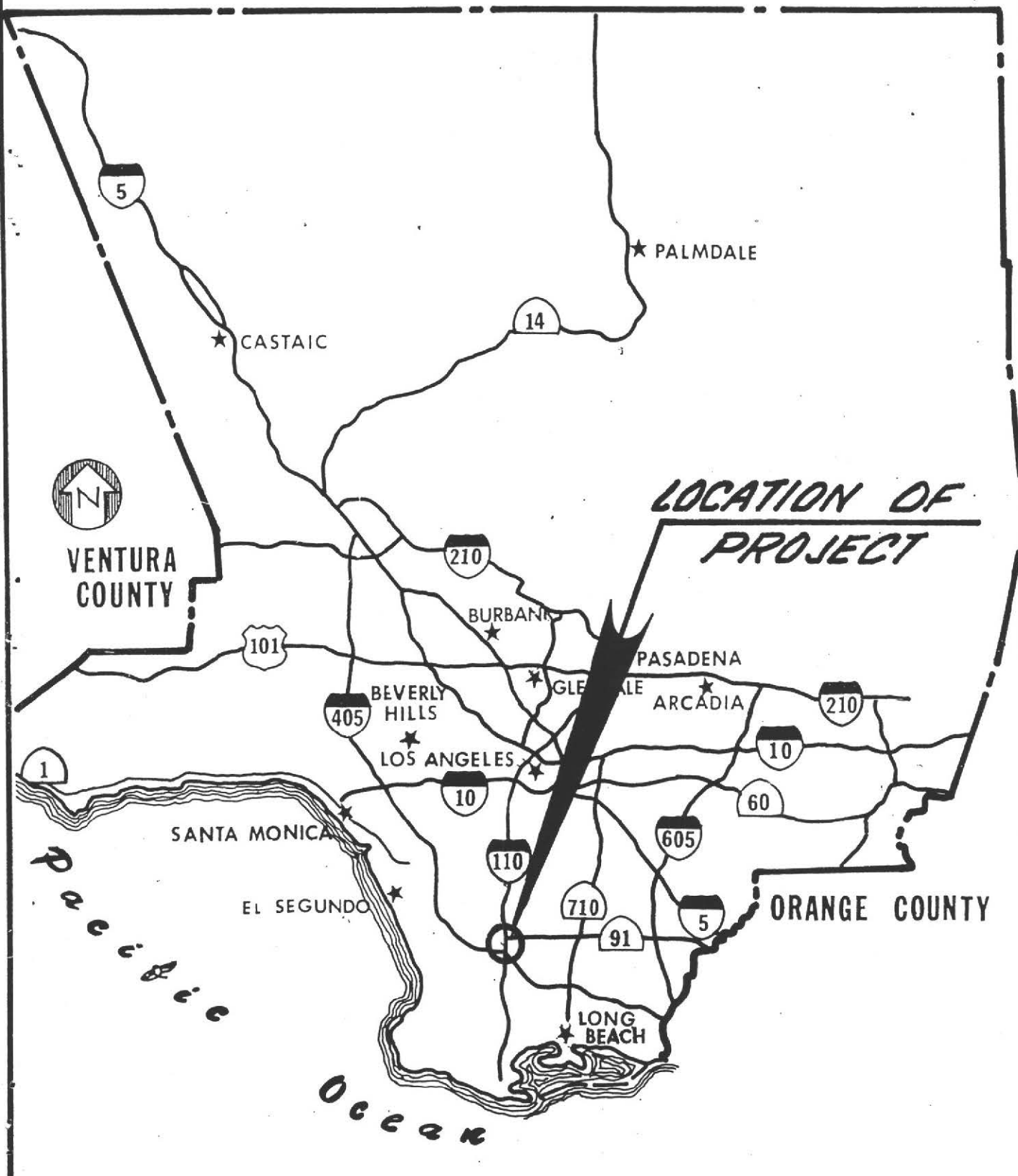
The original project site was approved in 1985. (See Figure 3). The original approved project was to be constructed in the NW corner of the Vermont/Artesia Boulevard intersection, adjacent to the Harbor Freeway/Transitway (I-110). The Center was planned to use an 8-acre state-owned site. The cost of the structure

needed and related improvements would have been about \$8,300,000. The operation of the original parking lot was complicated by the proximity of the terminus of the Artesia Freeway at the Harbor Freeway, with the resulting volume of traffic on Artesia Boulevard, and by the tentative joint use of the parking site by the City of Gardena.

The main objective of the project is to:

1. Provide a regional Transit Center for the Harbor Freeway/Transitway (I-110).
2. Reduce congestion on I-110 Freeway/Transitway by removing between 300 and 700 cars system wide during peak hour.

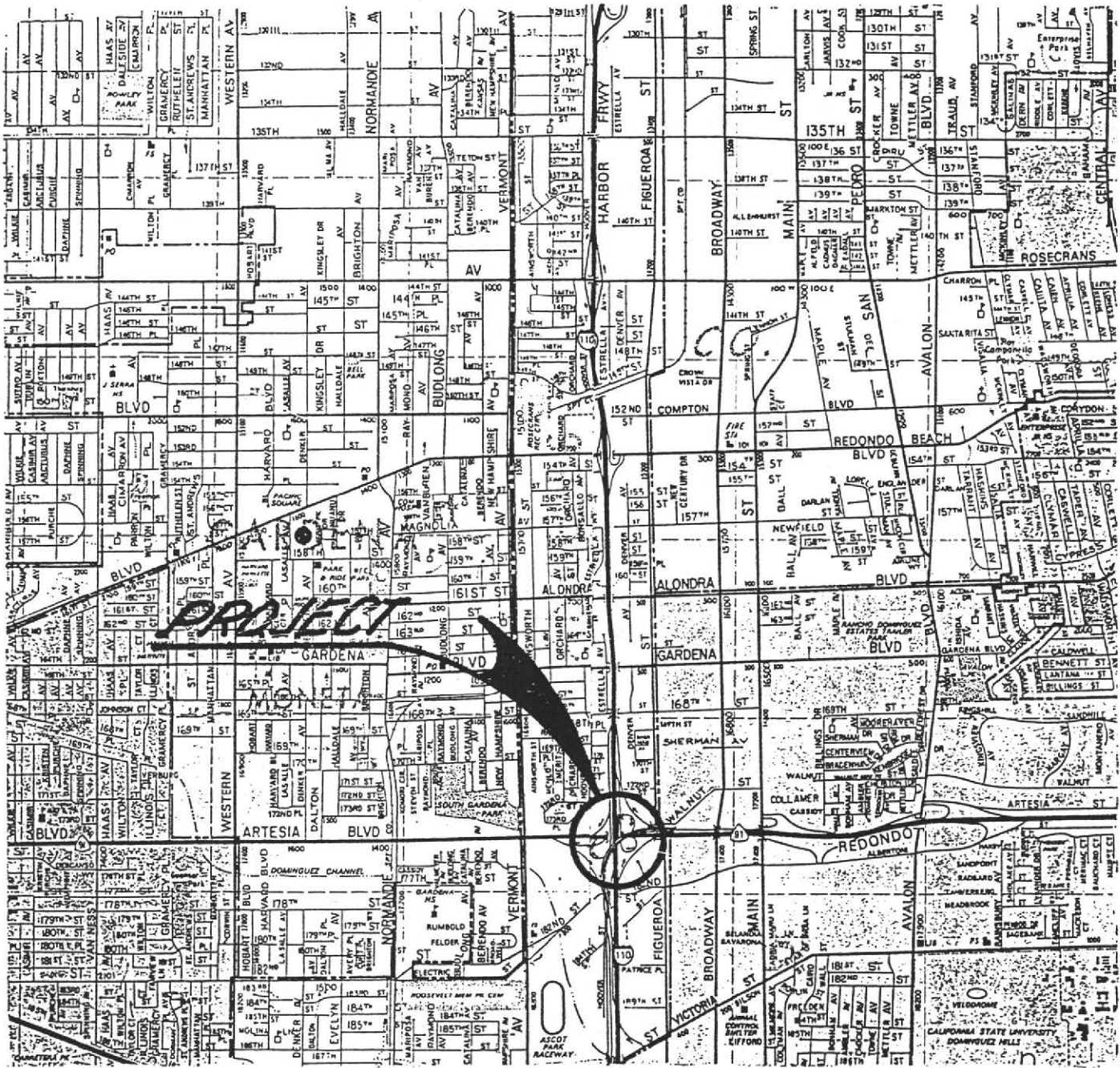
KERN COUNTY



LOCATION OF PROJECT

*REGIONAL LOCATION
COUNTY OF LOS ANGELES*

FIGURE 1



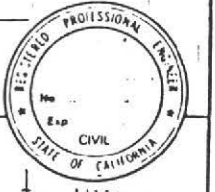
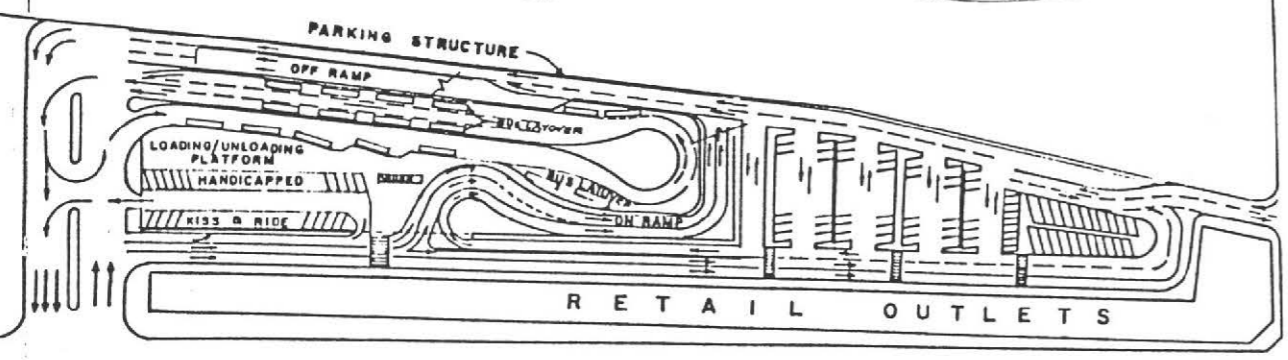
ARTESIA BOULEVARD PROJECT LOCATION

FIGURE 2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO	TOTAL SHEETS
				63	118

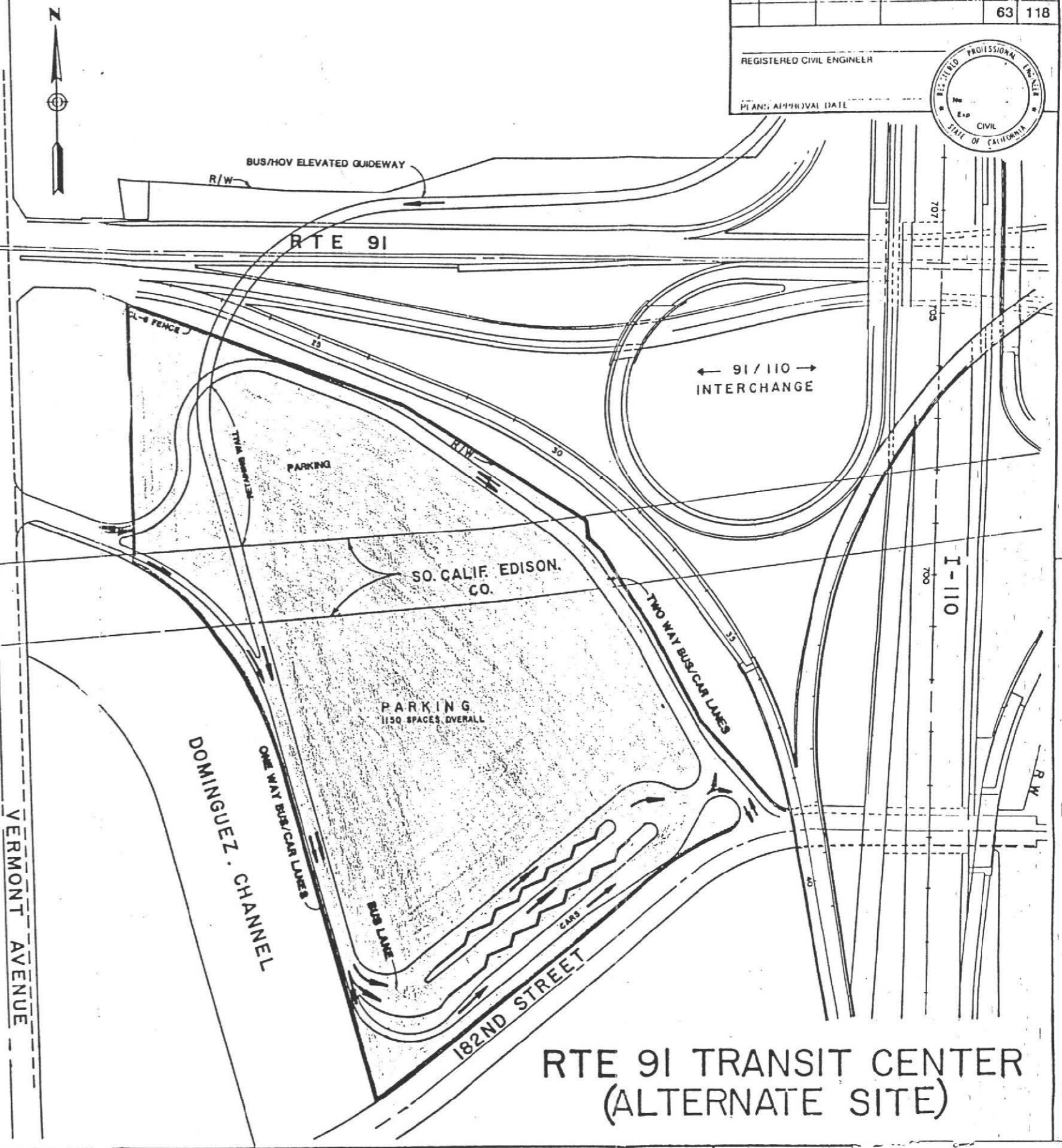
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

ARTESIA BLVD

RTE 91 TRANSIT CENTER
(FINAL EIS SITE)



RTE 91 TRANSIT CENTER
(ALTERNATE SITE)

NOT TO SCALE

DATE REVISIONS BY DATE REVISIONS BY

CALCULATED/DESIGNED BY CHECKED BY

PROJECT E

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION



II. Proposed Project Change

- A. Caltrans proposes to make the following change to the original project approved in March 25, 1985.

This is a change in location of the Transit Center site from the NW corner of the Vermont Avenue/Artesia Boulevard intersection to the SW quadrant of the I-110 Freeway/Route 91 Interchange. The Center was planned to use the 8-acre state-owned site at the Vermont/Artesia intersection and the cost of the parking structure needed and related improvements would have been about \$8,300,000. This change is required to meet the existing and future transportation demand due to a steady and significant growth in the demand for transportation in this corridor. The original site was too small for the needed Transit Center and parking lot and provided no room for expansion, Caltrans will sell the site most probably to the City of Gardena and buy the alternative site noted above and develop it into the Transit Center needed. Cost of R/W and development will be \$11,000,000 and \$5,500,000 respectively. The new site is 18+ acres and is large enough to provide the needed 1,000 parking spaces all at ground level along with a bus transfer and lay-over area, and also provide expansion and conversion possibilities into an LRT/Bus Transit Center. (See Figure 3.)

The right-of-way required from Artesia Sawdust Company is 13 acres. Artesia Sawdust Company operates several recycling firms from this location. The owner has stated that the required right-of-way would be available. Caltrans owns the remaining 5± acres required.

A construction easement will be required on the adjacent property owned by the Los Angeles County Flood Control District and access permits required from Southern California Edison Company.

The primary purposes for the change in this project is to:

1. Provide needed parking capacity.
2. Provide room for expansion.
3. Provide direct linkage to the transitway.

C. Alternative Withdrawn From Consideration

The original proposed Transit Center site was selected in the Final Environmental Impact Statement approved March 15, 1985. It was located on state owned property extending along the north side of Artesia Boulevard between Normandie and Vermont Avenue. This alternative was rejected because the site is too small for the needed Transit Center and parking lot and provide no room for expansion. Also the cost is excessive at \$8,300,000 for a parking structure and related improvements.

B. "No Transit Site" Alternative.

This alternative would cause the Transitway to be severely impacted by eliminating a Center at this location. This location is considered to be a vital link in the proposed transitway project because of its ability to attract riders from a large area.

III. Affected Environment

A. Physical Setting

The Transit Center proposed for this location is located in the SW quadrant of the I-110 Freeway/Route 91 Interchange. Vermont Avenue, an undeveloped parcel, and a residential tract are to the west of the proposed project. The Willows Wetland, a commercial development, and a residential development is to the north. A Flood Control Channel is between the project and Vermont Avenue. Southern California Edison Power Lines cross the proposed Transit Center.

The proposed site is currently occupied by several material recycling firms under the ownership of Artesia Sawdust Company. Previously this site was an uncontrolled dump site for approximately 30 years.

B. Traffic Demand

1. Surface Street Conditions

Traffic conditions along north-south arterial streets are generally better than on east-west streets. Northbound Vermont Avenue PM peak (4-6 PM) is 1,158 vehicles, eastbound Artesia Boulevard PM peak (4-6 PM) is 2,423 vehicles. Parking along arterial streets is limited or restricted.

2. Transit Service Conditions

The Harbor Freeway Corridor which extends from Western Avenue on the west to Avalon Blvd. on the east and from the Los Angeles

Central Business District LACBD on the north to San Pedro in the south, has a very high level of local bus service with routes on almost every major street. Base bus service operates at 15-30 minute headways on most lines with peak period service on some of the heavier routes increasing to 2-3 minute headways. The majority of the service is operated by SCRTD. There will be 8 bus lines using the Artesia Center. They are numbers: 51, 351, 127, 130, 443, 444, 446 and 447.

C. Biological Setting

A biological survey and assessment has been made. The urbanization of the study area restricts the amount of significant animal and plant habitat that occurs within it. Within the urbanized area, nearly all of the native biota was removed as development occurred. The majority of the flora consists of introduced species used for landscaping and ornamentation. A few native plants occur in vacant areas north of the proposed site (the Willows). A few squirrels, ground squirrels, rabbits, skunks, and urban adapted bird species exist in the study area. Stray dogs and cats are common.

D. Cultural Resources Setting

Federal legislation requires that efforts be made to protect properties on or eligible for inclusion in the National Register of Historic Places (NHRP) that are within the Area of Potential Effects (APE). A Negative Historical Property Survey Report (HPSR) was signed by the Federal Highway Administration in 1985 for the

I-110 Transitway (Original Artesia Transit Center). An HPSR was prepared by Caltrans for the new location of the Artesia Transit Center, and signed by the FHWA on July 15, 1988. The HPSR certified that no historic resources are within the project area.

The proposed project does not involve any Section 4(f) properties, wetlands, or threatened or endangered species.

E. Socioeconomic Setting

The proposed project area has five businesses on land owned by Artesia Sawdust Products Inc. All of these businesses are owned by or controlled by Artesia Sawdust:

- (1) Artesia Sawdust; (2) Artesia Nursery Company;
- (3) Chino Valley Sawdust; (4) American Disposal;
- (5) American Rock Products Company.

Approximately 200 jobs would be lost. However, the owner of Artesia Sawdust Products Company indicated he was going to relocate to another area. The owner indicated that he was considering selling his land to some large developers and would relocate only one or two companies. There are a number of industrial parks in the area that can be purchased or leased. The Department of Transportation will provide relocation advisory assistance to any business displaced as a result of the Department's acquisition of real property for public use and reimbursement for certain costs involved in relocation.

F. Air Quality Setting

The South Coast Air Quality Management District maintains several field stations in Los Angeles County. The air monitoring stations nearest the study area are located at Los Angeles CBD, Lennox, Lynwood and Long Beach. Air quality in the study area is variable. The Los Angeles CBD generally has poor air quality and pollutants levels frequently exceed both Federal and State Standards.

G. Water Quality

The study area lies within a developed urban area. Storm water runoff is carried to existing streets and then into a storm collector system which ultimately drains into the Los Angeles Harbor.

H. Noise

The heavy traffic on the Harbor Freeway and Vermont Avenue results in high levels of noise. The noise produced by the Harbor Freeway subjects the adjacent receptors to a noise level in excess of the FHWA design criteria of 67 dBA L_{eq} . Some soundwalls currently exist on the Harbor Freeway to reduce noise impacts.

Much of Vermont Avenue exceeds the 67 dBA noise criteria. No noise mitigation exists along Vermont Avenue.

IV. Environmental Consequences

The purpose of this chapter is to describe impacts that would occur if the proposed action were implemented. As in the chapter on Affected Environment, the discussion is organized according to issues. Both adverse and beneficial impacts are discussed. Measures that mitigate adverse impacts are identified following discussion of the impact.

This document assesses the change in location of the Transit Center. The area of impact for this project does not extend beyond the area assessed in the March, 1985 FEIR/FEIS for the Harbor Freeway/Transitway (I-110).

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

PHYSICAL. Will the proposal (either directly or indirectly):	YES OR	IF YES, IS IT SIGNIFICANT?
		YES OR NO
1. Appreciably change the topography or ground surface relief features	No	
2. Destroy, cover, or modify any unique geologic or physical features?	No	
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	Yes	No*
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	No*	
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	No	
6. Result in an increase in the rate of use of any natural resource?	Yes	
7. Result in the substantial depletion of any nonrenewable resource?	No	
8. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	Yes	No*
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	No	
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	No*	
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	Yes	No*
12. Result in the use of water in large amounts or in a wasteful manner?	No	
13. Affect wetlands or riparian vegetation?	No	
14. Violate or be inconsistent with Federal, State or local water quality standards?	No	
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	No	
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	No*	
17. Result in the creation of objectionable odors?	No	
18. Violate or be inconsistent with Federal, State, or local air standards or control plans?	No*	
19. Result in an increase in noise levels or vibration for adjoining areas?	Yes	No*
20. Result in any Federal, State, or local noise criteria being equal or exceeded?	Yes	No*
21. Produce new light, glare, or shadows?	Yes	No*

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

IF YES, IS IT BIOLOGICAL. Will the proposal result in either directly):

- 22. Change in the diversity of species or number of any species of (including trees, shrubs, grass, microflora, and aquatic plants)?
- 23. Reduction of the numbers of or encroachment upon the critical habitat or any unique, threatened or endangered species of plants?
- 24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?
- 25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance?
- 26. Removal or deterioration of existing fish or wildlife habitat?
- 27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?
- 28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?
- 29. Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals?

YES OR	SIGNIFICANT?
No *	
No *	
No	
No	
No *	
No *	
No	
No *	

SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):

- 30. Cause disruption of orderly planned development?
- 31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?
- 32. Be inconsistent with a Coastal Zone Management Plan?
- 33. Affect the location, distribution, density, or growth rate of the human population of an area?
- 34. Affect life-styles, or neighborhood character or stability?
- 35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?
- 36. Divide or disrupt an established community?
- 37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?
- 38. Affect employment, industry or commerce, or require the displacement of businesses or farms?
- 39. Affect property values or the local tax base?
- 40. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?
- 41. Affect public utilities, or police, fire, emergency or other public services?
- 42. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?

No	
No	
No	
No	
No	
No	
No	
No	
Yes	No *
Yes	No *
No	
No	
Yes	No *

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

	YES OR	IF YES, IS IT
	NO	SIGNIFICANT?
	YES	YES OR NO
43. Generate additional traffic?	Yes	No*
44. Affect or be affected by existing parking facilities or result in demand of new parking?	No	
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	Yes	No*
46. Result in alterations to waterborne, rail or air traffic?	No	
47. Support large commercial or residential development?	No	
48. Affect a significant archaeological or historic site, structure object, or building?	No*	
49. Affect wild or scenic rivers or natural landmarks?	No	
50. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	No	
51. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	Yes	No*
52. Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?	No	

MANDATORY FINDINGS OF SIGNIFICANCE.

	YES OR NO
53. Does the project have the potential to substantially 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 of, 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
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	No
55. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.	
56. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No

Earth Resources (3,4)

Seismicity and Soil Characteristics

The proposed project is located in a seismically active area. The most prominent of the numerous faults, which have been identified within a 100 mile radius of the proposed Artesia Transit Center, are the San Andreas and Newport-Inglewood geologic structures. (See Figure 4 & Table 1).

The possibility of sediment liquefaction (when water-saturated unconsolidated sediments behave as a fluid during an earthquake) is potentially likely in the project vicinity.

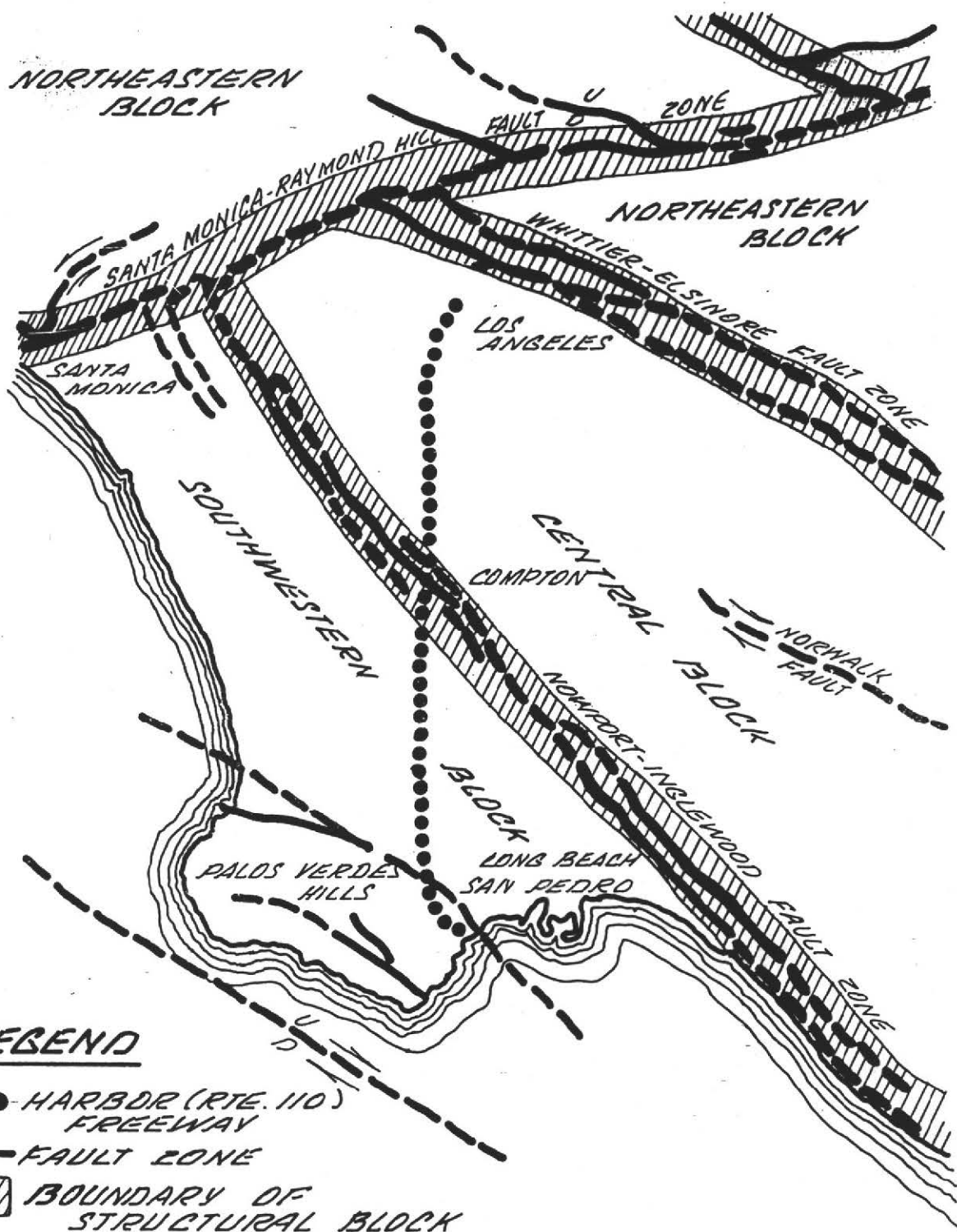
Mitigation Measures

The following measures are included as part of the project to offset potential adverse impacts.

4. A geotechnical report will be prepared, based on boring results, to determine foundation requirements for the grade separation structures, seismic design of the structures and foundations, and foundation requirements based on the degree of expansiveness of soil.

Energy (6)

Implementation of the project will also require the consumption of energy during the construction period and for maintenance operations. In the long term, the proposed project provide for more efficient travel, thus contributing to more efficient fuel consumption by motorists.



**SOUTHERN CALIFORNIA (PARTIAL)
EARTHQUAKE FAULT ZONES**

FIGURE - 4

TABLE I

Major Active Faults Associated With the Following Location

FAULT	<u>Artesia Transit Center</u>	
	Distance From Site(Miles)*	Maximum Credible Earthquake Magnitude
Malibu-Santa Monica	14	7.5
Newport-Inglewood	1	7.1
San Andreas	42	8.3
Sierra Madre	23	6.6
Whittier-Elsinore	15	7.5

*This distance is measured from the location intersection with the faults.

Mitigation Measures

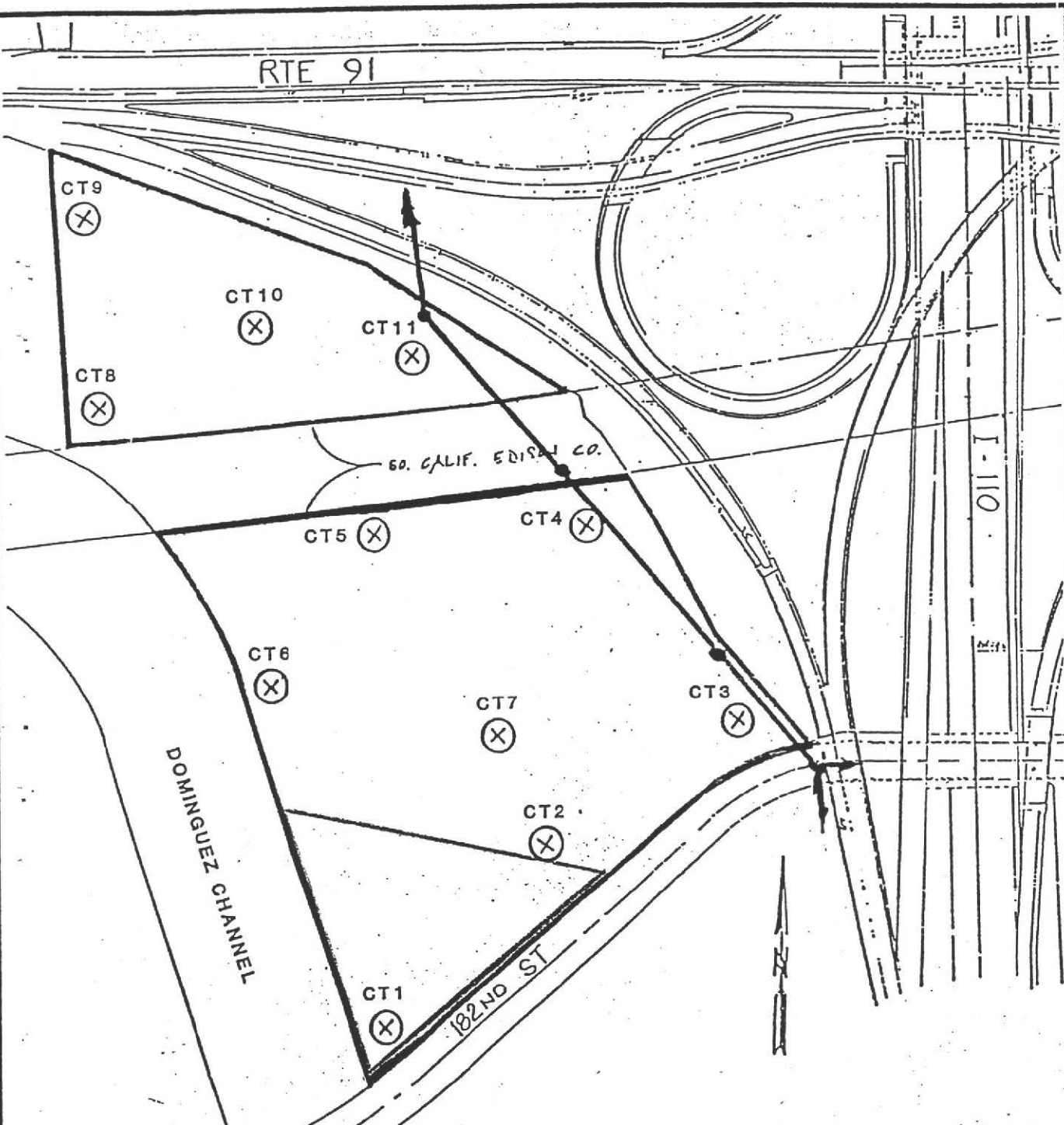
No mitigation measures are required.

Hazardous Materials (8,45)

An Initial Site Investigation (ISI) was conducted to determine if any businesses have generated hazardous waste within the proposed Transit Center right-of-way. Within the area of the Transit Center, the Artesia Sawdust Company will be displaced. The materials handled on site include, concrete, brick, asphalt, and wood. The previous use of the site was an uncontrolled dump site for approximately 30 years. A consultant, Geoservices was contracted by the Department of Transportation (DOT) on June 28, 1986 to perform a subsurface investigation at the site to identify the presence and concentrations of potentially hazardous substances that may exist in the subsurface landfill material.

The results of the chemical analyses revealed that concentrations of pesticides, PCB's, cyanide, halogenated volatile organics and nonhalogenated organics in the 50 soil samples were either below California Administrative Code (CAC) and EPA limits or non-detectable.

Various metal constituents were detected in soil samples from all borings except CT3 and CT5 (see Figure 5). The test results were compared to the CAC limits. Only one sample (CT1), exceeded the upper total concentration limit and the total threshold limit concentration (TTLC), classifying this sample and related soil



GeoResearch

BORING LOCATION MAP

DOT INTERCHANGE TRANSIT CENTER PROJECT

PROJECT NO: 85018-02

Figure-5

9/86

Adapted from DOT Base map

samples, as hazardous material. The samples with the highest metal levels were CT1 and CT2 near the site entrance and the present vehicle maintenance area.

Mitigation Measures

The hazardous waste problem can be solved by one of two methods: Avoiding the area between CT-1 and CT-2 located on Boring Location Map (see Figure 4), or by excavating the hazardous material and back filling with clean fill. The material will then be taken to an appropriate landfill.

Floodplain Impacts (10)

None of the alternative sites encroaches upon any Base Flood Plains or Regulatory Floodways, as defined by the Federal Emergency Management Agency (FEMA).

Since the project does not encroach upon a flood plain, there would be no impacts on natural and beneficial flood plain values. The project would not support incompatible flood plain development.

The final drainage plans will be coordinated with the Los Angeles County Flood Control District to insure compatibility with the existing drainage facilities.

Water Quality (11)

Development of the proposed interchange improvements will generate additional runoff as paved surfaces cover natural terrain. These paved surfaces will accumulate potential contaminants (automobile-related) which will be transported by runoff into the local drainage system. However, as the increase in paved area and runoff is minimal and increase in runoff is insignificant, these contaminants will have a negligible impact on local water quality.

Mitigation

No mitigation will be necessary.

Air Quality (16,18)

Changes in the location of any collection of automotive sources or changes in the number of vehicles or travel speeds may impact the microscale air quality around any given project site. Such microscale impacts, in addition to any temporary dust and construction equipment exhaust emissions, comprise the primary air quality concerns for any transportation project. While regional effects are minimal and accommodated within regional air quality planning processes, increased traffic levels may create localized "hot spots" during stagnation conditions, immediately adjacent to the roadway. The proposed project will reduce congestion on the freeway (I-110) and therefore reduce emissions, which will actually create an incremental regional benefit due to implementation of the project.

South Coast Air Quality Conformity Statement

On November 3, 1987, the Ninth Circuit Court of Appeals issued an opinion vacating and ordering disapproval of Environmental Protection Agency's (EPAs) previous approval of ozone and carbon monoxide (CO) control measures for the South Coast Air Basin (SCAB). The State Implementation Plan (SIP) for ozone and CO for SCAB was disapproved by EPA on January 22, 1988. This project is in an area where there is not an approved SIP currently containing any enforceable Transportation Control Measures (TCM's) for ozone and CO. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project. A SIP revision has been developed for this area by the regional air quality and transportation planning agencies, but that SIP revision has not been approved by EPA. The mobile emission analysis of the area's air quality management plan, included in the proposed SIP revision is based on a Regional Transportation Plan (and Program) that includes this project. Therefore, it is expected that if a SIP revision is approved for the project area, that this project would conform to it.

The California and National 1-hour CO Standards will not be exceeded, however, the California and National 8-Hour CO Standards will be exceeded more than once at the closest receptors. The proposed change in Park-and-Ride lot location would have no significant impact on the ambient air quality.

Mitigation Measures

The proposed Transit Center poses no adverse long-term air quality impacts requiring mitigation. It is recommended, however, that the following measure be implemented to reduce the short-term (construction) impacts associated with the project: The contractor will control dust by regular watering, paving construction roads or other dust prevention measures as per state standard specifications.

Noise (19, 20)

A supplemental noise study was conducted for the proposed Artesia Transit Center. The nearest first line receptor east of the proposed project, (a 1-story single family house) is located across from Vermont on Cassidy Street. The existing noise level generated by Vermont Avenue traffic was measured at 69 dBA (L_{eq}). Noise created by the additional traffic to the park and ride lot is predicted to be less than 55 dBA. Therefore, there will be no measurable increase in noise to the Cassidy Street residents due to the transit center.

The nearest first-line receptors north of the nearest project are the residences on 173rd Place. Existing noise levels in the rear yards of the residences on 173rd Place was measured at 64 dBA (L_{eq}). Most of the homes are protected by a 7 foot high property wall. The 1 or 2 homes without existing property walls are experiencing higher noise levels of 68 dBA (L_{eq}). These unprotected homes are located away from the proposed construction

and are not affected by it. The principle source of existing noise at all of these residences is Artesia Boulevard.

Noise from the propose flyover at Artesia Boulevard is expected to contribute between 63 to 64 dBA to the 4 houses nearest to the guideway. This will result in a combined noise level of 66 to 67 dBA (L_{eq}) at these homes.

The remaining 6 houses on 173rd Place will not be significantly affected by the proposed project.

Since the proposed project will not be the dominant noise source and the combined noise level is within the FHWA criteria of 67 dBA (L_{eq}) no additional mitigation is recommended.

New Shadows and Light (21)

The recommended alternative and the other Transit Site alternative that have centerline columns will cast new shadows on the freeway. While column shadows will create alternating patches of light and dark, the impacts from this condition would not be significant. Any aerial structures required for buses and HOV's to exit the guideway will cast shadows in that location. The impact of these shadows would not be significant.

If parking facilities are built in residential areas, the amount of light present during evening and night hours would be increased by parking lot lighting and automobile headlights.

Residents adjacent to the parking lots may be affected by automobile headlights shining directly into home windows.

Mitigation

Nuisance would be reduced by using low shrubbery or low walls so that vehicle headlights do not shine on windows of buildings adjacent to or across the street from parking facilities.

Biological Impacts (22,23,26,27,29)

There will be no landscape vegetation removed during construction of the proposed transit center. Some new landscaping will be planted around the Transit Center. The Willows Wetland north of Artesia Boulevard will not be affected by the proposed project.

A biological survey and assessment has been made. It was determined that no significant biological resource was found on the proposed site.

Mitigation Measures

No mitigation measures are necessary.

Socioeconomic Impacts (38, 39)

Five businesses owned by the Artesia Sandust Company will be dislocated with the loss of approximately 200 jobs. The owner indicated he would relocate only one or two of his companies.

Mitigation

Caltrans' Business and Farm Relocation Assistance Program provides aid in location of suitable replacement property, and reimbursement for certain costs involved in relocation.

Impacts on Properties of Historic and Cultural Significance, Section 4(f) and Section 106 Properties (48)

Caltrans' Cultural Resources Staff surveyed the proposed project area. It was found that none of the properties were eligible for the National Register of Historic Places. The proposed project would require no land from a public park, recreation area, wildlife refuge, or land from an Historic property, therefore, there would be no Section 4(f) involvement. A Negative Historical Property Survey was completed and approved by the Federal Highway Administration on July 15, 1988.

Mitigation Measures

No mitigation measures are necessary.

V. Consultation and Public Participation

A. Introduction

An interdisciplinary approach involving governmental agency coordination and public participation in transportation planning is an important State and Federal requirement. Public input has been solicited since the early stages of the Harbor Freeway Transitway Study. During the coordination process the permits required to construct the various alternatives of the project were identified. Additionally, the DEIR/EIS was circulated to a wide variety of individuals, government agencies, and private organizations to insure that all interested parties could provide input about the project.

On July 25, 1988, Caltrans held a Community Information Meeting regarding the Artesia Transit Center Relocation proposal. The meeting was held at the Ken Nakaoka Community Center at 1700 West 162nd Street in the City of Gardena. The purpose of the meeting was to address the concerns of the residents of the Cassidy Street Tract that were raised during the circulation of the Environmental Assessment. The meeting commenced at 7:30 pm and continued until about 9:30 p.m. Approximately 25 people attended, including residents of the Cassidy Street Tract, officials from the City of Gardena, Caltrans representatives, and other interested parties.

An informational flyer was handed out to all attendees. A Caltrans representative gave a background discussion explaining the overall transitway project as well as the general conceptual plan for the proposed Artesia Transit Center.

After the background discussion the meeting was opened up for questions and concerns from residents of the Cassidy Street Tract. Their primary concern was vehicles traveling on Cassidy Street from Normandie Avenue to Vermont Avenue, (and vice-versa) and crossing over Vermont Avenue to gain direct access to (or depart from) the proposed Transit Center. Several options were discussed to prevent Cassidy Street from becoming a thoroughfare to and from the Transit Center. These mitigation options are:

- A. Closing the Vermont Avenue entrance to Cassidy Street altogether.
- B. Temporarily closing the Vermont Avenue entrance during peak periods only.
- C. Placing a center island in Vermont Avenue, with appropriate channelization and traffic signalization, to prevent access to/from the Transit Center from/to Cassidy Street.
- D. Allowing only right turns in and out of the Transit Center entrance across from Cassidy Street, and diverting southbound Vermont Avenue traffic to 182nd Street for a left turn move.

Other issues raised by Cassidy Street residents included security at the Transit Center and noise impacts. It was the opinion of Caltrans representatives that the RTD police would patrol the Transit Center and park-and-ride facilities, as is the case at the El Monte Transit Station. Patrols would be on a 24-hour basis and carried out by roving police cars. (These assumptions were later confirmed by Mr. Ben Urban of the RTD's Planning Department.)

There was a discussion of potential noise impacts resulting from Transit Center use and the proposed 2-way ramp connector from the exclusive Bus/HOV guideway to the Transit Center. Caltrans' noise analyses indicate that noise generated by buses and autos using the Transit Center and ramp connector would have an insignificant impact on the areas ambient noise levels. Noise would remain dominated by traffic on the Harbor Freeway, Artesia Boulevard, and Vermont Avenue. Nor would the proposed facilities cause an exceedance of State or Federal Standards for Carbon Monoxide in the area. Concern was also voiced over the possibility of parking demand exceeding capacity at the Transit Center. The proposed Transit Center would provide approximately 1000 + parking spaces. Caltrans and RTD parking demand projections indicate that parking demand will not exceed the initial 1000 + spaces provided. The size of the site also allows for expansion in case of any future increases in parking demand.

Another concern raised was that of light and glare from vehicles using the Transit Center on nearby residences. This issue was addressed in Chapter IV of this Environmental Assessment (New Shadows and Light). The nuisance of automobile headlights shining directly into home windows would be reduced by using low shrubbery or low walls. At the same time visibility of the lot from the outside (i.e., police and local residents) would not be impaired by low shrubs or walls.

An associated issue is that of graffiti. Residents feel that walls surrounding the Transit Center could become the target of graffiti. At present Caltrans, and other public agencies, is experimenting with various methods to combat graffiti. These include "anti-graffiti coatings," corrugated surfaces, water blasting, and wet sand blasting. One of the best ways to avoid graffiti, according to Caltrans Landscape personnel, is the use of shrubbery. Also, if graffiti is immediately removed it tends to have the effect of discouraging reapplication by perpetrators. Prior to final design Cassidy Street residences will be presented with the various ways of combating graffiti and given the opportunity to have input into the method ultimately selected.

An informational meeting was held on September 28, 1988 at 7:00 p.m. in the Council Chambers of Gardena City Hall, 1700 West 162nd Street, Gardena. It was attended by approximately 26 individuals.

Representing Caltrans were: David Kilmurray, Bill Charbonneau, Cleave Govan, Jim Danley, Dick Edwards, Walter White, John Vaden, and Elaine Hayashi.

This informational meeting was held at the request of Councilwoman Joan Flores's office because of a concern they had received from a resident in the area. The request also asked that the meeting be held by the end of September.

Handouts publicizing the meeting were delivered to approximately 400 homes and/or businesses.

An artist's rendition of the transitway at the Route 91 Freeway and an index poster of the I-110 Freeway/Transitway were used as visual aids.

Concerns and comments received were:

Residents living on 173rd Place without a soundwall requested that a wall be built as part of this project. They were more concerned with noise from Artesia Boulevard rather than the transitway. Apparently, the Real Estate agent that sold the homes on 173rd Place, along with the Department of Water and Power, said that a soundwall was going to be built along Route 91 from I-110 Artesia West off-ramp to Vermont Avenue.

A soundwall constructed along the north side of Artesia Boulevard (LA-91) would not reduce any noise increases resulting from the flyover or transit station. However, such a wall would probably reduce noise levels due to Artesia Boulevard traffic, and thereby offer some relief. Current FHWA guidelines do not allow this type of "indirect mitigation". Mitigation is allowed for only project generated noise. It should be noted that the flyover would raise noise levels only 3 dBA (L_{eq}) which is the cut off for noise walls. All of this was recently brought to the attention of the FHWA area engineer.

Caltrans' integrity was questioned by a few attendees. Great lengths of explanation were given on air quality, noise analysis, and traffic analysis.

COMMENTS ON PROPOSED PROJECT

CITY OF LOS ANGELES

CALIFORNIA

DONALD R. HOWERY
GENERAL MANAGER



TOM BRADLEY
MAYOR

DEPARTMENT OF
TRANSPORTATION
ROOM 1200, CITY HALL
LOS ANGELES, CA 90012
485-2265

July 28, 1988

Mr. Jerry Baxter
Director, District 7
Department of Transportation
P.O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention: W. B. Ballantine, Chief
Environmental Planning Branch

HARBOR FREEWAY (I-110) TRANSITWAY - ARTESIA TRANSIT CENTER RELOCATION -
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT/NEGATIVE DECLARATION

EE # 1
We have reviewed the Initial Study/Environmental Assessment for the proposed relocation of the Artesia Transit Center from the northwest corner of Artesia Boulevard (Route 91) and Vermont Avenue to the southwest quadrant of the Routes 110/91 interchange. Based on our analysis, we concur that there is sufficient distance for storage of left turn vehicles awaiting ingress into the proposed station parking area driveways. This includes vehicles from both the southbound Vermont Avenue direction and from eastbound 182nd Street, given the turning volumes shown on page IV-7. We understand that those projected peak period volumes represent an estimate based on current year patronage, but that the proposed parking area was designed with an overall capacity of 1,150 spaces for the year 2005, as shown in the document on Figure 3. Thus, projected turning volumes for the design year 2005 should also be presented and discussed in the final environmental document.

E # 2
On page IV-7, your document indicates that the width and channelization of Vermont Avenue and 182nd Street are sufficient to mitigate any serious impacts at the two parking area driveways. Vermont Avenue, a Major Highway, is fully improved with an 80-foot wide roadway in a 100-foot wide right-of-way, with the westerly portion within the City of Gardena. However, 182nd Street, a Secondary Highway, is significantly substandard in width east of Vermont Avenue, with approximately a 47-foot wide roadway in an 80 to 85-foot wide right-of-way; most of those improvements appear to exist on the south side, which does not adjoin the proposed parking area. Therefore, your final document should include a commitment by Caltrans to upgrade 182nd Street to a full Secondary Highway standards with a 70-foot wide roadway in a 90-foot wide right-of-way at Vermont Avenue, transitioning easterly to a 66-foot wide roadway in an 86-foot wide right-of-way and 10 feet of sidewalk on

V-9

Mr. Jerry Baxter
Page 2
July 28, 1988

each side. Also, the discussion should be expanded to fully describe the proposed channelization concepts for both 182nd Street and Vermont Avenue.

SEE # /

With the proposed installation of new traffic signals with left turn phasing for the parking area driveways, we understand that community representatives have expressed some concern regarding the potential for motorists to use Cassidy Street, a residential street in the City of Gardena, as a "short cut" through-route from Normandie Avenue. This route can provide an access to the park-and-ride lot driveway on Vermont Avenue, which is directly opposite Cassidy Street. Thus, the final document should include a discussion of any proposed measures to mitigate the impacts of the Cassidy Street traffic on both the proposed intersection and the involved residential neighborhood.

SEE # /

A discussion of the possible impacts of this relocated Transit Center on the traffic movement at the existing intersections of Vermont Avenue and Artesia Boulevard, and Vermont Avenue and 182nd Street should also be included in your final document, together with any necessary mitigation measures.

Thank you for the opportunity to comment on your draft Initial Study/Environmental Assessment for the relocated Artesia Transit Center of the Harbor Freeway Transitway. It is hoped that these comments will prove to be useful in developing the final document.

S. E. ROWE
Acting General Manager

SEF:sf
(a:artesia)

CITY OF LOS ANGELES

CALIFORNIA



TOM BRADLEY
MAYOR

RECEIVED

JUL 29 1988

ENV. PLAN. BR.

DEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERING

ROBERT S. HORII
CITY ENGINEER

Room 800, City Hall
Los Angeles, CA 90012

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Department of Transportation
District 7, 120 So. Spring Street
Los Angeles, CA 90012

July 28, 1988

Attention: W.B. Ballantine

ANTECIA TRANSIT CENTER - INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Your letter dated July 14, 1988, invited our comments on the above titled environmental document. Please consider the following:

- E # 2 1. The 182nd Street bridge over Dominguez Channel carries but one traffic lane in each direction; will this be adequate if the Transit Center is built? Should we expect an increase in the number of accidents at the narrow bridge?
- 3 2. Figure 3 should show the location of Hoover Street as it will probably affect the location of the 182nd Street entrance.
- EE # 2 3. Will the City of L.A. be requested to vacate property?
- E # 2 4. Since 182nd Street is a Secondary Highway on the City's Master Plan, the City will require that full improvements be made in conjunction with this project. This will include dedications, street widening, lighting, sidewalk, trees, storm drains and the like. Since the curve near Hoover Street has but a 400' radius, some thought must be given to correcting this deficiency, especially if an entrance is to be built there.

V-11

ADDRESS ALL COMMUNICATIONS TO THE CITY ENGINEER

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

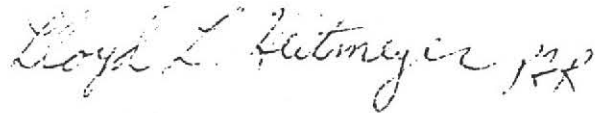
July 28, 1988

SEE # 3

5. The structural section of Vermont Avenue may not be adequate for a large increase in bus traffic; special lanes may be required.

If you require further information please contact Pete Haldiman at (213) 548-7715.

Sincerely,



Lloyd L. Heitmeyer, District Engineer
Harbor District
638 So. Beacon Street, Room 400
San Pedro, CA 90731

PJH:rs
HAR2-59

cc: Project Management Division



RECEIVED

AUG 04 1988

ENV. PLAN. BR.

Gary S. Spivack
Director of Planning

August 1, 1988

Mr. Cleave Govan
Senior Environmental Planner
State of California
Department of Transportation
Environmental Planning Branch
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Govan:

Thank you for providing the Southern California Rapid Transit District (SCRTD) the opportunity to comment on the Negative Declaration for the relocation of the Artesia Transit Center.

The District supports the change in location of the Artesia Transit Center site from the northwest corner of the Vermont Avenue/Artesia Boulevard intersection to the southwest quadrant of the Harbor Transitway (I-110) Route 91 Interchange. The original site was too small and not adequate for the proposed operations. The proposed new lot will better meet the District's needs.

E # 6
On the maps on page 11-2, Caltrans proposes mixed use roadways serving the parking lot and the layover/drop off area. This mixed circulation within the parking lot will subject the bus movements to auto congestion at peak hours of the day. The District suggests that the movement of cars and buses be separated for more efficient operation and passenger safety.

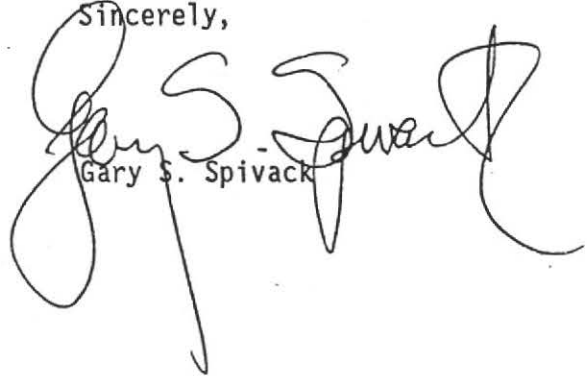
7
On page III-2, the reference to the SCRTD lines that are proposed to serve the transit center is incorrect. The lines that are proposed to serve the center are: 51, 351, 127, 130, 443, 444, 446 and 447. Line 442, mentioned in the Negative Declaration, will not serve the center, and Line 445 will be cancelled when the center is opened. A new line-haul route 440 will be instituted when the center is open that will operate between the center and downtown Los Angeles. Line 448 is no longer operated by the District.

7
On page IV-7 the report refers to the expected peak hour traffic movements turning into the lot from Vermont Avenue. The report states that two left turn bus movements will occur from Vermont Avenue during the peak hour and four right turns from northbound Vermont. The District projects 32 left turning movements and zero right turning movements.

Mr. Cleave Govan
August 1, 1988
Page 2

If you have questions regarding this or other transit-related matters,
please contact Ben Urban at (213) 972-6442.

Sincerely,



Gary S. Spivack

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF FIRE
200 NORTH MAIN ST.
LOS ANGELES, CA 90012

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AUG 15 1988

ENV. PLAN. BR.

DONALD O. MANNING
CHIEF ENGINEER
AND
GENERAL MANAGER

EVA WHITELOCK
EXECUTIVE ASSISTANT

July 28, 1988

Mr. Cleave Govan
State of California
Department of Transportation
District Seven, Post Office Box 2304
Los Angeles, CA 90051

Dear Mr. Govan:

Initial Study/Environmental Assessment
Relocation of the Artesia Transit Center
Artesia Boulevard and I-110 Freeway/Transitway

The proposed project consists of the construction of a transit center at Artesia Boulevard and the Harbor Freeway/Transitway intersection in the City of Los Angeles. The project includes a transit station and a Park-and-Ride facility.

This is a change in location of the Transit Center site from the northwest corner of the Vermont Avenue/Artesia Boulevard intersection to the southwest quadrant of the 110 Freeway/Route 91 interchange.

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 2,000 G.P.M. from three adjacent fire hydrants flowing simultaneously.

Mr. Cleave Govan
July 28, 1988
Page 2

Improvements to the water system in this area may be required to provide 2,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

Based on a required fire-flow of 2,000 G.P.M., the first-due Engine Company should be within 1.5 miles, the first-due Truck Company within two miles.

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station 79
Single Engine Company
Staffing - 4 members
18030 South Vermont Avenue .34 miles

Fire Station 64
Task Force Station - Truck and Engine Company
Paramedic Ambulance
Staffing - 12 members
118 West 108th Street 5.11 miles

The above distances were computed to Vermont Avenue and Artesia Boulevard..

Based on this criteria (response distance from existing fire stations), fire protection would be considered inadequate.

SEE #4 In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.

At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for major evacuation during emergency situations shall be required.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Submit plot plans that show the access road and the turning area for Fire Department approval.

Private roadways for general access use and fire lanes, width shall not be less than 20 feet clear to sky.

Mr. Cleave Govan
July 28, 1988
Page 3

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas which will serve the proposed project.

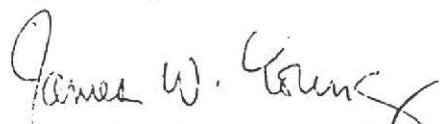
Access for Fire Department apparatus and personnel to and into all structures shall be required.

The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

DONALD O. MANNING
Chief Engineer and General Manager



James W. Young, Assistant Bureau Commander
Bureau of Fire Prevention

JWY:SJF:sas/3140E

cc: Councilwoman Joan Milke-Flores
Environmental Quality Board
Fire Department Planning Section

AUG 15 1988

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

August 12, 1988

Mr. Wayne Ballentine
CA State Department of Transportation #7
P.O. Box 2304
Los Angeles, CA 90051

Subject: Artesia Transit Center, SCH# 88071315

Dear Mr. Ballentine:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Keith Lee at 916/445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in cursive script, appearing to read "David C. Nunenkamp".

David C. Nunenkamp
Chief
Office of Permit Assistance

The following are our comments regarding the issues raised in the City of Los Angeles' Department of Transportation, Bureau of Engineering, and Department of Fire letters dated July 28, 1988.

1. Left Turn Traffic and Channelization

Left turn traffic handling, channelization and signaling need will be studied during the design stage of the project to develop mitigation measures that will address everyone's concern about the following intersections:

- a. The Artesia westbound traffic at the Artesia Boulevard/Vermont Avenue intersection.
- b. Signaling and channelization at Vermont Avenue/Cassidy Street and Vermont Avenue/Transit Center entrance.

2. 182nd Street and Dominguez Channel Bridge Widening

182nd Street is a 4-lane Street except for the section between Vermont Avenue and Route 91/110 which is 2-lane. This is the section that most affects the Transit Center's south entrance ingress/egress traffic. To facilitate this traffic movement, 192nd Street has to be widened from 2 to 4-lanes. This will involve the widening of the Dominguez Channel Bridge. The work can be carried out within the city right-of-way. The project cost estimate has been increased to include the street and bridge widening.

3. Vermont Avenue Pavement Structural Section

The 2005 ADT of projected RTD buses to and from the Transit Station at the two entrances is 582. Even if we increase this volume by 20% to account for Gardena buses and others the projected ADT using Vermont Avenue do not warrant a special bus lane. A complete evaluation of the existing streets structural section will be done during the PS&E preparation. If found to be deficient, the structural section will be corrected. This can be accomplished in many ways other than a special bus lane; e.g., a pavement overlay with pavement reinforcing fabric reconstruct to strengthen structural section.

4. Los Angeles Fire Department Comments

All requirements of the Fire Department will be complied with.

5. Hoover Street will be included on the project map.

RTD COMMENTS

6. The separation of cars and buses will be considered at the final design stage of the proposed project.

7. Comment noted.

8. Comment noted.

17519 So. Berendo Ave.
Gardena, CA 90248
July 25, 1988

W. B. Ballanantine
CALTRANS - Environmental Planning Branch
120 S. Spring Street
Los Angeles, CA 90012

SUBJECT: PROPOSED TRANSIT CENTER - SE QUADRANT OF ARTESIA & VERMONT, GARDENA

Déar Sir:

A poll of residents of Cassidy Tract reveals the following concerns:

TRAFFIC

Foremost of concerns would be the traffic generated through Cassidy Street between Vermont and Normandie. Cassidy is a narrow residential street where increased traffic has prompted creation of a special parking district and closure of Cassidy to through traffic on weekends.

The significantly increased traffic the Center would generate during peak hours would overload the capacity of the street, would increase the existing difficulty of entering or exiting the tract at either end, would make it difficult for many to enter or exit their own driveways, and would constitute a severe danger to neighborhood children.

We therefore request that the Transit Center plan include a center island on Vermont and signal light sequencing which would allow exit/entrance for residents but bar through traffic on Cassidy by commuters using the center.

Traffic signals should be sequenced so as not to have the endless stream of large trucks southbound on Vermont constantly stopping and gearing up immediately adjacent to the tract.

SECURITY

Further, we are concerned about the security provided at the center and request that a 24-hour patrol and adequate lighting be provided to prevent day or night use of the center by the criminal element.

POLLUTION

A wall of adequate height along Vermont and sufficient landscaping to shield the neighborhood from car lights, noise and the significant pollution created by the 1000+ automobiles and buses would be absolutely necessary to protect the environment of the area.

Finally, we ask that representatives of the tract be included in the planning stages of the traffic controls (ie signal and islands), that we be notified of the development of or changes to such plans, and that this letter and testimony given at the informational meeting of July 25, 1988 be made part of the official environmental study and report.

Sincerely,

Betty A. Hinds (329-2321)
Chairman, Cassidy Tract Citizens Committee

Response to Ms. Betty A. Hinds, Chairperson
Cassidy Tract Citizens Committee

Comment:

1. Your concerns regarding traffic impacts on Cassidy Street due to the Transit Center have been addressed in the consultation and Public Participation Section of the Environmental Assessment. As agreed upon at the July 25, 1988 Community Information Meeting, Cassidy Street residents will have input at the final design stage regarding mitigation measures for traffic impacts.
2. Security is addressed in the Environmental Assessment, Chapter IV. This is in response to the issue being raised at the Community meeting. The RTD police will patrol the site on a 24 hour basis. This was confirmed by Mr. Ben Urban of the RTD Planning Department.
3. Walls and shrubs will be utilized to prevent glare. See Consultation and Public Participation Section of the Environmental Assessment for details on glare, noise impacts, and parking capacity issues. And, as stated in Comment No. 1, Cassidy Street residents will have input on traffic mitigation measures at the final design stage.

(Your letter is included in the final Environmental Assessment).

Numerous comments were received from the public during the circulation of the Environmental Assessment. Several people called out of curiosity and often asked what a Transit Center was. When explained they were satisfied.

A few people asked about potential noise impacts resulting from the project, and a few were concerned about increased traffic on Artesia Boulevard (Route 91).

Noise questions were referred to Caltrans Environmental Investigations Unit. Traffic inquiries were referred to the Traffic Operations Branch. These people were satisfied after discussions with the appropriate personnel. In the case of noise inquiries the Investigations Section will take additional measurements to confirm past analyses and relay the results to the concerned individuals.

The Notice at right appeared in the following publications on the dates indicated.

Los Angeles Times
(South Bay Edition)

July 17, 1988
July 21, 1988

Gardena Daily News

July 13, 1988
July 20, 1988

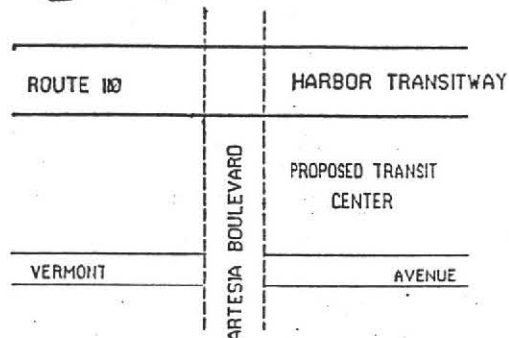
Daily Breeze

July 17, 1988
July 20, 1988



What Do You Think About The Proposal To Build A Transit Center at the Harbor Transitway (I-110) and Route 91 (Artesia Boulevard), in the City of Los Angeles

Do You Want a Public Hearing?



What's Being Planned

CALTRANS (California Department of Transportation) is proposing a Transit Center at the Harbor Transitway (I-110) and Artesia Boulevard (Route 91) at the SW quadrant of the Interchange, in the City of Los Angeles.

Why This Ad?

CALTRANS has studied the affects this project may have on the environment. Our studies show that it will not significantly affect the quality of the environment. The report explains why it is called a Initial Study/ Environmental Assessment (IS/EA). This notice is to tell you of the preparation of the IS/EA and its availability for you to read and to offer the opportunity for a Public Hearing.

What's Available?

Maps, the IS/EA and other project information are at the Caltrans District Office, 120 S. Spring Street, Los Angeles on weekdays 8 am to 4 pm.

What You Can Do?

Do you have any comments about processing the project with an IS/EA? Do you disagree with the findings of our study as set forth in the IS/EA? Would you care to make any comments on the project? Would you like a Public Hearing?

Please submit your comments or requests for Public Hearing in writing no later than July 28, 1988 to:

W. B. Ballanathne
CALTRANS
Environmental Planning Branch
120 S. Spring Street
Los Angeles, CA 90012.

If there are no major comments CALTRANS will proceed with the projects design and request approval from the Federal Highway Administration (FHWA).

Contact

For more information about this project, call:

Cleave Govan at Caltrans
(213) 620-2246

B. Distribution List

The following is the list of agencies, organizations and individuals to which this Negative Declaration and Environmental Assessment was distributed.

Government Officials

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Assistant Secretary for Health
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Division of NEPA Affairs
U. S. Department of Energy
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State Clearinghouse
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Office of Planning and Research
1400 Tenth Street, Room 108
Sacramento, CA 95814

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Sacramento, CA 95814

Director
Department of Conservation
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Sacramento, CA 95814

Director
Department of Public Health
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Chief
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Office of Planning and Research
1400 Tenth Street
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Planning Department
Citywide Planning Division
Environmental Quality Board
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Los Angeles, CA 90012

Los Angeles Fire Department
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Department of Water and Power
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Southern Pacific
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Sierra Club
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Automobile Club of Southern
California
2601 South Figueroa
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Private Organizations and
Individuals

Los Angeles Chamber of Commerce
404 South Bixel
Los Angeles, CA 90026

National Association for
Advancement of Colored People
2921 West Vernon Avenue
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Southern California Transportation
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610 South Main Street
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Citizens for Law in the
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723 Radcliffe Avenue
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Ms. Betty Hinds
Cassidy Tract
Citizens Committee
17519 Brendo Avenue
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Mr. Jay Stuart
17502 Valmeyer Avenue
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Mr. Sherman Takata
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Private Organizations and
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Mr. Sid Mikamo
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Mr. Seigo Nakagawa
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Ms. Ves Franklin
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Gardena, CA 90247

Mr. George Sigüero
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Gardena, CA 90247

Mr. Charles Jerman
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Gardena, CA 90247

Artesia Sawdust Products, Inc.
795 West 182nd Street
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C. Interdisciplinary Team

In order to carry on the day to day activities of developing and studying project alternatives, which reflected concern for the human and natural environment as well as for engineering details, an interdisciplinary team consisting of people with a variety of backgrounds in the natural sciences, humanities, planning and engineering was developed. This team was principally responsible for preparing this document. The list of preparers appears on page VI-14. Notice of availability and opportunity for a Public Hearing was published in the appropriate newspapers, and appears on Page VII-1.

VI. Environmental Evaluation Personnel

The following people were principally responsible for preparing this Negative Declaration/Initial Study/Environmental Assessment.

Cleavon Govan, Senior Environmental Planner
B.S. Physics, CSULA, M.S. Applied Mathematics, West Coast University, M.A. in Environmental Planning, CSUN, 11 years experience in General and Technical Environmental Studies.

Jim Danley, Associate Environmental Planner
A.A. Contra Costa College, 14 Years Experience in Environmental Evaluations.

John Sully, Associate Environmental Planner
B.S. History and Political Science, Santa Clara University, M.S. Biology CSULA, 18 years experience in Biological Environmental Evaluations.

George A. Casen, Associate Environmental Planner
(Cultural & Historical) B.A. Political Science, State University of New York, Stony Brook; M.S. History Education; Long Island University, Postgraduate Studies, Urban Planning, New York University; 6 years experience in Environmental Planning specializing in Cultural/Historical, 3 Years experience in Transportation Planning Analysis.

Howard Bolten, Associate Transportation Engineer
B.S. Civil Engineering, USC; 12 years experience in Physical Environment Evaluations.

Gene Huey, Associate Environmental Planner
B.A. CSULA, Anthropology, 15 years experience in Archaeology.

Walter White, Associate Right-of-Way Agent
B.S. Business Administration, CSULA; 8 years experience in Right-of-Way Studies.

William Charbonneau, Senior Transportation Engineer
B. S. Civil Engineering, New England College, New Hampshire, Registered Engineer, 31 years Civil Engineering Experience.

Mogus Brook, Senior Transportation Engineer
B.C.E. Renesse Laer, Polytechnic Institute Troy, New York, Registered Engineer
25 years Civil Engineering Experience.

V. Environmental Determination

On the basis of this evaluation, it is determined that the appropriate environmental document for the proposal is a Negative Declaration. Although the proposal could have a significant effect on the environment, there will not be a significant effect because the mitigation measures described have been added to the project.

W.B. Ballantine

W. B. BALLANTINE
Chief, Environmental Planning Branch

6/27/88

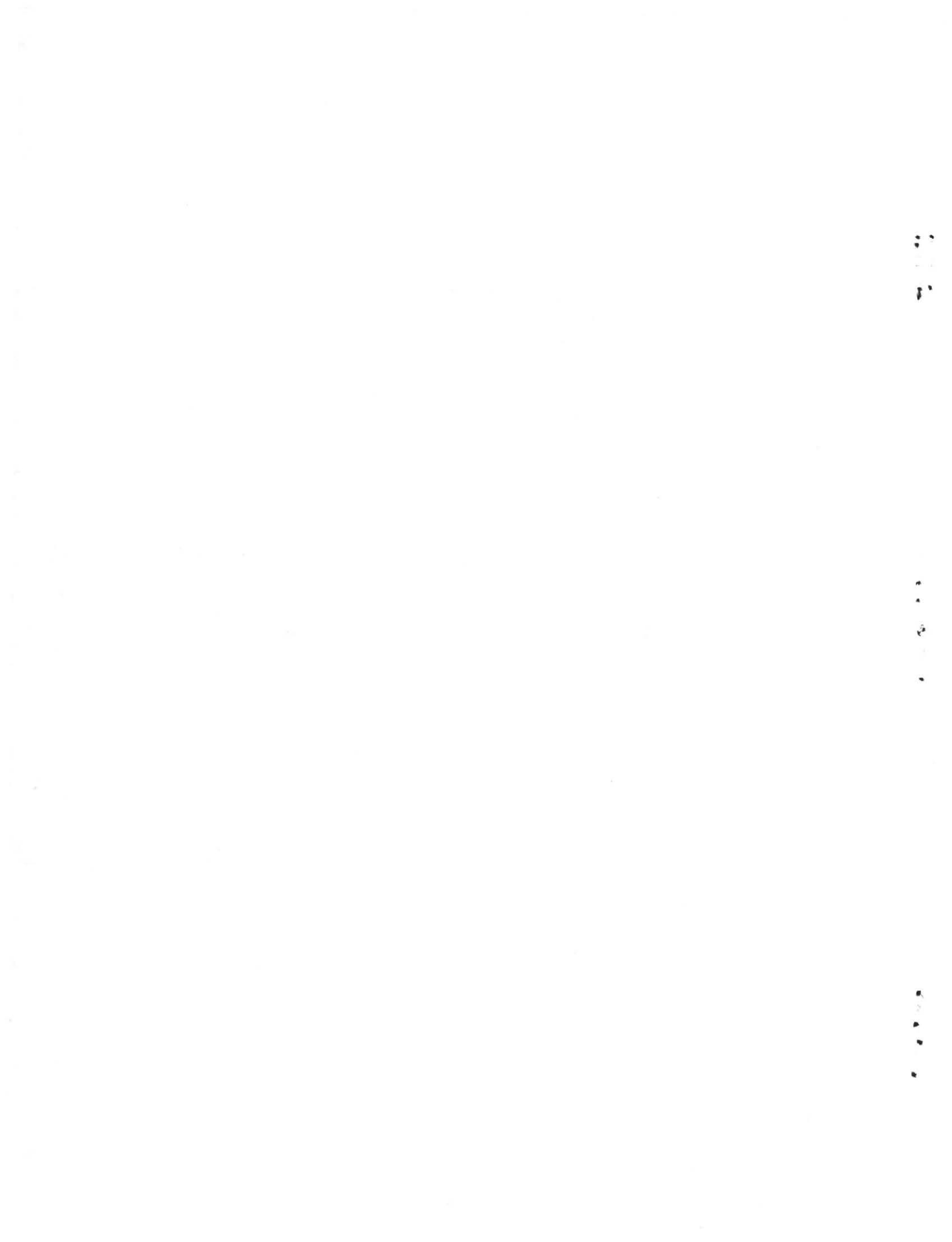
Date

D.J. Kilmurray

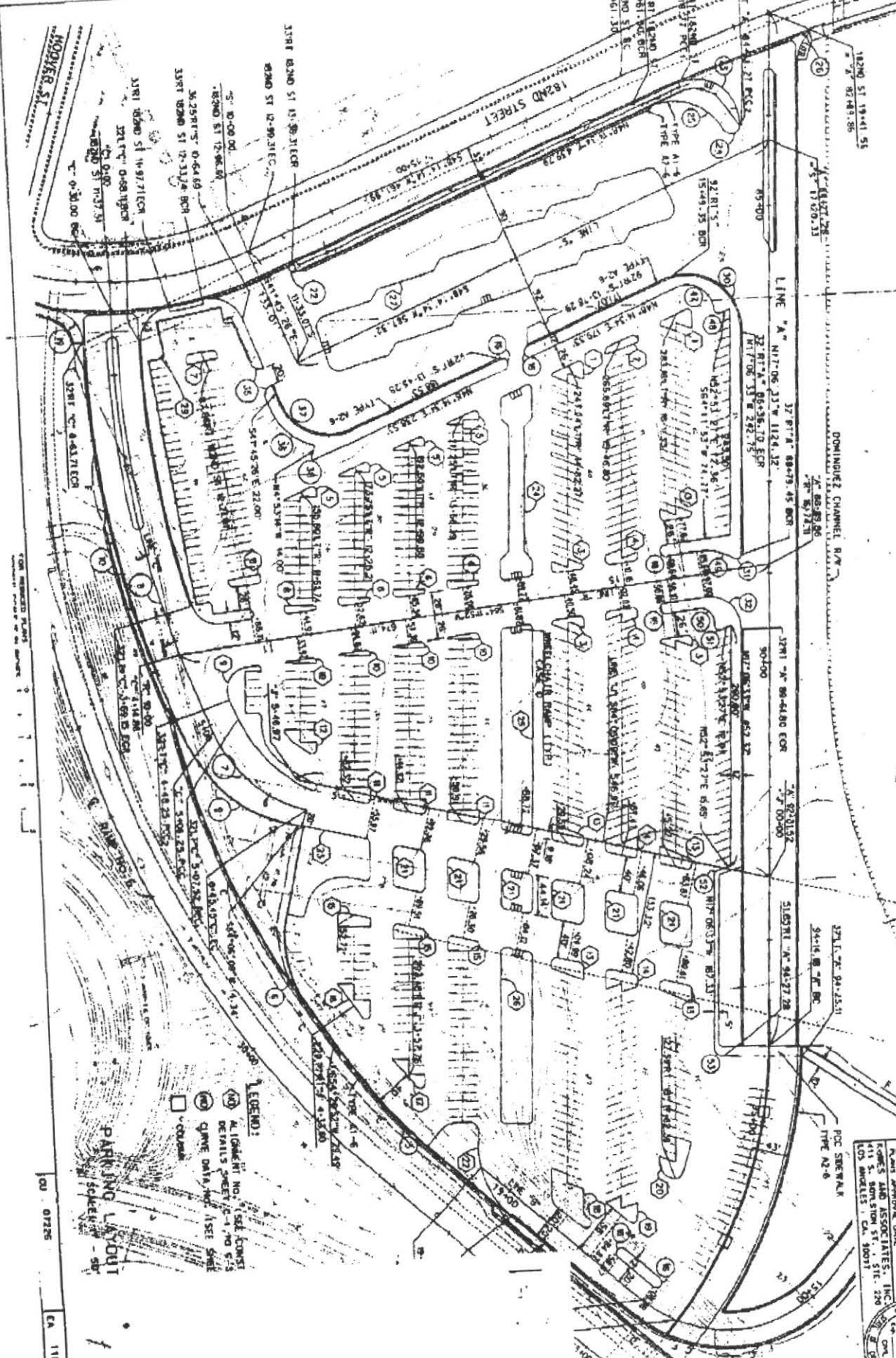
DAVID J. KILMURRAY
Chief, Project Development Branch "A"

6/27/88

Date



CALCULATED/DESIGNED BY	RCN	DATE	REVISIONS BY
CHECKED BY	JAI	DATE REVISION	



NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

FOR REVISIONS PLEASE REFER TO SHEET 1 OF 2

LEGEND:
 (A) ALTERNATE NO. 1 SEE COMMENTS
 (B) DETAILS SHEET 1-1 AND 5-5
 (C) QTY DATA, NO. ASSE
 (D) COLUMN

OU 0725

CA 110201

L-1

REGISTERED CIVIL ENGINEER

NAME APPROVAL DATE

COMES AND ASSOCIATES, INC.

411 S. BOSTON ST. STE. 200

LOS ANGELES, CA 90011

01	COUNTY	ROUTE	TOTAL SHEETS	SHEET NO.
01	LA	110	2	1



LACTC/SCRTD REORGANIZATION SUMMARY

NOVEMBER 1991

PREPARED BY:
OFFICE OF POLICY ANALYSIS
LACTC