

Final Initial Study/Mitigated Negative Declaration (IS/MND)  
for Metro  
Red/Purple Line Core Capacity Improvements Project

Prepared For:  
The Los Angeles County Metropolitan Transportation Authority (Metro)

Prepared By:  
AECOM

February 15~~December 19~~, 2016~~7~~

## Contents

<b>1.</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Purpose of the Initial Study .....	1
1.2	Project Background and Overview .....	1
1.3	Statutory Authority .....	4
1.4	Incorporation By Reference .....	4
1.5	Regulatory Permits .....	4
1.6	Agency and Public Comment Period .....	5
1.7	Conclusion .....	5
<b>2.</b>	<b>Project Description.....</b>	<b>5</b>
2.1	Project Location.....	5
2.2	Project Objectives.....	5
2.3	Environmental Setting.....	6
2.4	Project Components and Operations .....	6
<b>3.</b>	<b>Environmental Evaluation.....</b>	<b>8</b>
3.1	Introduction .....	8
3.2	Environmental Assessment .....	8
3.2.1	Aesthetics .....	8
3.2.2	Agriculture and Forestry Resources .....	8
3.2.3	Air Quality and Greenhouse Gas Emissions .....	9
3.2.4	Biological Resources.....	9
3.2.5	Cultural <a href="#">and Tribal Cultural</a> Resources .....	10
3.2.6	Geology and Soils.....	12
3.2.7	Hazards and Hazardous Materials.....	13
3.2.8	Hydrology and Water Quality.....	14
3.2.9	Land Use and Planning.....	15
3.2.10	Mineral Resources .....	16
3.2.11	Noise .....	16
3.2.12	Population and Housing .....	16
3.2.13	Public Services .....	17
3.2.14	Recreation .....	17
3.2.15	Transportation and Traffic .....	17
3.2.16	Utilities and Service Systems .....	17
3.2.17	Mandatory Findings of Significance .....	17
<b>4.</b>	<b>Initial Study Checklist .....</b>	<b>19</b>
<b>Figures</b>		
	Figure 1: Regional Location.....	2
	Figure 2: Site Map .....	3
	Figure 3: Conceptual Engineering Site Plan.....	7
<b>Tables</b>		
	Table 1: Operational Schedule.....	6
<b>Appendices</b>		
	Appendix A: Noise and Vibration Technical Memorandum	
	Appendix B: Mitigation Monitoring and Reporting Plan	
	<a href="#">Appendix C: Comments Received on the Draft IS/MND and Responses</a>	

# 1. Introduction

## 1.1 Purpose of the Initial Study

The Draft Initial Study and Mitigated Negative Declaration (IS/MND) was distributed for public review on December 19, 2016, through January 19, 2017, pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15105. The public review period was subsequently extended to February 13, 2017. A total of 19 comment letters and emails were received. Neither the comments received nor the responses to the comments (Appendix C) change the analysis or conclusions of the Draft IS/MND. This Final IS/MND document contains minor modifications for clarity but no new information is presented. New text is underlined and blue (if viewing in color), and deleted text has been struck-through and is red (if viewing in color).

The Los Angeles County Metropolitan Transportation Authority (Metro) is preparing this Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental impacts that would result from the Red/Purple Line Core Capacity Improvements Project (Project) that includes widening the existing tunnel portal southeast of Union Station and constructing new tracks and switches that will allow trains to turn around quickly at Union Station. This IS/MND has been prepared in accordance with the requirements of California Environmental Quality Act ("CEQA") and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), for the purpose of analyzing the direct, indirect, and cumulative environmental effects of the proposed Project.

The State CEQA Guidelines are codified as Section 15000 et seq. of the California Code of Regulations (CCR). This IS/MND provides decision-makers, other public agencies, private groups, and/or individuals with an objective assessment of whether significant environmental impacts may result from implementing the proposed Project. Additional information that explains this document is provided below.

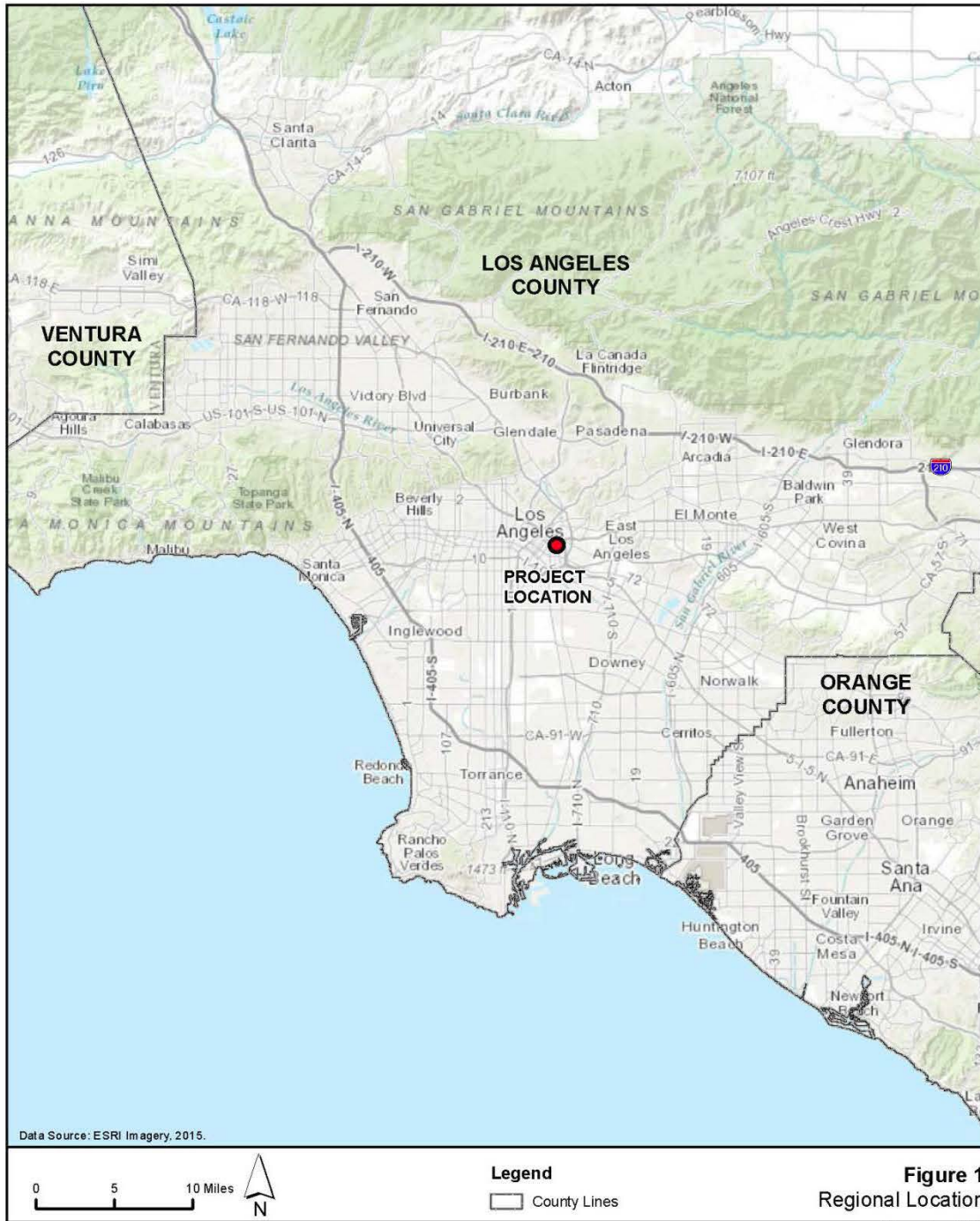
## 1.2 Project Background and Overview

Metro is proposing to widen the tunnel portal currently located in the Metro Red/Purple Line Maintenance Yard (Division 20 or Santa Fe Yard). Figure 1 below shows the regional location of the Project, and Figure 2 shows an aerial view of the Project site. A widened portal southeast of Union Station and new tracks and switches will allow trains to turn around quickly at Union Station so that subway trains could potentially run every four minutes on each line (and every two minutes between Union Station and Wilshire/Vermont, where the lines split).

Currently, the Metro Red/Purple Line trains "turn-back" at Union Station, reversing direction from east bound to west bound. The current minimum headway that can be achieved at Union Station is approximately eight minute service on each line (or four minutes between Union Station and Wilshire/Vermont, where the lines split).

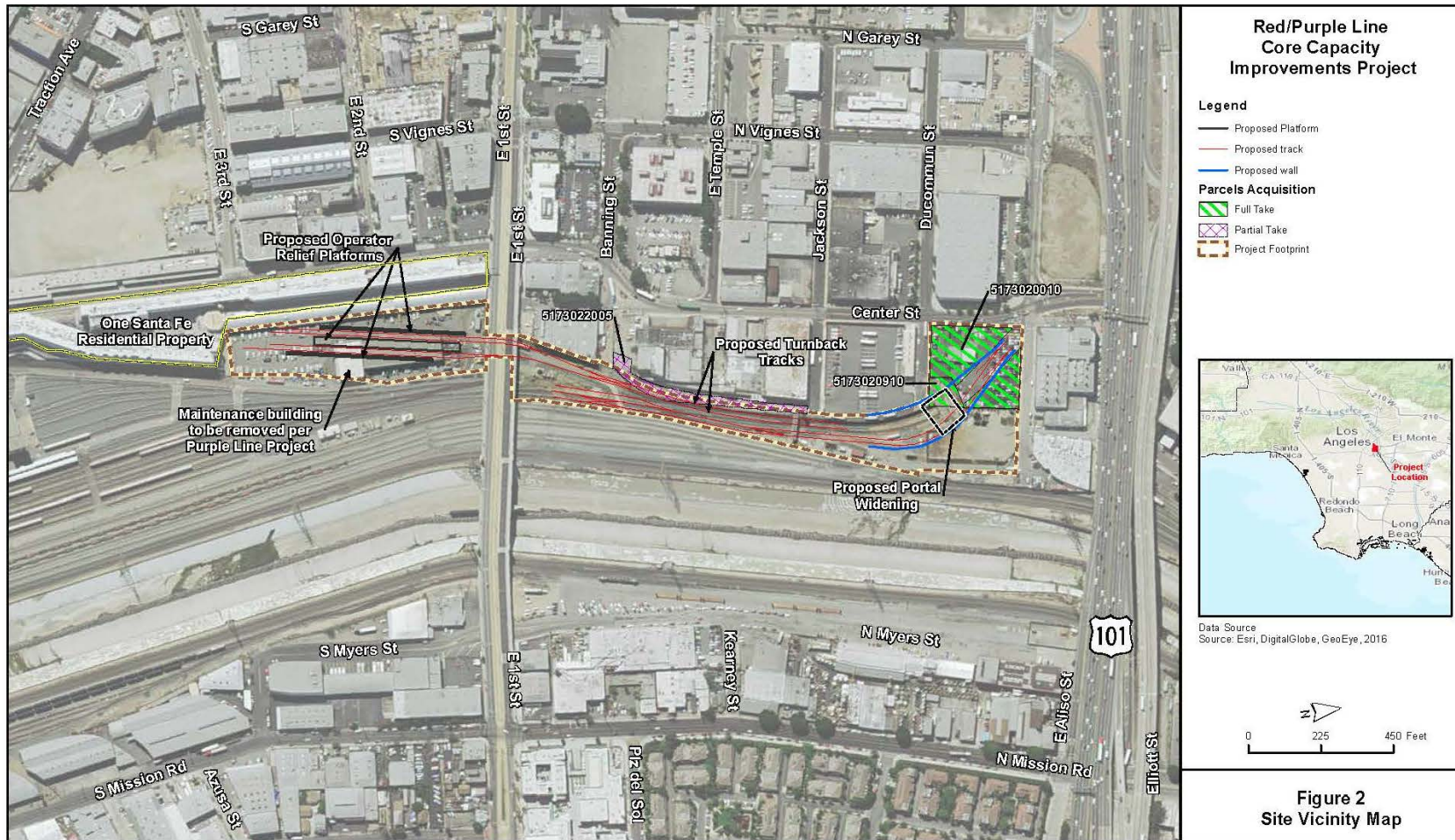
At present, non-revenue Metro Red/Purple Line trains proceed underground south of Union Station and emerge at-grade through the portal just south of the US 101 Freeway before entering a complex set of switches in the main rail yard. Widening the portal serves three important objectives: 1) It services the new turn-back facility; 2) It will allow for an increase in train speeds and ensure the reliability of operations; and 3) The portal widening will ensure that Metro can operate safe and reliable service to meet anticipated ridership and provide sufficient capacity to serve future passengers.

Figure 1: Regional Location



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Figure 2: Site Map



December, 2016



### **1.3 Statutory Authority**

According to Section 15063 of the State CEQA Guidelines following preliminary review, the Lead Agency shall conduct an IS to determine if the project may have a significant effect on the environment.

If, as a result of the IS, the Lead Agency concludes that there is evidence that any aspect of the proposed project, without mitigation, may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) must be prepared to analyze environmental impacts. However, if the Lead Agency finds that the proposed project will not cause a significant effect on the environment, either as proposed or as modified to include mitigation measures identified in the IS, a Negative Declaration or Mitigated Negative Declaration shall be prepared for the project. The significant effects to be considered in the IS include the direct, reasonably foreseeable indirect, cumulative, and growth-inducing impacts of said project.

Under the State CEQA Guidelines Section 15063(d) identifies specific disclosure requirements for inclusion in an IS, including the following:

- A description, including location, of the project;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or sample form tailored to satisfy individual agencies' needs and project circumstances, so long as the entries are briefly explained to indicate that substantial evidence exists to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, a citation to the page or pages where the information is found;
- A discussion of mitigation measures for significant effects identified, if any;
- A discussion of compatibility with existing zoning, plans and other applicable land use controls; and
- The name of preparers of the IS.

### **1.4 Incorporation By Reference**

Pursuant to Section 15063(d)(3) of the State CEQA Guidelines this IS incorporates by reference all or portions of other technical documents that are a matter of public record. Those documents either relate to the proposed Project or provide additional information concerning the environmental setting in which the Project is proposed. The information contained in this IS is based, in part, on the following related technical memorandum:

- Noise and Vibration Technical Memorandum (Appendix A)

### **1.5 Regulatory Permits**

Metro is exempt from City of Los Angeles permits, however it is Metro's policy to coordinate with relevant City departments (for example Building, Planning, Transportation) to ensure that Metro's projects are consistent with City goals, policies, and requirements. The Metro Board will use this IS/MND to inform decision making about this Project as required by CEQA.

## 1.6 Agency and Public Comment Period

The agency and public comment period ~~was~~ ~~is~~ December 19, 2016 to January 19, 2017. Pursuant to Section 15073 of the State CEQA Guidelines, a lead agency shall provide an IS/MND public review period of not less than 20 days. However, when an IS/MND is submitted to the State Clearinghouse (as is intended for this proposed project) for review by state agencies, the public review period shall not be less than 30 days. In light of the multiple holidays commonly observed within this review period, Metro ~~has~~ extended the comment period to a total of 32 days in order to allow agencies and the public additional time to comment on the proposed project. Partly as a response to the public's request for more review time, the comment review period was subsequently extended to February 13, 2017, resulting in a total of 56 days for review and comment.

## 1.7 Conclusion

Sections 3 and 4 of this IS/MND present a summary of the analysis of the potential environmental impact of the Project, in addition to specific mitigation measures. The IS/MND is supported by detailed technical analysis which can be found in Appendix A. Appendix B is the proposed Mitigation Monitoring and Reporting Program (MMRP). In accordance with Section 21080(c) of CEQA, this IS/MND supports the conclusion that the proposed Project does not have a significant adverse impact on the environment, after mitigations.

# 2. Project Description

## 2.1 Project Location

The proposed Project would be located within the existing Division 20 rail yard. The Division 20 rail yard is an approximately forty-five (45) acre site and is home to the Metro Red/Purple Line train storage and maintenance facilities. It is located primarily between the 1<sup>st</sup> and 4<sup>th</sup> Street bridges, running parallel to the Los Angeles River Channel and east of Santa Fe Avenue.

The Metro Red/Purple Line tunnel portal is situated between Commercial Street to the north; Ducommun Street to the south; Center Street to the west; and the Los Angeles River Channel to the east. Construction of the portal widening will require the acquisition of an existing industrial use (tow service storage yard) and partial acquisition of a vacant parcel for the turnback tracks (see Figure 3).

The General Plan Land Use designation for the Project site and vicinity is cited in the City's zoning database ([www.zimas.lacity.org](http://www.zimas.lacity.org)) as Heavy/Light Manufacturing, as well as being identified as a transit priority area. There is one residential land use (One Santa Fe) located adjacent to the southwest corner of the proposed project. There are no other residential/housing, educational centers, institutional, or public open space uses in the immediate area ~~(within 1,000 feet)~~, with the exception of SCI-Arc, an architectural school, located on the southwest corner of South Santa Fe Avenue and East 3<sup>rd</sup> Street, approximately 200 feet from the southern boundary of the Project site.

## 2.2 Project Objectives

The Project serves three important objectives: 1) It services the new turn-back facility; 2) It will allow for an increase in train speeds and ensure the reliability of operations; and 3) The portal widening will ensure that Metro can operate safe and reliable service to meet the anticipated ridership and provide sufficient capacity to serve future passengers.

## 2.3 Environmental Setting

The Project site is located in the north east edge of downtown Los Angeles, in Los Angeles County, as shown in Figure 1. The area is typically referred to as Central City North with surrounding land uses being industrial and manufacturing in nature. The site is near the 101 freeway to the north and the Los Angeles River to the east and experiences a moderate level of background noise due to its close proximity to the freeway as well as numerous rail connections/corridors within and adjacent to the Division 20 rail yard. Per the Los Angeles Zoning code, the Project site is located within both the M3 and PF zones, and is designated Heavy Manufacturing and Public Facilities in the General Plan. A majority of the Project site falls within the PF zone. Presently, the Project site serves as the storage and maintenance facility for the Red/Purple Line train cars. The current uses are consistent with the zoning designation.

The Project footprint (see Figure 2) consists of East Commercial Street to the north and the existing Division 20 rail yard to the east, with the community of Boyle Heights, across the Los Angeles River. The Boyle Heights community, located approximately 0.25 miles from the project site, is comprised of largely residential uses with single family homes. The southern site boundary is within the Division 20 rail yard and is parallel to East 3<sup>rd</sup> Street, which comes to a T intersection with South Santa Fe Avenue. Immediately to the south of the project site is the Arts District which is comprised of industrial and commercial uses, art galleries and exhibition warehouse spaces, and housing. The western boundary consists of the existing commercial/industrial property lines along Center Street, as well as the One Santa Fe residential property immediately south of the 1<sup>st</sup> Street bridge.

## 2.4 Project Components and Operations

The proposed Project will consist of a total of four (4) turnback tracks aligning with three (3) proposed operations platforms, all located in the Division 20 yard immediately east of the One Santa Fe apartment complex (see Figure 3). Trains would enter the Project area heading southbound from Union Station. After a period of dwell time, the trains will re-enter service, heading northbound to Union Station. This operational procedure will require the rail cars to pass through a double-crossover switch north of the 1<sup>st</sup> Street bridge.

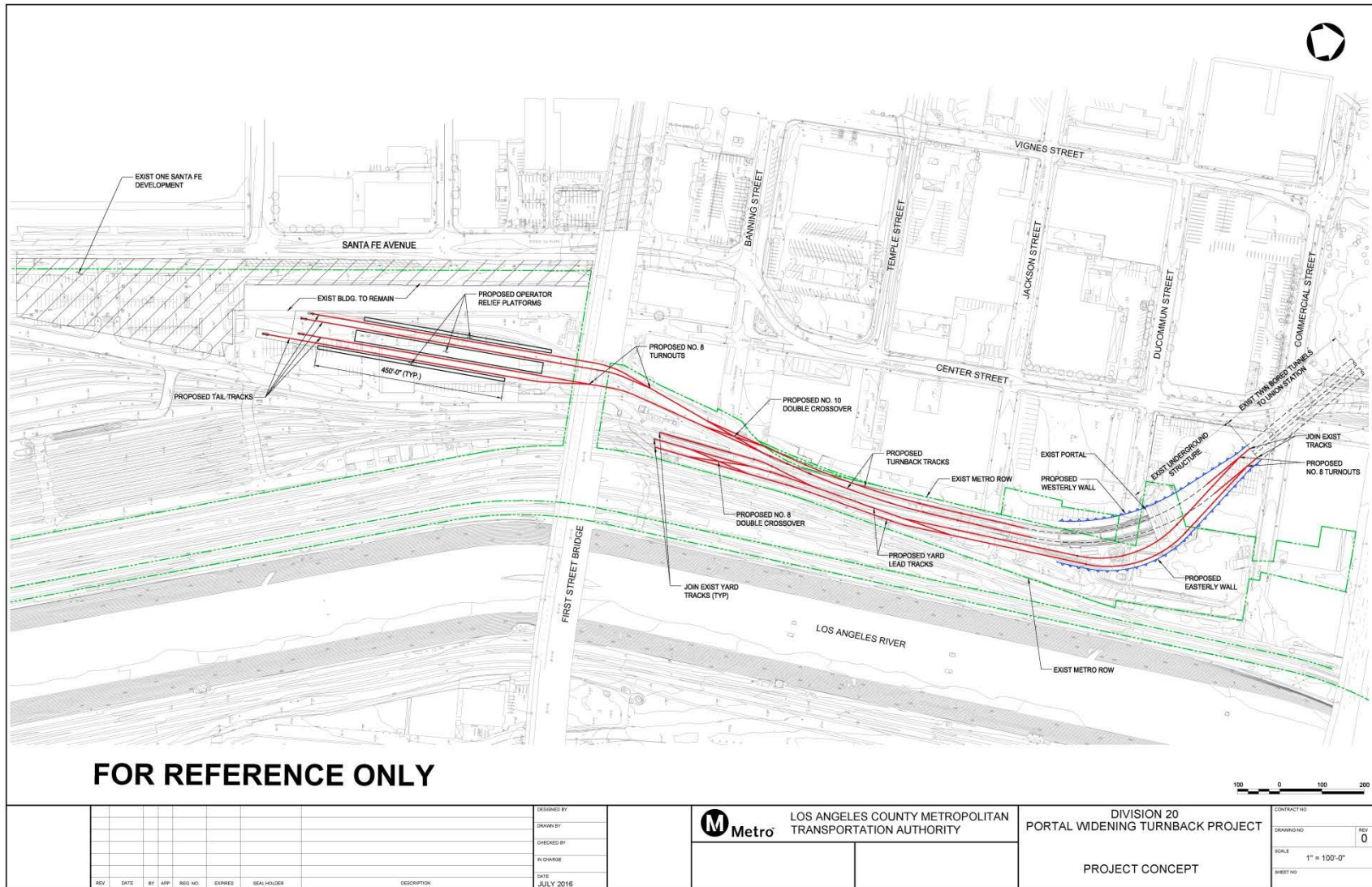
For the purposes of this environmental analysis, train operations are assumed to reach their theoretical maximum capacity, as indicated by the operational schedule in Table 1 below. Please note that a “train movement” consists of one-directional travel (e.g., southbound).

**Table 1: Operational Schedule**

Time of Day	Train Movements (per hour)
6:00am – 9:00am (peak period)	60
3:00pm – 7:30pm (peak period)	
9:00am – 3:00pm	40
7:30pm – 6:00am	Up to 4



Figure 3: Conceptual Engineering Site Plan



## 3. Environmental Evaluation

### 3.1 Introduction

The environmental assessment discussion below briefly describes the affected environment, potential environmental effects, and cumulative impacts related to:

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality & Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Geology & Soils
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation & Traffic
- [Tribal Cultural Resources](#)
- Utilities & Service Systems
- Mandatory Findings of Significance

Where potential effects are identified, mitigation measures are provided to minimize or avoid environmental impacts.

### 3.2 Environmental Assessment

#### 3.2.1 Aesthetics

**Less than Significant.** The proposed Project is located in an industrial area mainly within an existing rail maintenance yard. Surrounding uses include heavy manufacturing and one residential property. The proposed Project will consist of the same operational components that exist onsite currently, such as, train tracks, switches, and maintenance/operation platforms.

The proposed changes would be consistent with surrounding land uses. While the proposed industrial use in the industrially used and zoned area is not consistent with the adjoining residential use, this IS/MND evaluates impacts to the residential use and concludes there would be no significant adverse impacts compared to the existing setting. There are no scenic vistas or resources in the Project area that would be impacted. Existing views of the Downtown Los Angeles skyline looking southwest from the project site will not be obstructed. The Project would not substantially degrade the existing visual character of the Project site and its surroundings.

All lighting associated with the proposed Project would be installed in compliance with all applicable lighting standards to contribute minimally to the visual contrast of the proposed Project with surrounding land uses during the nighttime hours. As this will be a 24-hour working facility, external light will be provided, however this lighting would be consistent with existing lighting at the Division 20 rail yard. Therefore, no adverse effects related to visual quality are anticipated and no mitigation measures are required.

#### 3.2.2 Agriculture and Forestry Resources

**No Impact.** The proposed Project is not located within areas designated as having Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, according to the California Department of Conservation Important Farmland Finder Geographic Information System (GIS) database. Rather, the Project area is located within urbanized areas and is characterized primarily by industrial use. Furthermore, the Project is not located within land zoned for

agricultural use, forestry use, or Williamson Act contract zone. Therefore, no adverse effects related to agricultural or forestry resources are anticipated and no mitigation measures are required.

### 3.2.3 Air Quality and Greenhouse Gas Emissions

***Less than Significant with Mitigation Incorporated.*** Metro has policies in place, such as the Green Construction Policy which limits criteria air pollutant and greenhouse gas (GHG) emissions of construction equipment during construction. This falls under Metro's overall Sustainability Plan to further limit environmental impacts and reduce unnecessary use of limited resources in projects.

With adherence to these policies, short-term air quality impacts generated during construction of the proposed project would not conflict with the Air Quality Management Plan (AQMP) attainment goals and would result in less than significant regional and localized impacts. In addition, construction of the proposed project would not expose sensitive receptors to substantial concentrations of air contaminants or odors and would not result in cumulatively considerable air quality impacts. The One Santa Fe residential property adjacent to the southwest of the Project site contains an air conditioning system that provides the residents with clean indoor air.

The air quality impact determination for operational activities would be less than significant, similar to the impact determination for construction-related impacts. In addition, operation of the proposed Project would result in an indirect air quality benefit due to enhanced capacity of the rail transit system, which would allow for and attract more riders and reduce regional vehicle miles travelled (VMT) and associated air quality impacts.

GHG emissions generated during construction and operational activities would not result in a significant impact on the environment, nor would the estimated GHG emission levels conflict with applicable plans, policies or regulations geared towards reducing GHG emissions and climate change impacts. Additionally, operation of the proposed Project would result in an indirect reduction in regional GHG emissions due to increased ridership (and reduced regional VMT) resulting from the enhanced rail transit system.

With implementation of the mitigation measure below, there would be no adverse effects related to air quality or greenhouse gas emissions.

#### **Mitigation Measure**

AQ-1 - The project shall be designed and constructed in a manner consistent with Metro's sustainability policies (such as Metro's Green Construction Policy, Energy and Sustainability Policy and Metro's Sustainability Implementation Plan) and implement Best Management Practices for emissions.

### 3.2.4 Biological Resources

***No Impact.*** The Project site is located in a highly urbanized, heavy industrial area in downtown Los Angeles. The fully channelized Los Angeles River is approximately 200 feet to the east, however, there are no natural streams or waterways in the Project vicinity that would be considered ecologically sensitive or potentially harbor/support threatened or endangered species. Therefore, no adverse effects related to biological resources are anticipated and no mitigation measures are required.

### 3.2.5 Cultural and Tribal Cultural Resources

***Less than Significant with Mitigation Incorporated.*** This section addresses historic and archaeological resources, as well as paleontological resources. The Project site has been extensively studied in other recent environmental documents, such as the Cultural Resources Assessment for the Metro Emergency Security Operations Center<sup>1</sup>. This environmental document found no significant built-environment resources were present in the near-by Project area.

No paleontological resources have been discovered in the immediate Project area, however, significant vertebrate fossils have been recovered from Pleistocene-age older Quaternary alluvial deposits like those that underlie the Project vicinity at varying depths below the current ground surface. Paleontologically sensitive deposits could likely be anticipated at 5 to 15 feet below the surface, although depths may vary.

Additionally, no previously documented significant or unique archaeological resources were discovered in the near-by Project area, however, undocumented buried archaeological resources may be present. The Project area is underlain by deep alluvial deposits dating to the last 10,000 years, and such deposits have the potential to contain significant archaeological resources.

To reduce any potential impacts to cultural and paleontological resources to less than significant under CEQA, cultural and paleontological monitoring of ground-disturbing activities in previously undisturbed soils during construction is proposed. Ground-disturbing activities from the surface to at least the base of younger Quaternary alluvium would be monitored for possible buried cultural resources. This monitoring is most likely to take place at the tunnel portal, as this project feature will require the deepest construction activities. Additionally, Metro has engaged in Native American consultation per Assembly Bill 52.

Ground-disturbing activities from the contact between younger and older Quaternary alluvium down to final depth would be monitored for possible buried paleontological resources. To ensure that these deposits are monitored, all ground-disturbing activities deeper than approximately 10 feet in depth, and to previously undisturbed soils, would be spot-checked for paleontological resources, unless a determination is made otherwise by a qualified paleontologist. Ground-disturbing activities include geotechnical boring, boring, trenching, grading, excavating, and demolishing building foundations. To guide monitoring for the Project, a Cultural Resources Monitoring and Mitigation Plan should be developed by an archaeologist who meets the standards of the Secretary of the Interior for Archaeology, and a Paleontological Resources Monitoring and Mitigation Plan would be developed by a qualified professional paleontologist. Each of these plans would be developed in consultation with Native American representatives as needed.

With implementation of the mitigation measures below, there would be no adverse effects related to cultural resources.

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<sup>1</sup> [https://media.metro.net/projects\\_studies/capital\\_projects/images/reports\\_capitalprojects\\_appendixc.pdf](https://media.metro.net/projects_studies/capital_projects/images/reports_capitalprojects_appendixc.pdf), accessed December 2016.

## Mitigation Measures

### Tribal Cultural Resources

TCR-1 - Because of the potential for Tribal Cultural Resources, a Native American monitor shall be retained on an as-needed basis to monitor alongside the archaeological/paleontological monitor. Monitoring procedures will be outlined in the project CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction in the immediate vicinity of the discovery to investigate the find and contact the project archaeologist/paleontologist.

TCR-2 - In the event that human remains are encountered at the project site, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. The Los Angeles County Coroner will be immediately notified. The Coroner must then determine whether the remains are Native American. Should the Coroner determine the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC), who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in part by the recommendations of the MLD. The MLD has 24 hours following notification from the NAHC to make recommendations regarding the disposition of the remains of the discovery. If the MLD does not make recommendations within 24 hours, the owner shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code §7050.5, Public Resources Code §5097.98, and the California Code of Regulations §15064.5(e) (CEQA).

### Archeological Resources

CR-1 - The Project is expected to occur in previously disturbed soils, however, an **qualified** archaeologist who meets the standards of the Secretary of the Interior for Archaeology shall be retained to monitor all project-related, ground-disturbing construction activities (i.e., grading, excavation, etc.) that are in previously undisturbed soils only if encountered. In the event that cultural resources are exposed during construction, the qualified monitor will temporarily halt construction in the immediate vicinity of the discovery (if safe) while the potential resource is evaluated for significance. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation, shall be required. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) will be developed prior to the start of ground disturbing activities outlining monitor procedures.

~~CR-2 - Because of the potential for Tribal Cultural Resources, a Native American monitor shall be retained on an as-needed basis to monitor alongside the archaeological/paleontological monitor. Monitoring procedures will be outlined in the project CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction in the immediate vicinity of the discovery to investigate the find and contact the project archaeologist/paleontologist.~~

~~CR-3 - In the event that human remains are encountered at the project site, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. The Los Angeles County Coroner will be immediately notified. The Coroner must then determine whether the remains are Native American. Should the Coroner determine the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC), who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be~~

~~determined in part by the recommendations of the MLD. The MLD has 24 hours following notification from the NAHC to make recommendations regarding the disposition of the remains of the discovery. If the MLD does not make recommendations within 24 hours, the owner shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the decedent may request mediation by the NAHC. Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code §7050.5, Public Resources Code §5097.98, and the California Code of Regulations §15064.5(e) (CEQA).~~

### *Paleontological Resources*

CR-24 - The Project is expected to occur in previously disturbed soils, however a qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis on previously undisturbed soils. Project-related excavation activities of less than ten feet depth shall be monitored on a part-time basis on previously undisturbed soils to ensure that underlying paleontologically sensitive sediments are not being impacted. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.

CR-35 - The Project is expected to occur in previously disturbed soils. A Paleontological Monitoring and Mitigation Plan will be developed prior to the start of ground disturbing activities by a qualified [professional](#) paleontologist. If undisturbed soil is discovered (see also CR-1) a qualified [professional](#) paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified archaeologist/paleontologist shall prepare monthly progress reports to be filed with Metro, and the Natural History Museum of Los Angeles County. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.

CR-46 - Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.

### 3.2.6 Geology and Soils

***Less than Significant with Mitigation Incorporated.*** The Project site is located adjacent to the Los Angeles River. The Project site is not located within an Alquist-Priolo earthquake fault zone, nor designated a landslide area. The nearest fault is located to the northeast, the Upper Elysian Park Fault. According to the City of Los Angeles General Plan, the Project site is located in an area that is susceptible to liquefaction.

While soil liquefaction cannot necessarily be avoided, implementation of standard engineering design measures (such as support in structure foundation) is required by state and local codes to minimize potential earthquake impacts. Adherence to existing regulations and implementation of standard construction practices would ensure that impacts associated with liquefiable soils would be reduced to a less-than-significant level.

With implementation of the mitigation measures below, there would be no adverse effects related to geology and soils.

### **Mitigation Measures**

GS-1 - Metro shall conduct a geotechnical report that is consistent with Metro criteria and/or design guidelines, as well as City of Los Angeles building specification guidelines.

GS-2 - Implementation of Best Management Practices such as scheduling excavation and grading activities during dry weather as feasible, and covering stockpiles of excavated soils with tarps or plastic sheeting would help reduce soil erosion due to grading and excavation activities.

#### 3.2.7 Hazards and Hazardous Materials

***Less than Significant with Mitigation Incorporated.*** The Project site and surrounding area have a history of industrial and manufacturing uses. Soil contamination is likely within the Project site. Soils would be excavated only from within the Project footprint and not from any adjacent area or property. Groundwater is historically found at depths of around 30 feet in this area, and groundwater contains historical contaminants which would be accounted for during construction. Mitigation measures would reduce environmental effects by ensuring that potentially contaminated soils are identified and removed before the construction of the proposed project.

Demolition of two existing buildings on the Viertel's Central Division property would be required. As a result, there is potential to encounter asbestos or lead-based paint. Mitigation measures would reduce environmental effects by ensuring that proper testing would take place prior to construction.

No adverse environmental effects related to the handling and emitting of hazardous materials are anticipated.

With implementation of the mitigation measures below, there would be no adverse effects related to hazards and hazardous materials.

### **Mitigation Measures**

HM-1: Once detailed engineering plans are prepared, a Contaminated Soil/Groundwater Management Plan shall be prepared and implemented during construction to establish procedures to follow if contamination is encountered. This will minimize associated risks and assure that applicable statutory and regulatory standards and requirements are satisfied, [such as Title 22, Division 4.5, Environmental Health Standards for the Management of Hazardous Waste; California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control; and Interim Site Assessment and Cleanup Guidebook, California Regional Water Quality Control Board, Los Angeles and Ventura Counties, Region 4](#). The plan shall include procedures for the implementation of mitigation measures HMAZ-2 through HMAZ-6. The Contaminated Soil/Groundwater Management Plan shall abide by the Land Use Covenants for each parcel, as applicable.

HM-2: Appropriate regulatory agencies, identified in the Contaminated Soil/Groundwater Management Plan, shall be contacted if contaminated soil or groundwater is encountered.

HM-3: Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials shall be conducted in accordance with the procedures detailed in the Contaminated Soil/Groundwater Management Plan.

HM-4: Procedures for the legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements as explained in the Contaminated Soil/Groundwater Management Plan.

HM-5: Dust control measures such as soil wetting, wind screens, etc. shall be implemented for contaminated soil.

HM-6: Worker Health and Safety Plan shall be implemented prior to the start of construction activities. All workers shall be required to review the plan, receive training if necessary, and sign the plan prior to starting work. The plan shall identify properties of concern, the nature and extent of contaminants that could be encountered during excavation activities, appropriate health and environmental protection procedures and equipment, and emergency response procedures including the most direct route to a hospital, and contact information for the Site Safety Officer.

HM-7: The project shall be consistent with the City's Methane Mitigation Standards, which include provisions to protect workers and the public.

HM-8: Prior to building demolition, surveys for asbestos containing materials and lead-based paint shall be conducted. If necessary, destructive sampling shall be used. All asbestos containing materials and lead-based paint would be removed or otherwise abated prior to demolition.

### 3.2.8 Hydrology and Water Quality

***Less than Significant with Mitigation Incorporated.*** The construction phase of the proposed Project would potentially cause soil erosion and run-off into the storm drains due to grading and excavation activities. Project construction and operations would comply with applicable federal, State, and local regulations, as well as other code requirements and permit provisions that would minimize the potential for violations of water quality standards and waste discharge requirements, and would limit activities that could otherwise substantially degrade water quality.

The nearest waterway to the project site is the channelized Los Angeles River, adjacent to the east; however the proposed Project would not cause any streams or the river to be altered or impacted.

The Project site is not located within or near an area that would be considered a wetland as defined by Section 404 of the Clean Water Act, according to the California Wetlands Information System. According to the Federal Emergency Management Agency (FEMA) the site is not located in a flood zone or floodplain.

With implementation of the mitigation measure below, there would be no adverse effects related to hydrology and water quality.

#### **Mitigation Measure**

WQ-1 - Metro shall employ standard Best Management Practices ([BMPs](#)) for project construction and applicable specifications for runoff or discharge [so as to control water runoff quality. BMPs shall be designated according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction and for Industrial and](#)



[Commercial. Examples of BMPs include securely covering construction stockpiles and employing fiber filters at storm drain inlets.](#)

### 3.2.9 Land Use and Planning

***Less than Significant with Mitigation Incorporated.*** According to the City of Los Angeles Department of Planning, the Project site is within both the M3 and PF zones. M3, Heavy Industrial, allows for the construction and operation of various types of manufacturing uses, including service facilities and maintenance yards. PF, Public Facilities, allows for the use and development of publically owned land and includes the use of government buildings, structures, offices, and service facilities including maintenance yards. A majority of the property within the Project site consists of the PF zone.

The Project site is surrounded by industrial, manufacturing and transportation related uses. The Project site is also located in two overlay zones: the River Improvement Overlay District (RIO) and East Los Angeles Enterprise Zone (EZ).

The purpose of the RIO district is to support the goals of the Los Angeles River Revitalization Master Plan and establish a positive interface between river adjacent property and river ways, among others. The EZ is an area that has been provided economic incentives to stimulate investment and employment through tax and regulation relief and improvement of public services.

Metro currently owns a majority of the Project site, however, acquisition of several parcels is required. The largest acquisition is Viertel's Central Division, a private tow yard business, located at 500 North Center Street, Los Angeles, CA 90012. The property consists of two parcels, 5173-020-010 (1.4 acres) and 5173-020-910 (0.2 acres). Both parcels will require full acquisition by Metro. Viertel's Central Division is an Official Police Garage (OPG) service provider. OPGs are overseen by the Los Angeles Police Commission and its Commission Investigation Division. Currently, OPGs consist of 18 service providers (of which Viertel's is one), operating over 200 tow trucks and offering 90 acres of storage facilities.<sup>2</sup> With a total of 1.6 acres, Viertel's Central Division represents a small percentage of the storage capacity of OPGs. Additionally, the City of Los Angeles Department has determined that there are 19,000 acres of industrial zoned land within Los Angeles.<sup>3</sup> Viertel's Central Division would need to be acquired, displacing the business, and would be relocated. To offset the displacement and relocation, Metro will provide relocation assistance and compensation as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. With the combination of Viertel's Central Division representing a small percentage of OPG storage capacity, and the availability of 19,000 acres of industrially zoned land within Los Angeles, the impacts of acquiring, displacing, and relocating this business would be less than significant.

Additionally, one other parcel would require a partial acquisition along its eastern property boundary. The parcel is zoned for heavy manufacturing and is classified as vacant per the Los Angeles County Assessor's Office. The acquisition is anticipated to be less than 10 feet into the property and will provide the necessary clearance for the new turnback tracks. No buildings would be impacted or acquired and no property operations would be impacted from this partial take. The parcel is 5173-022-005 and can be seen in Figure 3. Due to the small size of the partial acquisition, which would result in no loss of operations to the existing property, impacts would be less than significant.

<sup>2</sup> <http://www.opgla.com/aboutus/OPGHHistory.aspx>, accessed December 2016.

<sup>3</sup> [http://planning.lacity.org/Code\\_Studies/LanduseProj/Industrial\\_Files/Attachment%20B.pdf](http://planning.lacity.org/Code_Studies/LanduseProj/Industrial_Files/Attachment%20B.pdf), accessed December 2016.

As described above, implementation of the proposed Project would require two full-take acquisitions, and one partial-take acquisition. With implementation of Metro's relocation assistance, the impact of displacing and relocating Viertel's Central Division tow yard would be less than significant. The partial acquisition of the vacant parcel would also be less than significant.

With implementation of the mitigation measure below, the proposed Project would not cause significant impacts related to land use, planning, acquisition, displacement, or relocation. Therefore, no adverse effects related to land use and planning are anticipated.

### **Mitigation Measure**

LU-1 - Metro shall provide relocation assistance and compensation as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

#### 3.2.10 Mineral Resources

**Less than Significant.** The Project site is located within the Mineral Resources Zone-2 (MRZ-2) per the City of Los Angeles Conservation Element of the General Plan.<sup>4</sup> MRZ-2 is defined as areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present or where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. The City of Los Angeles classifies MRZ-2 land as significant due to its potential for sand and gravel extraction. However, the proposed Project would not introduce land use changes and would not restrict the extraction of mineral resources more than the existing conditions. Therefore, no adverse effects related to mineral resources are anticipated and no mitigation measures are required.

#### 3.2.11 Noise

**Less than Significant.** The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. This project is in an industrial zone with one surrounding sensitive use, the One Santa Fe residential property.

Metro undertook a noise and vibration analysis including monitoring existing levels and modeling future levels after Project implementation (see Appendix A, for detailed information on noise and vibration analysis). There would be no impacts to the ambient noise levels that currently exist around the Project site. The existing use is the Division 20 rail yard as indicated in Appendix A, Noise and Vibration Technical Memorandum. Due to the nature of the existing Division 20 rail yard and surrounding industrial uses, no noise impacts are anticipated. Construction noise will be temporary during build-out of the Project. Therefore, no adverse effects related to noise are anticipated and no mitigation measures are required.

#### 3.2.12 Population and Housing

**No Impact.** While the proposed Project would allow for safe and reliable service to meet the anticipated ridership and provide sufficient capacity to serve future passengers, it does not include new housing or businesses and would not displace housing. Therefore, no adverse

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<sup>4</sup> <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed December 2016.

effects related to population and housing are anticipated and no mitigation measures are required.

### 3.2.13 Public Services

**No Impact.** As the proposed Project involves widening the portal southeast of Union Station and adding new tracks and switches to allow trains to turn around quickly at Union Station, it would not introduce new government facilities or impact existing government facilities. Additionally, response times and service ratios for fire and police protection, schools, and parks would not be impacted. Therefore, no adverse effects related to public services are anticipated and no mitigation measures are required.

### 3.2.14 Recreation

**No Impact.** There are no public parks or recreation areas within a quarter mile of the Project site. Therefore, no adverse effects related to recreation are anticipated and no mitigation measures are required.

### 3.2.15 Transportation and Traffic

**Less than Significant.** The Project site is located in a developed and urban section of Los Angeles. Construction of the Project will be short-term and construction trucks and equipment will utilize areas within the Project site for construction laydown and staging, therefore, eliminating any on-street queuing that could interfere with existing traffic. Operation of the Project will not increase traffic in the surrounding area. Therefore, no adverse effects related to traffic are anticipated and no mitigation measures are required.

### 3.2.16 Utilities and Service Systems

**Less than Significant.** The proposed Project will not introduce changes to wastewater generation, storm drain facilities, or water supply compared to the existing Division 20 rail yard. A relatively small amount of landfill material will be generated from construction of the proposed Project. The Sunshine Canyon Landfill, which accepts waste from the Los Angeles area, has enough capacity to operate until 2037.<sup>5</sup> Therefore, no adverse effects related to utilities and service systems are anticipated and no mitigation measures are required.

### 3.2.17 Mandatory Findings of Significance

**Less than Significant with Mitigation Incorporated.** Due to the proposed Project's location in a highly developed urban area and its consistency with zoning and existing land uses, there are no anticipated adverse impacts to the habitat of wildlife species, or to important examples of the major periods of California history or prehistory.

Additionally, all environmental impacts that could occur as a result of the proposed Project would be reduced to a less than significant level with implementation of the mitigation measures recommended above. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, the proposed Project would not be significant.

As described above, implementation of the proposed Project could result in air quality, cultural

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<sup>5</sup> <http://sunshinecanyonlandfill.com/faq/>, accessed December 2016.

resources, geology and soils, and hazards and hazardous materials impacts. However, implementation of the mitigation measures above would ensure that the proposed Project would not result in adverse effects that would cause impacts to human beings.

## 4. Initial Study Checklist

### CEQA Appendix G: Environmental Checklist form

1. **Project title:** Los Angeles Metro Red/Purple Line Core Capacity Improvements Project
2. **Lead agency name and address:** Los Angeles Metropolitan Transportation Authority (Metro) One Gateway Plaza, Los Angeles, CA 90012-2932
3. **Contact person and phone number:** Dr. Cris B. Liban, 213-922-2471
4. **Project location:** Primarily between the 1<sup>st</sup> and 4<sup>th</sup> Street bridges, running parallel to the Los Angeles River Channel and east of Santa Fe Avenue in the existing Metro Division 20 rail yard.
5. **Project sponsor's name and address:** Los Angeles Metropolitan Transportation Authority (Metro) One Gateway Plaza, Los Angeles, CA 90012-2932
6. **General plan designation:** Heavy Manufacturing and Public Facilities
7. **Zoning:** M3-1 and PF
8. **Description of project:** See Section 1.2 Project Background and Overview of this IS/MND.
9. **Surrounding land uses and setting:** See Section 2.3 Environmental Setting of this IS/MND.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)** None

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology /Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input checked="" type="checkbox"/>	Tribal Cultural Resources	<input type="checkbox"/>	Utilities/Service Systems
<input checked="" type="checkbox"/>	Mandatory Findings of Significance				

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

On the basis of this initial evaluation:

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

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

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

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

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

\_\_\_\_\_  
 Signature

02/16/17  
 \_\_\_\_\_  
 Date

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 Date

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. Where there is a need for clarifying discussion, the discussion is included within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

## AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>I. Aesthetics. Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>II. Agriculture and Forest Resources.</b>				
<p>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 agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>III. Air Quality.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



## BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>IV. Biological Resources. Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>V. Cultural Resources. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>VI. Geology and Soils. Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

## GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>VII. Greenhouse Gas Emissions. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>VIII. Hazards and Hazardous Materials. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>IX. Hydrology and Water Quality. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 that would result in substantial erosion or siltation on site or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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 that would result in flooding on site or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>X. Land Use and Planning. Would the Project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>XI. Mineral Resources. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>XII. Noise. Would the project result in:</b>				
a) Exposure of persons to, or generate, noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>XIII. Population and Housing. Would the project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>XIV. Public Services. Would the project:</b>				
a) 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:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>XV. Recreation. Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>XVI. Transportation/Traffic. Would the project:</b>				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



## TRIBAL CULTURAL RESOURCES

<u>ENVIRONMENTAL ISSUES</u>	<u>Potentially Significant Impact</u>	<u>Potentially Significant Impact Unless Mitigated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<b><u>XVII. Tribal Cultural Resources.</u></b>				
<u>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and this is:</u>				
a) <u>Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <u>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **UTILITIES AND SERVICE SYSTEMS**

<b>ENVIRONMENTAL ISSUES</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b><u>XVIII. Utilities and Service Systems. Would the project:</u></b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	project’s projected demand, in addition to the provider’s existing commitments?				
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with Federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
<b>XVI H. Mandatory Findings of Significance.</b>				
a) 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Appendix A  
Noise and Vibration Technical Memorandum  
Unchanged from the Draft IS/MND

**Appendix B**  
**Mitigation Monitoring and Reporting Plan**

| **Appendix C**  
**Comments Received on the Draft IS/MND and Responses**