

# WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT

INITIAL STUDY/  
DOCUMENTED CATEGORICAL EXCLUSION

Final  
May 8, 2015



**Metro**



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

In cooperation with:





**CALIFORNIA ENVIRONMENTAL QUALITY ACT  
NEGATIVE DECLARATION**

**LEAD AGENCY AND ADDRESS:**

Los Angeles County Metropolitan Transportation Authority (LACMTA)  
One Gateway Plaza, Los Angeles, CA 90012-2952

**PROJECT TITLE:**

Willowbrook/Rosa Parks Station Improvements Project

**PROJECT LOCATION:**

Willowbrook (Unincorporated Los Angeles County)

**DESCRIPTION:** The Willowbrook/Rosa Parks Station Improvements Project is a LACMTA-led effort in collaboration with the Los Angeles County Development Commission and Caltrans District 7 to propose improvements that will integrate the Station with the Kenneth Hahn Plaza and link the King-Drew Medical Campus.

The Project aims to improve the passenger experience and enhance connectivity for the approximately 30,000 daily transit riders using the Station. It will also improve connections to community resources such as health services, employment, and training at the recently expanded Martin Luther King, Jr. Medical Center Campus (MLKMCC) and the Charles R. Drew University (CDU) of Medicine and Science; better integrate the Station with the adjacent KHP; and serve as the "gateway" to the Willowbrook community. In addition, the Project would improve accessibility and increase safety for transit patrons, encourage alternative and non-motorized modes of travel, and enhance the passenger experience, while increasing capacity to meet the expanding functional needs of the Metro bus and rail system.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN PUBLIC AGENCY:** N/A

**FINDING:** The Los Angeles County Metropolitan Transportation Authority (LACMTA) has determined that this proposed Project would not have a significant effect on the environment for the following reasons: **See attached Initial Study.**

Any written objections received during the public review period are attached, together with the responses of the Lead Agency.

**THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED**

**CONTACT PERSON:**

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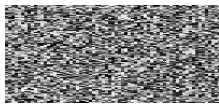
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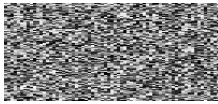
**DATE:** May 6, 2015





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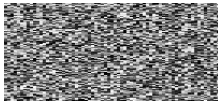
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**ABBREVIATIONS / ACRONYMS**

APE.....	Area of Potential Effects
AQMP .....	Air Quality Management Plan
CAA .....	Federal Clean Air Act
CCAA.....	California Clean Air Act
CDC.....	Los Angeles County Community Development Commission
CDU .....	Automated Train Operation
CSD .....	Community Standards District
CE.....	Bus Rapid Transit
CEQA.....	California Environmental Quality Act
CHL.....	California Historical Landmarks
dBA.....	A-weighted decibels
EIR.....	Environmental Impact Report
EIS.....	Environmental Impact Statement
FEMA .....	Federal Emergency Management Agency
FTA.....	Federal Transit Administration
GHG.....	green house gases
I .....	Interstate highway
IS.....	Initial Study
KHP .....	Kenneth Hahn Plaza
Kimco .....	Kimco Realty Corporation
LARWQCB.....	Los Angeles Regional Water Quality Control Board
Ldn .....	day-night noise levels
LRT .....	Light-rail transit
MCL.....	maximum contaminant level
MLD .....	Most Likely Descendant
MLKMCC .....	Martin Luther King, Jr. Medical Center Campus
NAHC.....	Native American Heritage Commission
NEPA.....	National Environmental Policy Act
PCE.....	Tetra-chloroethylene
PM <sub>2.5</sub> .....	particulate matter (particles with a diameter between 2.5 and 10 micrometers)
PM <sub>10</sub> .....	particulate matter (particles less than 10 micrometers in diameter)
PRC.....	California Public Resource Code
RWQCB.....	Regional Water Quality Control Board
SCAB .....	Southern California Air Basin
SCAG.....	Southern California Association of Governments
SCAQMD .....	Southern California Air Quality Management District
SIP .....	State Implementation Plan
SLIC.....	Spills, Leaks, Investigation, and Cleanup
TOD .....	Transit-Oriented Development
USGS.....	United States Geological Survey
VMT.....	Vehicle Miles Traveled



## **1.0 Introduction**

### **1.1 Purpose of the Initial Study/Categorical Exclusion Document**

This Initial Study (IS) provides California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental clearance in support of the Willowbrook/Rosa Parks Station Improvement Project (“Project”). The environmental review process includes preparation of: an IS meeting all CEQA requirements expected to result in a Negative Declaration (ND) document; and NEPA Categorical Exclusion (CE) Category II(d) document to support receipt of a Federal TIGER VI grant.

#### **1.1.1 Purpose of the Initial Study**

Metro is preparing the IS to evaluate the potential environmental impacts that would result from the Project which proposes improvements to the Willowbrook/Rosa Parks Station. This IS has been prepared in accordance with the requirements of CEQA and the guidelines for Implementation of the California Environmental Quality Act (State CEQA guidelines), for the purpose of analyzing the direct, indirect, and cumulative environmental effects of the proposed Project.

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

#### **1.1.2 Purpose of the Categorical Exclusion Document**

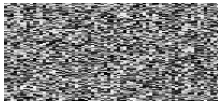
The Project is exempt from NEPA pursuant to (CFR) 771.118(c). This IS/CE document serves as documentation to support this exemption from NEPA in anticipation of the Federal Transit Administration’s (FTA) consideration of a Federal TIGER grant to help fund the Project. FTA finds the Project exempt under 23 Code of Federal Regulations (CFR) 771.118(c)(5):

- 771.118(c)(5) Activities, including repair, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

## **1.2 Project Background and Overview**

The Willowbrook/Rosa Parks Station (“Station”) is a multimodal facility serving both the Metro Blue and Green light rail lines, along with various Metro, municipal, and local buses and shuttles, that connect residents with the wider Metro Rail and bus network throughout the region and to neighboring destinations. The Station is located at the intersection of Interstate 105 (I-105) Freeway and South Wilmington Avenue in Willowbrook, an unincorporated community of Los Angeles County,





as shown in Figure 1. The Project proposes improvements to the Station that will improve circulation, while increasing safety and accessibility from surrounding neighborhoods. The Project includes acquisition of approximately 1.5 acres of station area property from the existing Kenneth Hahn Plaza Shopping Center (KHP) directly to the south.

### **1.3 Statutory Authority**

According to §15063 of the State CEQA guidelines: Following preliminary review, the Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. If, as a result of the IS, the Lead Agency 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 the mitigation measures identified in the IS, a 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.

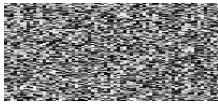
The State CEQA Guidelines §15063(d) identifies specific disclosure requirements for inclusion in an IS, and they include the following:

- 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 §15063(d)(3) of the State CEQA guidelines, this IS incorporates by reference all or portions of other plans 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 studies that include the proposed Project site, or provide information addressing the general project area:

- The former Willowbrook Redevelopment Plan



- The *Rosa Parks Metro Station Master Plan & Transit Oriented District Plan*
- The Draft Los Angeles County General Plan 2035 Land Use Policy Map for Willowbrook.
- The *Willowbrook Transit Oriented Development Specific Plan*
- The previous 1980 General Plan Update, a Housing Element update in 2014, and the General Plan 2035 Update.

Detailed descriptions of the plans identified above are provided in Section 3.3 Land Use in this IS.

## **1.5 Entitlements and Regulatory Permits**

Metro endeavors to be consistent and in compliance with applicable standards, regulations and requirements necessary for the Project as administered by the City and County of Los Angeles, California Public Utilities Commission (CPUC), FTA, and any other affected agency. These permits may be administrative or require discretionary actions by applicable agencies and are expected to be granted on the basis of the findings of this CEQA and NEPA environmental documentation. All necessary entitlements and regulatory permits would be granted after environmental documentation has been completed and approved.

## **1.6 Determination**

Section 3 of this IS presents a detailed analysis of the potential environmental impacts of the Project, in addition to mitigation measures; Section 4 presents the CEQA and NEPA Checklists. In accordance with § 21080(c) of CEQA, this IS supports the conclusion that the proposed Project does not have a significant impact on the environment, and a Negative Declaration will be prepared for public circulation.

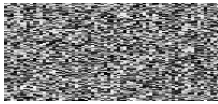
## **2.0 Project Description**

### **2.1 Project Location and Setting**

The Station is located at the intersection of the I-105 Freeway and Wilmington Avenue in the Willowbrook community of unincorporated Los Angeles County, as shown in Figure 1 in the regional context and Figure 2. The Station is at the intersection of two light rail lines – the Metro Blue and Green Lines, and serves as a major transit hub with six Metro bus lines and several community and municipal shuttles. Willowbrook is an economically distressed community with a disproportionately large transit dependent population. Surrounding land uses and community resources are shown in Figure 3. Currently, the Station has fourth highest volume of ridership in the Metro rail system with the most challenging safety and security issues of any station in the system.

### **2.2 Project Objectives**

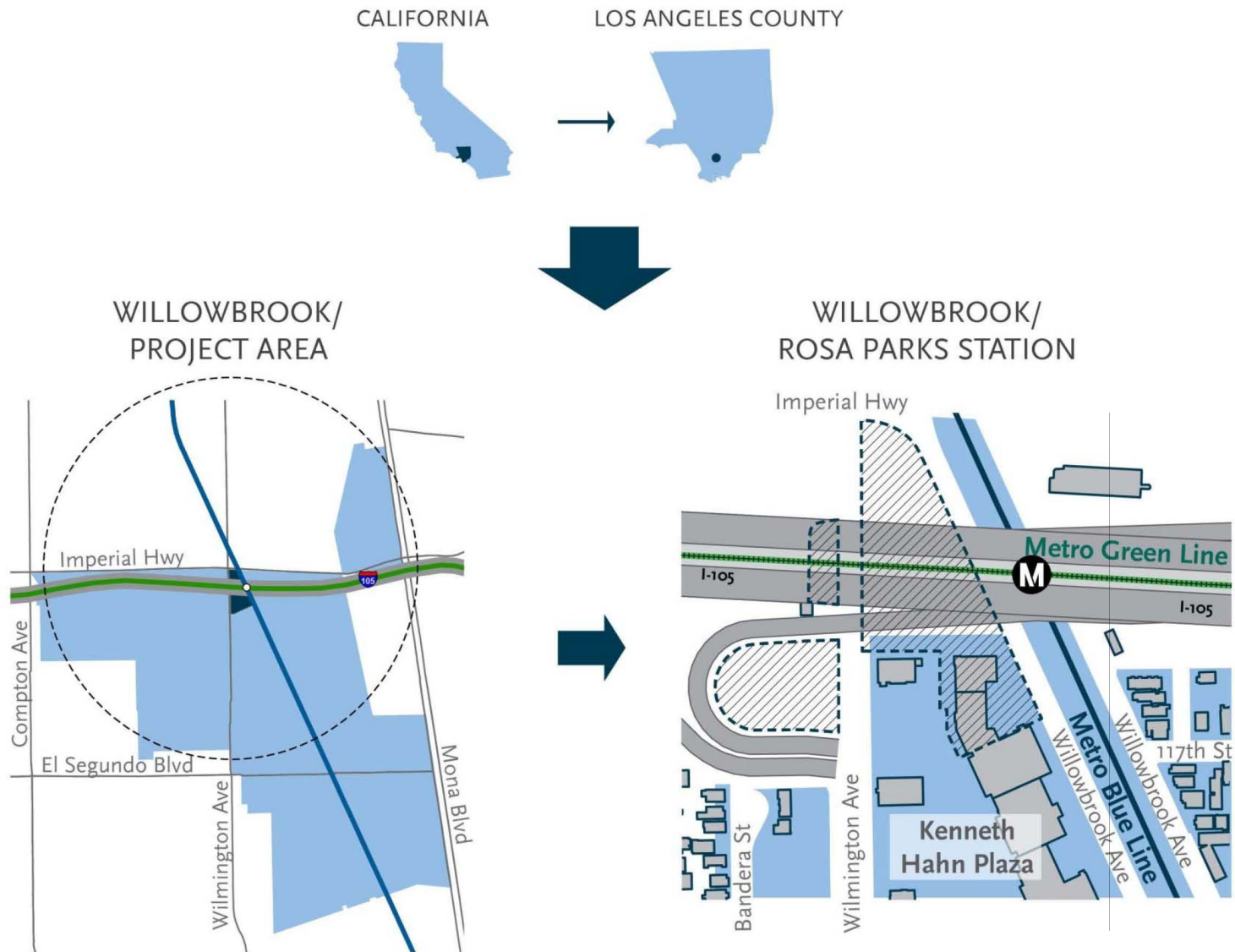
The Project aims to improve the passenger experience and enhance connectivity for the approximately 30,000 daily transit riders using the Station. It will also improve connections to community resources such as health services, employment, and training at the recently expanded Martin Luther King, Jr. Medical Center Campus (MLKMCC) and the Charles R. Drew University of Medicine and Science



(CDU); better integrate the Station with the adjacent KHP; and serve as the “gateway” to the Willowbrook community. In addition, the Project would improve accessibility and increase safety for transit patrons, encourage alternative and non-motorized modes of travel, and enhance the passenger experience, while increasing capacity to meet the expanding functional needs of the Metro bus and rail system. Improvements to the Metro transit system are consistent with regional sustainability goals related to air quality improvements and reductions in greenhouse gasses.



Figure 1 – Regional Location



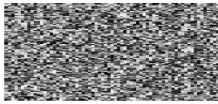
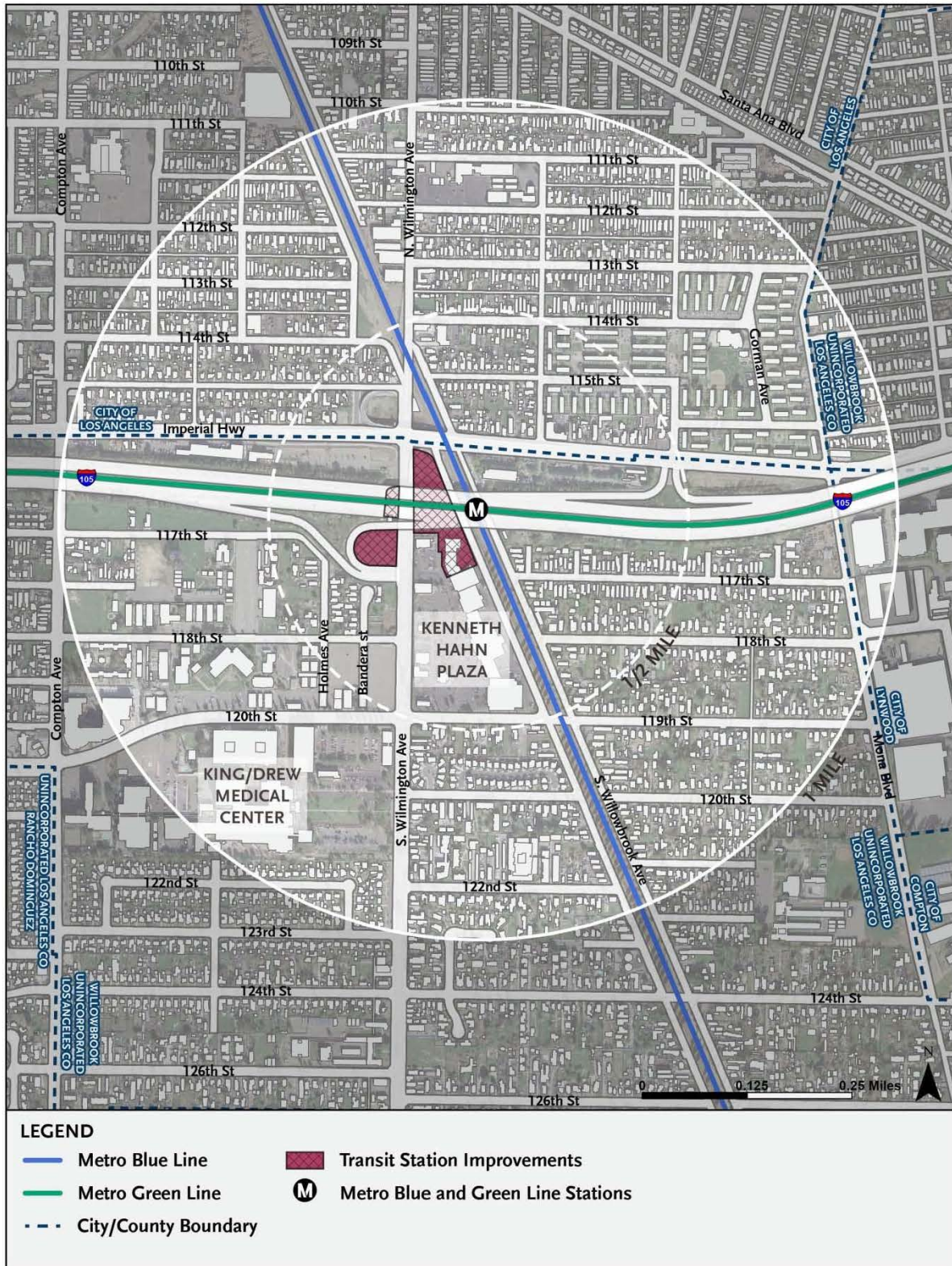


Figure 2 – Willowbrook/Rosa Parks Station Improvement Project Site



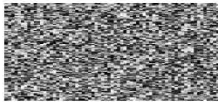
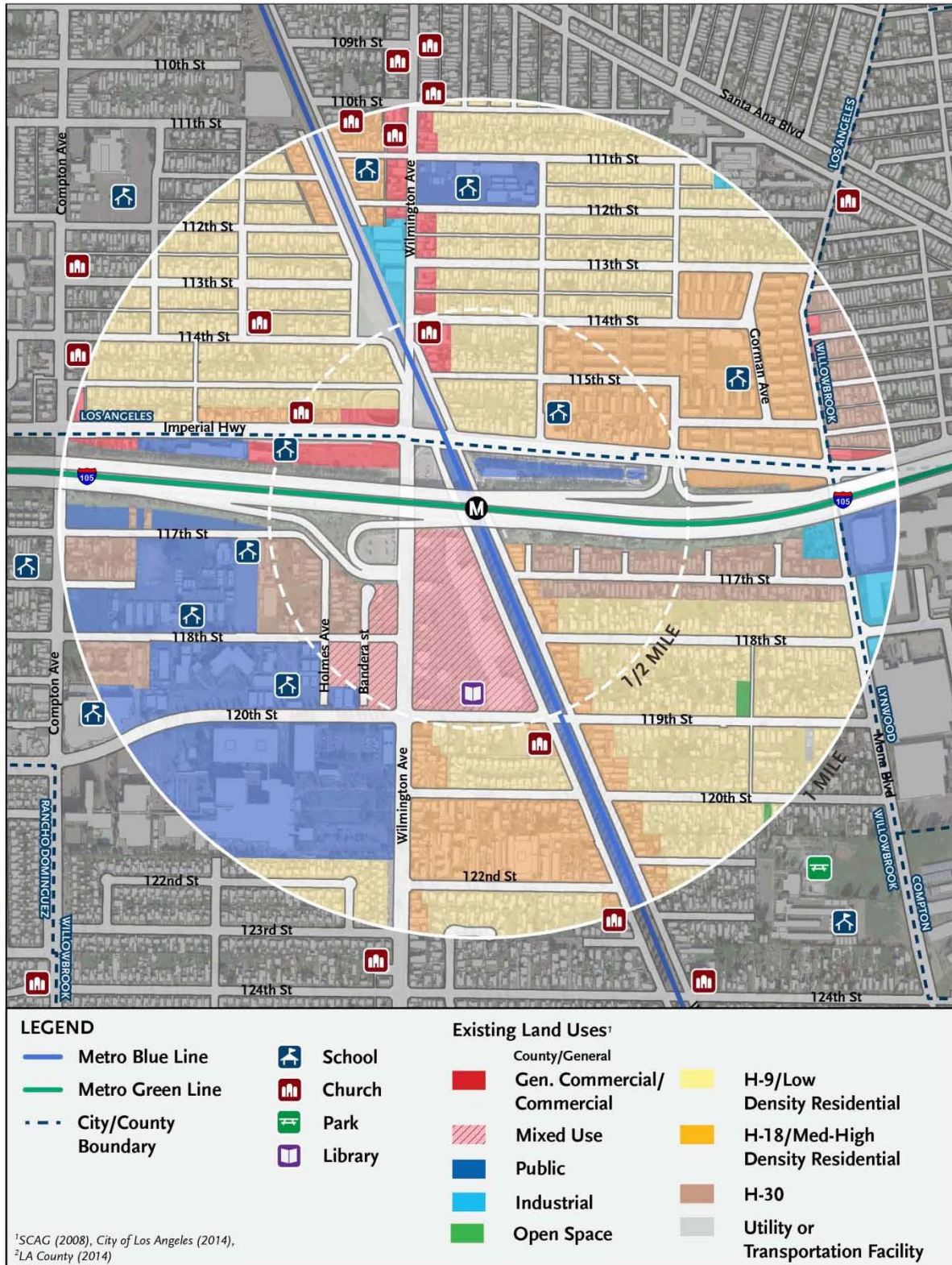
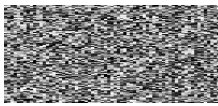


Figure 3 – Willowbrook/Rosa Parks Station Adjacent Uses and Resources

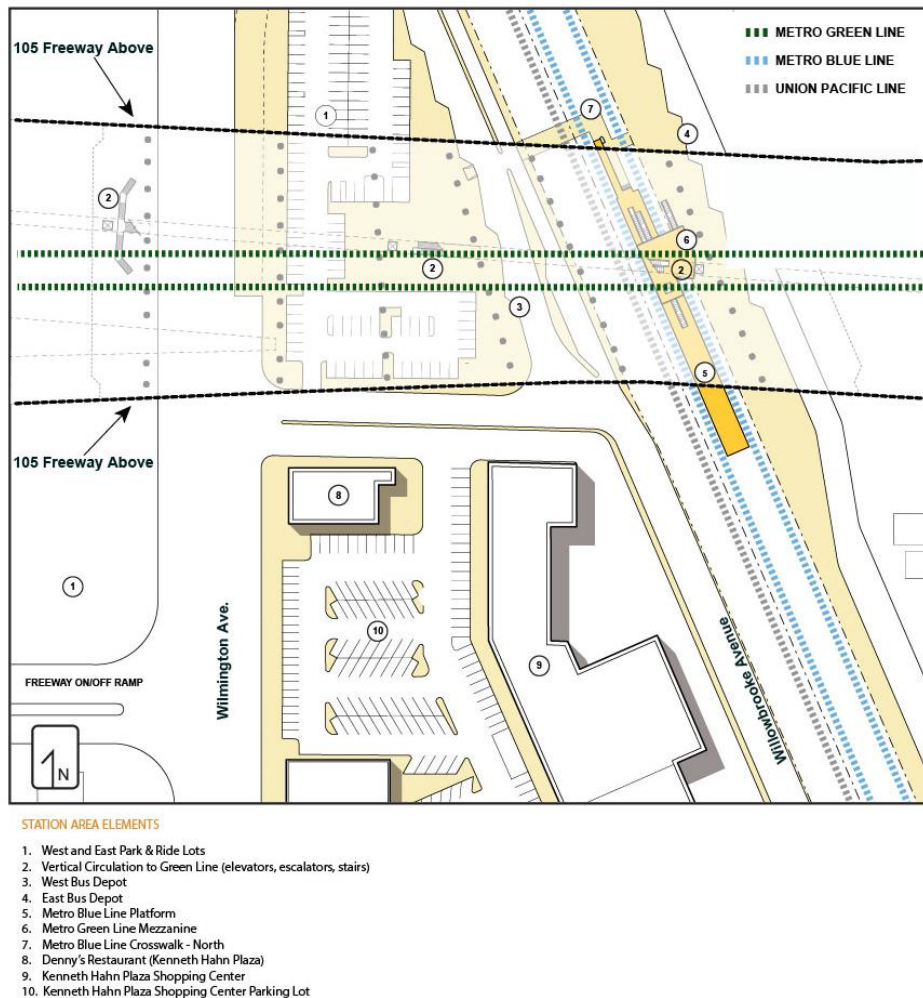




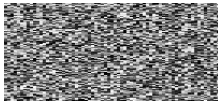
## 2.3 Project Description

The Project is a joint effort of Metro and the Los Angeles County Community Development Commission (CDC). Metro will construct and operate the Project at the Station. The Project aims to: 1) improve safety and circulation between the various modes; 2) improve access from surrounding uses to the Station; 3) improve transit patron experience; and 4) increase the sense of security. Existing station conditions are shown in Figure 4.

**Figure 4 – Existing Station Conditions**



The Station has been operating for 25 years and requires significant modernization and enhancement to improve its capacity to meet the growth in transit demand and the changing needs of the community. Much of the existing transit infrastructure has reached economic and functional obsolescence as a result of the increasing levels of patronage, and over more than two decades of service life. Additionally, features typical of a “Gateway Station” are lacking, such as customer amenities, attractive pedestrian connections, modern bicycle infrastructure and enhancements, and elements that would support station area transit oriented development (TOD) opportunities being planned by the Los Angeles County Regional Planning Department.



With the planned extension of the Metro Green Line service to the South Bay, and the opening of new Metro Rail lines, including the Crenshaw/LAX Transit Corridor, Regional Connector, and Metro Purple Line extension, the Station will be part of an expanded rail system that will make available a wider range of regional employment, educational, and cultural opportunities for the low income and minority residents of the Willowbrook community. Proposed station improvements will physically integrate the Station with KHP through the access provided by reorienting the Station toward the shopping center, MLKMCC, CDU, and the surrounding Willowbrook community. Figure 5 illustrates the proposed improvements at the Station which are described below.

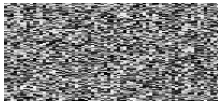
For purposes of this IS, it is assumed the complete build-out of the Project would occur at once in an effort to analyze the more intensive construction scenario. However, in order to minimize disruption to Metro operations and services to patrons, construction of the various improvements may be scheduled in focused areas of the Station so as to maximize efficiencies of construction and minimize disruptions to service.

During construction, there is a potential for impacts to rail, bus, shuttle, and parking operations. Although Station operations may be disrupted during construction, which may also affect passenger movements, these potential disruptions would be temporary. Additionally, traffic movements and circulation may also be affected due to construction. Appropriate measures for signage, rerouting, lane closures, and other potential effects will be clearly posted in and around the Station and along adjacent/surrounding streets. Scheduling of construction may occur so as not to unnecessarily impact or to minimize impacts to operations, circulation, and safety, etc. A construction and operations plan may be developed to list all measures and steps for implementation with local transit agencies, public notifications, and other co-ordination.

Implementation of the Project will include several upgrades to existing elements and construction of new amenities. A set of transit-specific improvements to safety and circulation will include the extension of the Metro Blue Line platform and an upgrade of the vertical circulation elements (stairs, escalator and elevators) to improve access to the Metro Green Line. The overall passenger experience, including access to and within the Station, is to be enhanced by providing canopies along the extended platform and acoustical work to buffer patrons from the noisy elements and vehicle exhaust under the freeway. General site work such as curb work, paving, striping will be required to accomplish these activities. Both Park & Ride lots will be reconfigured for optimal circulation to allow for efficient vehicle movement and pedestrian safety. This will also include improved lighting conditions for increased sense of security, landscaping, wayfinding and signage.. The following is a list of transit-specific improvements to be completed:

- Blue Line Platform Extension
- Blue Line Platform Canopies
- Blue Line Northern At-Grade Crossing Improvements
- Blue Line Southern At-Grade Crossing
- Green Line Central Entrance – Elevator/Stairs/Escalator
- Green Line West Entrance – Stairs/Elevator
- Green Line East Entrance – Elevator/Stairs/Escalator
- Green Line West Entrance – Lighting and Acoustical Enhancements





- Transit Hall – Lighting and Acoustical Enhancements
- East Park & Ride Reconfiguration and Enhancements
- West Park & Ride Safety Enhancements

The land transfer of approximately one and one-half (1.5) acres of the adjacent KHP from the CDC to Metro would allow for several new amenities within the new plaza area. Some of these new amenities would include: construction of a Sheriff's facility, which will provide an increased sense of security for patrons; potential construction of a Metro Customer Service Center to serve a disproportionate number of patrons dependent on subsidized transit in the station area; and construction of a Mobility Hub, to include a Bike Hub, to support and encourage active transportation and a variety of first/last mile options. A key improvement will be the southern pedestrian grade crossing that would allow access from the southern end of the plaza to the extended Blue Line platform, which would address access, pedestrian safety and platform capacity issues. Both the east and west bus depots will be improved to include canopies, lighting, and upgraded bus pads. The West Bus Depot would include additional work to replace three of the existing bus bays and relocate them from underneath the freeway toward the southern entrance to create better circulation between modes. The overall goals to improve circulation and access would continue with an upgraded shuttle depot, parking improvements to both Park & Ride lots, additional signage, and general site work. As a safety measure, the right-of-way fence along the Metro Blue Line would be upgraded. Landscaping and the protection of existing artwork during construction would be included to contribute towards a more enhanced patron experience.

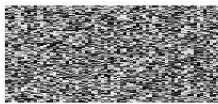
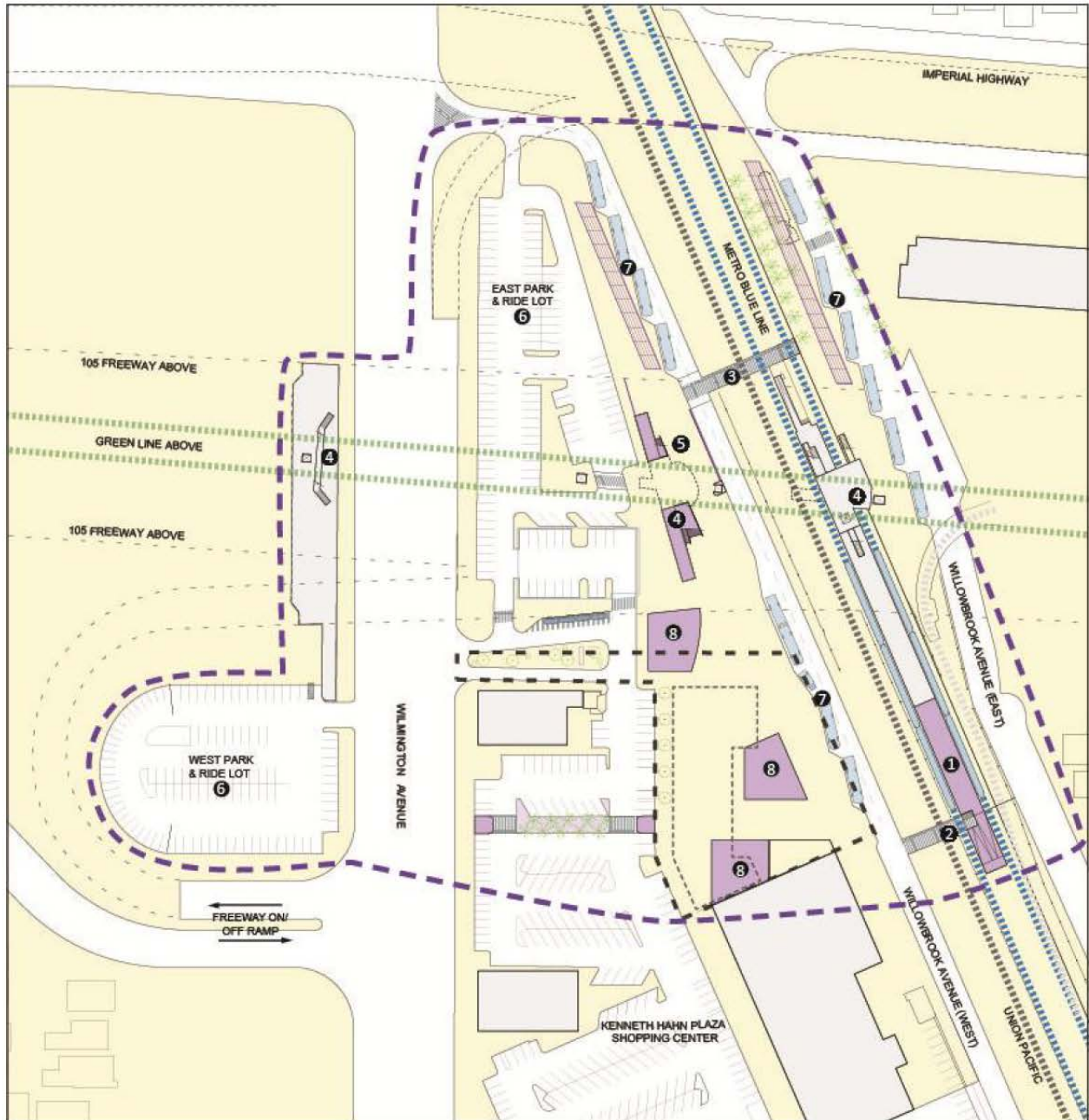






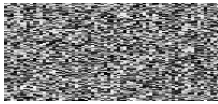


Figure 5 – Willowbrook/Rosa Parks Station Improvement Project – Conceptual Plan



- |   |   |  |
|---|---|--|
|  LIMITS OF PROJECT AREA  | 1. BLUE LINE PLATFORM EXTENSION           | 7. BUS & SHUTTLE DEPOT IMPROVEMENTS  |
|  LAND ACQUISITION        | 2. PROPOSED SOUTHERN AT-GRADE CROSSING    | 8. PROPOSED AMENITIES (CUSTOMER SERVICE CENTER, SHERIFF'S FACILITY, MOBILITY/BIKE HUB) |
|  RETAIL TO BE DEMOLISHED | 3. NORTHERN AT-GRADE CROSSING IMPROVEMENT |  |
|  PROPOSED IMPROVEMENTS   | 4. VERTICAL CIRCULATION IMPROVEMENTS      |  |
|  EXISTING TO REMAIN      | 5. PROPOSED TRANSIT HALL                  |  |
|   | 6. PARK & RIDE LOT IMPROVEMENTS           |  |
- 



### **2.3.1 Operational Characteristics**

The current Station is located at the intersection of the Metro Blue and Green Lines. The Station is a connecting point for six Metro and several municipal bus and community shuttle services, including Rancho-to-Rail Shuttle, Gardena Municipal Bus Line 5, Lynwood Breeze Route D, The Link Willowbrook A and B, and the MLKMCC Shuttle. It is the fourth most heavily-used station in the Metro system. More than 78 percent of station boardings involve a transfer between the Metro Blue and Green Lines, or between Metro Rail, bus, and shuttle services. The Metro Blue Line rail right-of-way runs parallel to the Union Pacific (UP) Railroad right-of-way.

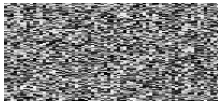
Currently, the transfer time at this Station is longer than at other stations due to the high level of passenger activity, resulting in passenger congestion on the existing station platforms. Transfer times are further increased due to the poor location and reliability of the Station's horizontal and vertical circulation elements that enable transfers. There are poor pedestrian connections between the Station and station area destinations, including the surrounding Willowbrook community, KHP, and station area employment, schools, and services. Safe and convenient pedestrian and bicycle linkages to connect transit passengers with station area destinations are needed.

The Project does not propose any operational changes to the frequency or number of rail, bus, or shuttle vehicles currently operating at this Station. The improvements proposed by the Project are intended to: improve the existing station infrastructure by upgrading passenger capacity and circulation; provide more secure shuttle, pedestrian, and bicycle connections; and implement needed customer amenities. Circulation changes related to the proposed shifting of bus and shuttle bays, and proposed reconfiguring of the existing bus lane and KHP service road, would occur within the station area. Additionally, it is proposed that both existing Park & Ride lots be reconfigured for optimal circulation to allow for efficient vehicle movement and pedestrian safety.

### **2.4 Environmental Setting**

The Station is surrounded by various land uses, including commercial, retail, institutional, educational, and residential uses. Commercial and retail uses are located in the immediate station area in KHP and along adjacent major street corridors. Station area institutional uses are primarily medical in nature and include the MLKMCC, the National Institute of Urban Health, and other health clinics. The station area has a number of educational institutions including, but not limited to, the CDU, King Drew Medical Magnet High School, Lincoln Elementary School, and Barack Obama New Beginnings Charter School. The residential neighborhoods in the station area are primarily single-family in nature with pockets of multi-family housing development.

The station area is highly urbanized and has been developed since the early twentieth century. The I-105 Freeway, opened in 1993, is the dominant visual community feature. Due to the station area's built out nature, the proposed Project is not directly within or near any natural and ecologically significant landscapes, including parkland and recreational areas, wetlands, floodplains, ecologically sensitive areas, or habitats of endangered species. The proposed Project improvements will not affect existing parklands or require the relocation of existing parklands in the station area. The nearest park to the Station is Mona Park located 0.6 miles southwest of the Station. Other area parks, including the



George Washington Carver Park, Willowbrook Park, Sibirie Park, and Lynwood Park, are located between 0.7 and 2.0 miles from the Station. There are no wetlands of any class within the Project site or within any proximity to it; therefore the proposed Project will not result in adverse effects or significant impacts to wetlands. The nearest wetlands to the Station are the South Los Angeles Wetlands Park located 5.0 miles to the north, the Ballona Wetlands 12.0 miles to the east, and the Dominguez Gap Wetlands 6.5 miles to the south.

The City of Los Angeles Flood Zone Map, which is based on data from Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps, shows that the Project site does not lie within either a 500-year or a 100-year floodplain zone, as shown in Appendix C. The nearest flood zone area is the 100-year Compton Creek flood zone which is a contained channel, and is located approximately 0.9 miles east of the Station near Central Avenue. The next flood zone area is located approximately 4 miles east, at the Los Angeles River.

A majority of the Project site is currently occupied with surface parking provided for the Station and KHP. The Project site does not currently serve as a natural habitat for any threatened or endangered species and is not located near one. There are no landscaping features in the Project site that serve as sensitive biological resources, nor does it supply suitable habitat conditions for any species considered a candidate, sensitive, or special-status under local or regional policies. The closest natural habitats or ecologically significant areas are the Madrona Marsh located 9.0 miles south of the Station and the Harbor Lake Regional Park 10.5 miles to the south.

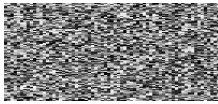
### **3.0 Environmental Evaluation**

The Project was evaluated under the criteria discussed in the following sections as required by CEQA and NEPA guidelines. Technical analysis was prepared to evaluate the potential impacts and effects of the Project to the Willowbrook community and surrounding environment as discussed below.

#### **3.1 Transportation and Circulation**

The improvements proposed by the Project are intended to enhance the existing station infrastructure and passenger experience; strengthen shuttle, pedestrian, and bicycle connections; and provide needed customer amenities. There are no changes in street traffic movements nor vehicular circulation patterns on adjacent streets.

The improvements are focused on enhancing pedestrian circulation throughout the Station, along with introducing customer amenities and a new Sheriff's facility. Circulation changes related to the proposed shifting of bus and shuttle bays, and proposed reconfiguring of the existing bus lane and KHP service road, would occur within the station area. Given that there would be no changes to transit operations, no traffic impacts are anticipated from implementation of the station improvement project. No significant change to the number of vehicles parking at this Station is anticipated as there will be minimal changes to the number or location of parking spaces or entry points. Additionally, it is proposed that both existing Park and Ride lots be reconfigured for optimal circulation to allow for efficient vehicle movement and pedestrian safety.



As shown in Figure 4, Existing Station Conditions, patrons to the Station and KHP enter on the west, through two locations off of Wilmington Avenue, into the existing surface parking lots and Park & Ride underneath the I-105 Freeway. Improvements to this area will focus on reconfiguring the parking and directional medians for better access, enhancing the pedestrian experience through crosswalks, Transit Hall and Station Plaza, and improving overall accessibility for transit users and patrons. Additionally, the proposed extension of the Blue Line platform will allow increased options for circulation within the Station for pedestrians. Reconfiguration of the bus depots, in order to relocate the activity from underneath the freeway toward the southern station entrance, will create better circulation for all modes. Currently, an existing Sheriff's facility function is located northeast of the Station, directly north of the I-105 Freeway on the corner of Willowbrook Avenue and Imperial Highway. The Project proposes to augment the existing Sheriff's facility with a new storefront/satellite office to be located within the proposed Station Plaza. The access/egress to the Park and Ride to the west across Wilmington Avenue will not change, although there may be enhancements to the lot itself such as crosswalk striping, lighting, artwork, and directional signage. No significant impacts are expected for these improvements.

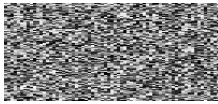
During construction, there is a potential for impacts to rail, bus, shuttle, and parking. Although operations may be disrupted during construction, which may also affect passenger movements, these potential disruptions would be temporary. Additionally, traffic movements and circulation may also be affected due to construction. Appropriate measures for signage, rerouting, lane closures and other potential effects will be clearly posted in and around the Station and along adjacent/surrounding streets. A scheduling of construction may occur so as not to unnecessarily impact or minimize impacts to operations, circulation and safety, etc. A construction and operations plan may be developed to list measures and steps for project implementation with local transit agency and public notifications, along with other construction co-ordination efforts.

In summary, the Project would not result in changes to existing, rail, bus, shuttle transit, or freight operations at the Station, or introduce new or more frequent transit service. The reconfiguration of the station elements will not result in any new street traffic generators. The proposed station improvements are designed to improve and support the existing high levels of transit usage in the station area.

### **3.2 Acquisition and Relocation**

The underlying property on which the Project will be constructed is currently owned by Metro, Union Pacific (UP), Caltrans, and the CDC. Metro owns the Blue Line operating right-of-way, and UP owns its separate rail operating right-of-way. Caltrans has provided Metro use of its property to build and operate station-related amenities through an existing joint use agreement, including: the Metro Blue Line Station, the Metro Green Line platform located above in the center of the I-105 Freeway; bus depots and shuttle bays; and two parking-and-ride lots adjacent to and under the freeway. The Project will be accommodated within areas of the station site addressed by the existing joint use agreement, and within a portion of the adjacent KHP to be acquired.

The CDC owns the land beneath KHP of which approximately 1.5 acres are being considered for the Project. The Project portion of KHP site is currently occupied by retail space and related surface



parking. Approximately 15,000 square feet of the predominantly vacant retail space would be demolished for the Project. The KHP site is encumbered by a 35-year lease to KHP (Kimco Inc.), and Metro is in negotiations with the County and Kimco to secure the required portion of the land for the Project. If a negotiated agreement cannot be reached, Metro may exercise its authority to acquire the property interests under California eminent domain laws by adopting a Resolution of Necessity and seeking an Order of Possession through the courts. Any affected tenants (currently a nail salon, dentist office, Planned Parenthood offices, and two vacant storefronts) would be relocated, possibly to vacant space available within the southern portion of KHP. Project real estate costs include funding related to the buy-out of the leasehold interest on the portion of the shopping center that is included in the Project area. Other costs include tenant relocation expenses and loss of goodwill in accordance with Federal and State acquisition and relocation regulations.

In summary, there would be no significant impacts or adverse effects due to acquisition and relocation required for the Project.

### **3.3 Land Use**

The County of Los Angeles prepares a general plan for unincorporated jurisdictions throughout the County and it has recently updated its General Plan, *Los Angeles County General Plan 2035 (2014)*. Willowbrook is a community within Los Angeles County's unincorporated areas. The station area is directly located underneath the I-105 Freeway as well as in the median of the I-105 Freeway, and the space under the I-105 is part of the freeway and transportation corridor as shown in Figure 6. The parcels directly south of the Station and the I-105 Freeway, including KHP, are designated as Mixed Use and zoned as MXD. The parcels directly west of Wilmington Avenue across from KHP are also designated Mixed Use and zoned MXD.

Southwest of the Station, a large portion of the parcels are designated Public and Semi-Public Facilities and zoned Neighborhood Business (C-2). This area includes the MLKMCC and surrounding facilities. Besides the east-west running I-105 Freeway, KHP, and MLKMCC, a majority of the land uses surrounding the Station are primarily low and medium density residential and designated Residential 18 (zoned R-2), which permits between 0 and 18 dwelling units per net acre. Immediately east and adjacent to the Metro Blue Line right-of-way are a set of parcels with higher density housing designated as Residential 30 and zoned R-3. The majority of parcels farther east are designated Residential 9 and zoned R-2 north of 119th Street and R-1 south of 119th Street. These are primarily single family residences. Residential parcels south of KHP are primarily low density Residential 9 north of 120th Street and higher density Residential 30 south of the same street and are a combination of R-1, R-2-DP, and R-3 zoning. Figure 6 shows the currently approved land uses throughout the Project site.

A longer term planning effort, to be documented in the *Willowbrook TOD Specific Plan*, will build on the community's specific plan and further develop mixed-use policies and principles for KHP area, while promoting overall land use policies that support Transit Oriented Development. The *Willowbrook TOD Specific Plan* is anticipated to be adopted by the Board of Supervisors by early 2016. Station transit-related improvements within the existing station would be consistent with the recently updated *Los Angeles County General Plan 2035*.

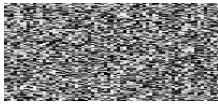
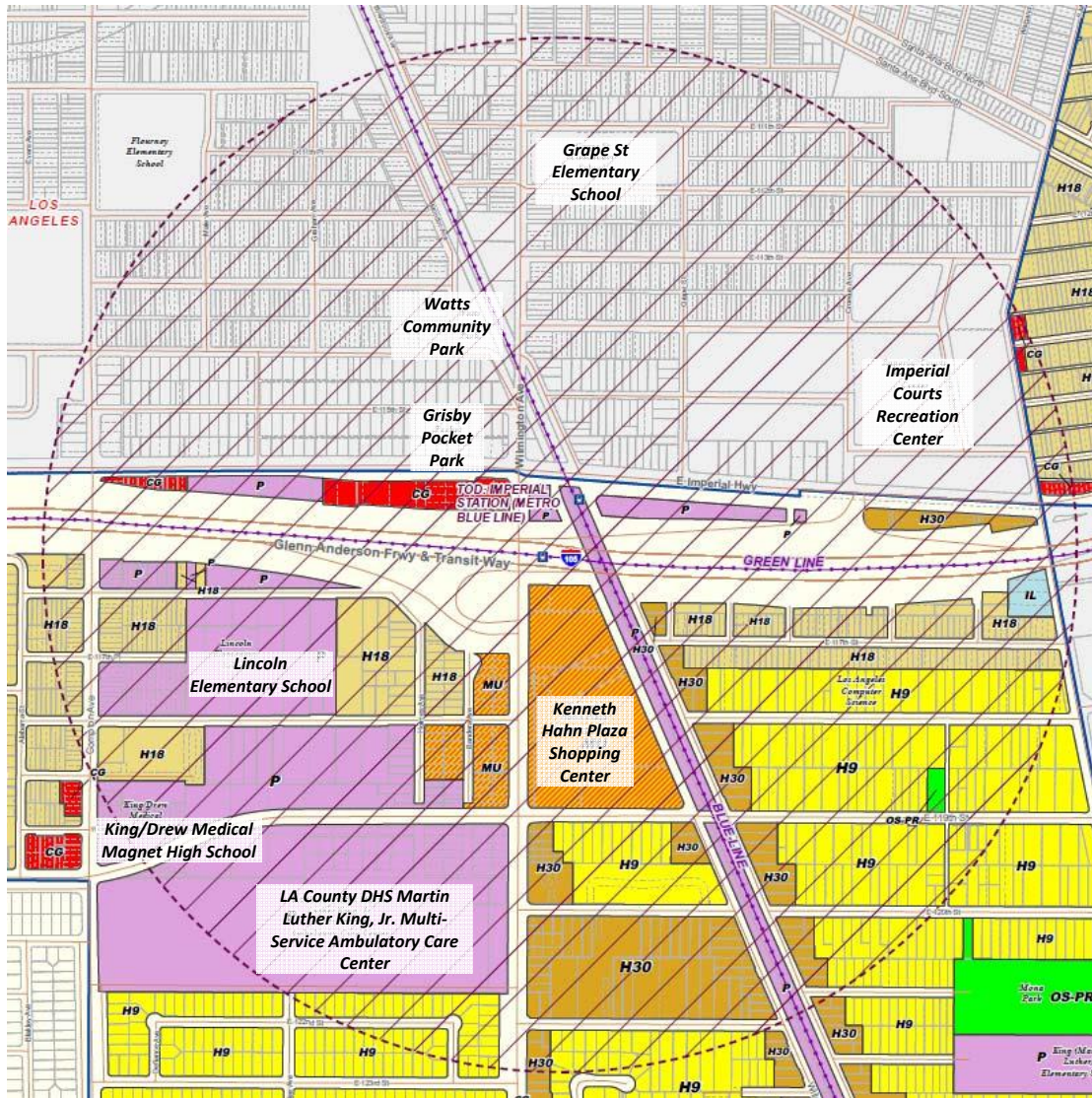


Figure 6 – Project Area Land Uses



Los Angeles County General Plan 2035

**LEGEND**

- RL1 - Rural Land 1
- RL2 - Rural Land 2
- RL5 - Rural Land 5
- RL10 - Rural Land 10
- RL20 - Rural Land 20
- RL40 - Rural Land 40
- H2 - Residential 2
- H5 - Residential 5
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- H100 - Residential 100

**Base Features**

- Lot, Cut/Deed, Subdivision and Easement Line
- Parcels
- City / Unincorporated Community Boundary
- Surrounding City
- Surrounding Unincorporated Community
- Water Feature
- National Forest

**Overlays \***

- Transit Oriented District
- Employment Protection Districts
- Specific Plan (SP)

- H150 - Residential 150
- CR - Rural Commercial
- CG - General Commercial
- CM - Major Commercial
- MU-R - Mixed Use - Rural
- MU - Mixed Use
- IL - Light Industrial
- IH - Heavy Industrial
- IO - Industrial Office
- P - Public and Semi-Public
- OS-BLM - Bureau of Land Management
- OS-C - Conservation
- OS-PR - Parks and Recreation
- OS-NF - National Forest
- W - Water
- MR - Mineral Resources
- ML - Military Land

**Transit Lines**

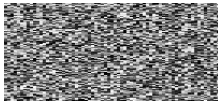
- MetroLink Stations
- Metro Rail Stations
- MetroLink
- Transitways
- Light Rail - Existing
- Light Rail - Proposed
- Light Rail - Under Construction

**SOURCE:**

Street Centerline data from 2010 TIGER (US Census Bureau), modified through the LA County Countywide Address Management System (CAMS).

Parcel data is sourced from the L.A. County Assessor's Office.

\* The Special Management Areas, which are comprised of environmentally sensitive, hazardous, and resource areas, are not shown on this map. Please refer to the General Plan Land Use Element for more information on the Special Management Areas.



The station site is also located within the Willowbrook Community Standards District (CSD), which was initially established to guide implementation of the Willowbrook Community Redevelopment Plan, adopted in 1977. While no longer a redevelopment area, the general principles from the CSD were used to frame development of the general plan and the *Willowbrook TOD Specific Plan*.

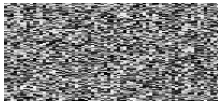
### ***Related Plans***

In 2010 the Metro Board adopted the *Rosa Parks Metro Station Master Plan and Transit Oriented District*. The plan recommended specific improvements for the station and intended to help improve transportation services in the station area to facilitate appropriate TOD opportunities. Among the desired outcomes was the development of transportation-related improvements and creation of cohesive pedestrian environment focused on the station area. Consistent with the improvements identified above in this IS in Section 2.3 Project Description, the *Rosa Parks Metro Station Master Plan and Transit District* highlighted the importance of pedestrian connections, plazas and open space, Blue Line access, and safety/security for patrons of the station.

As noted above, this IS document is based, in part, on the following related plans that include the proposed Project site, or provide information addressing the general Project area:

- The former *Willowbrook Redevelopment Plan* adopted by Los Angeles County in 1977.
- The *Rosa Parks Metro Station Master Plan and Transit Oriented District* completed and adopted by the Metro Board of Directors in February 2011.
- The *Transit Oriented Districts Access Study (2009)* completed by the County of Los Angeles in collaboration with the Southern California Association of Governments (SCAG), identified Wilmington/Rosa Parks Station as a TOD opportunity. Improvements identified in the study included adding pedestrian amenities such as bicycle access, pedestrian crosswalks and adding crosswalks and bulb-outs at 118<sup>th</sup> Street and Wilmington Avenue. Additional recommendations included a pedestrian gate and flashing rail system related lights on 119<sup>th</sup> Street and Willowbrook Avenue across the Metro Blue Line and UP tracks.
- The *Draft Los Angeles County General Plan 2035 Land Use Policy Map for Willowbrook*.
- A draft land use policy map of the *Willowbrook Transit Oriented Development Specific Plan* anticipated to be released for public circulation, public hearing, and plan adoption in 2016. This specific plan was developed to support the TOD Program identified in the *General Plan 2035 Update*.
- Previous station area environmental documentation was prepared by the Los Angeles County Regional Planning Department to support adoption of the *1980 General Plan Update* and a Housing Element update in 2014. Approval of the *General Plan 2035 Update* is currently underway and a draft of the plan was released in January 2014 for public review. A Draft Environmental Impact Report (EIR) for the *General Plan 2035* was released in the Fall of 2014 and is currently undergoing a public hearing process. Approval of the Draft EIR is anticipated in 2015.





There is consistency across related plans with the vision described in the *Rosa Parks Metro Station Master Plan and Transit Oriented District* in taking a comprehensive approach at identifying the station needs with the cohesiveness of the surrounding community needs, and transit users. The proposed improvements listed in Section 2.3 Project Description align with many of the goals of these plans.

The proposed Project would have no adverse effects or significant impacts on existing or proposed future plans, as they would be consistent with the surrounding land uses and future land use plans. The proposed Station improvements would yield land use and safety benefits with the introduction of a new transit plaza and improved access to the Station and KHP for the surrounding neighborhoods.

### **3.4 Visual Quality**

The proposed Project would be consistent with surrounding land uses. There are no scenic vistas or resources in the project area that would be impacted. The station improvements would not substantially degrade the existing visual character of the station area and its surroundings, which is dominated by the I-105 Freeway.

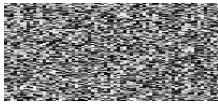
All lighting associated with the proposed Project would be installed in compliance with all applicable lighting standards to contribute minimally to the visual contrast of the proposed improvements with surrounding land uses during the nighttime hours. External station area lighting exists, and any new lighting would be consistent with existing lighting and sensitive to adjacent residential uses. Sensitivity to residential uses will be exercised through the design, placement, and orientation of lighting to appropriate and focused station elements.

### **3.5 Air Quality**

The Project site is within the South Coast Air Basin (SCAB), which is a subarea of the South Coast Air Quality Management District's (SCAQMD) jurisdiction, and is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB is designated non-attainment for both the Federal and State ozone and PM<sub>2.5</sub> standards; it is designated non-attainment for the State PM<sub>10</sub> standard and maintenance for the Federal standard.

A transportation conformity determination is required for transportation projects undergoing NEPA/CEQA review and that receive Federal approval, funding, or implementation. A transportation conformity determination was not included in the air quality analysis of the Project because it is exempt. Per 40 CFR Part 93.126 Subpart A: a project consisting of "reconstruction or renovation of transit buildings and structures" is considered exempt from requiring a transportation conformity determination or hot-spots analysis.

In addition, the proposed Project is listed in SCAG's 2015 Federal Transportation Improvement Program (FTIP) project list (ID: LA0G719) for improvements to the transit station and modernization of amenities. The FTIP is consistent with the US Department of Metropolitan Planning Regulations and the Environmental Protection Agency's Transportation Conformity regulations.



Short-term air quality impacts generated during construction of the 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 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 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 Project may result in an indirect air quality benefit due to improved accessibility and increased use of Metro's bus and rail transit system, which would allow for and attract more riders and reduce regional vehicle miles travelled (VMT) and associated air quality impacts.

In summary, the Project would not have any adverse effects or significant impacts on local or regional air quality during construction or future operation.

### ***Carbon Monoxide Hotspots***

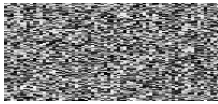
The proposed Project improvements would primarily improve pedestrian circulation throughout the Station. Operations of bus and rail transit, as well as freight service, would not change or have any impacts on local traffic. Without new proposed operations or bus or rail transit and without any impacts on local traffic, no new carbon monoxide hotspots will be created nor will any existing hotspots be enhanced. Additionally, all construction will adhere to Metro's Green Construction Policy, and identified Best Management Practices (BMPs) for all construction equipment as a way to mitigate emissions impacts.

In summary, the proposed Project would have no significant impacts or adverse effects through creation of new or expansion of existing carbon monoxide hotspots.

### **3.6 Climate Change**

Greenhouse gas (GHG) emissions will be generated during both construction and operation and maintenance of the Project. The significance of potential GHG emission impacts were determined using SCAQMD guidance and CEQA guidelines designed to evaluate and mitigate climate change impacts as no NEPA guidance currently exists, and detailed technical analysis and significance thresholds can be found in Appendix A.

The Project will generate direct and indirect GHG emissions during construction and operation. Construction-related GHG emissions from the operation of diesel-fueled off-road equipment and on-road motor vehicles were estimated using default values obtained from CalEEMod, version 2013.2.2, including daily usage and equipment-specific emission and load factors. The emission factors represent the fleet-wide average emission factors during 2016/7 within the SCAB. Indirect GHG emissions from electricity use during operation of the Project were estimated using the default annual electric power requirements and GHG emission intensities for Southern California Edison (emissions per amount of electricity generated) obtained from CalEEMod, version 2013.2; detailed calculations can be found in Appendix A.



GHG emissions generated during construction and operational activities would not result in a significant impact on the environment, nor would estimated GHG emissions levels conflict with applicable plans, policies or regulations geared towards reducing GHG emissions and climate change impacts. GHG emissions from the Project are less than any of the proposed or adopted GHG thresholds targets for GHG emission reductions, as shown in Appendix A. Additionally, operation of the Project would not result in a net increase in GHG, rather the Project will support regional goals to reduce emissions.

In summary, the proposed Project would not have any adverse effects or significant impacts on GHG emissions during construction or future operations.

### 3.7 Noise and Vibration

A noise and vibration assessment was conducted for the Station and its proposed improvements. This qualitative assessment was conducted to evaluate the potential for impacts at nearby residences along Willowbrook Avenue just east of the Metro Blue Line alignment due to the extension of the Station platform further south and a related new pedestrian crossing. The methodology used to assess the potential for noise and vibration impacts was conducted in accordance with the Federal Transit Administration’s (FTA) *Transit Noise and Vibration Impact Assessment* guidelines (FTA, May 2006).

The FTA’s *Transit Noise and Vibration Impact Assessment* guidance manual (2006) presents the basic concepts, methods and procedures for evaluating the extent and severity of noise impacts from transit projects. Designated land use categories and their sensitivity to noise from transit sources, as specified in the FTA guidelines, are used to assess transit noise impacts. The FTA land use categories and their respective noise metrics are described in Table 1. Refer to Appendix B for detailed significance thresholds used in this analysis.

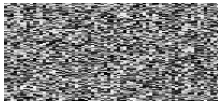
**Table 1 – FTA Land Use Categories and Noise Metrics**

Land Use Category	Noise Metric	Description
1	Leq(h)	Tracts of land set aside for serenity and quiet, such as outdoor amphitheaters, concert pavilions and historic landmarks
2	Ldn	Buildings used for sleeping such as residences, hospitals, hotels and other areas where nighttime sensitivity to noise is of utmost importance
3	Leq(h)	Institutional land uses with primarily daytime and evening uses including schools, libraries, churches, museums, cemeteries, historic sites, parks and certain recreational facilities used for study or meditation

Source: FTA, 2006

#### **Noise**

Using the FTA guidelines, the existing background day-night noise levels (or Ldn) at the residential community immediately east of the Metro Blue Line corridor and the proposed station improvements ranges from 65-70 dBA. These levels are based on estimated distances of approximately 150 feet to the I-105 Freeway (65 dBA) and 75 feet to the Blue Line and UP Railroad tracks (65 dBA). The



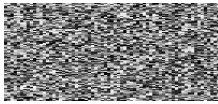
cumulative noise level from these two transportation corridors (not including any reflections from the I-105 overpass) is 68 dBA.

The proposed improvements for the Station do not include operational changes to the existing Metro Blue or Green Lines, or to existing bus operations. However, the existing platform serving the Metro Blue Line is proposed to be extended southward approximately 150' bringing it closer to residences along Willowbrook Avenue. This crossing would introduce a new entrance to the platform from Willowbrook Avenue (west). The pedestrian crossing would extend to the end of the proposed platform extension, and would not extend east past the platform to Willowbrook Avenue (East). Currently, the nearest residence is approximately 110 feet from the existing Blue Line platform. If the platform extension is incorporated, the nearest residence would be approximately 68 feet from the platform. Refer to Figure 3 for the location of nearest resources including schools, hospitals, and institutional uses.

Since rail transit service along both the Metro Blue and Green Lines would remain the same, no change in noise is expected from Metro Rail operations. Similarly, Metro Blue Line trains will stop at the southern portion of the extended platform, which is located closer to residences along Willowbrook Avenue. Any additional noise associated with these operations is expected to be minimal compared to the existing high ambient noise levels identified for this urban transportation corridor adjacent to the I-105 Freeway.

A rail vehicle operator is required to sound an audible warning for Metro light rail trains (typically an onboard quacker) and automatic crossing bells are triggered as trains approach the existing pedestrian grade crossing (which is currently under the I-105 westbound lanes). Occasionally, the train conductor may exercise their discretion and sound the high horn in a case of emergency. The same operating procedure would continue at the proposed southern pedestrian crossing to the proposed platform extension for southbound trains. Quackers are not expected to increase noise exposure levels by more than 0.5dBA Ldn and therefore would not result in new impacts. Proper placement, orientation, and muffling of crossing bells and speakers at the Station are project design features that have successfully minimized these noise impacts at this and other existing stations. Northbound trains would not sound their quackers or trigger any crossing bells at the proposed southern pedestrian crossing as it will not extend across the northbound track. As a result, no exceedances of the FTA impact criteria are expected from the Project from Metro train operations or activities.

Warning horns from the approximately two to six daily UP freight trains are sounded as they approach the current pedestrian at-grade crossing north of the I-105 Freeway, and would be anticipated to do so at the proposed future crossing south of the I-105 Freeway. The new pedestrian at-grade crossing, approximately 150 feet south of the existing northern crossing close to 117<sup>th</sup> Street, could possibly shift the warning noise exposure that same distance closer to the residential community east of the Station. Field observations of Metro Operations and Safety staff identified that the UP freight trains currently begin sounding their horns north and south of 119<sup>th</sup> Street as they approach the crossing, so there would be no additional noise impact from the new pedestrian at-grade crossing.



### ***Vibration***

Existing vibration in the Project area is currently affected by vehicular roadway traffic along the I-105 Freeway, Metro Rail operations along the elevated Metro Green Line, and at-grade Metro Blue Line as well as UP freight rail operations adjacent to the Blue Line tracks. Existing vibration levels at the closest residences along Willowbrook Avenue are estimated, based on similar urban conditions, to range from 69 VdB (vibration decibels) for Metro Blue Line train passbys at 30 mph to 75 VdB for UP freight locomotive passbys at 30 mph. Existing vibration levels from the freight train passbys are above the threshold of perception of 65 VdB.

Since there is no change proposed in the track alignments for either the Metro Blue Line trains or the UP freight trains, vibration levels are expected to remain the same. In fact, extending the Metro Blue Line platform farther south would result in slower Metro Blue Line train speeds and, thereby, a slight reduction in vibration levels. Therefore, future vibration levels from both Blue Line and UP freight train passbys from the Project are predicted to remain the same as (or slightly less than) under the existing conditions. Therefore, no exceedances of the FTA vibration impact criteria are predicted at the closest residences along Willowbrook Avenue. The Project will not have adverse effects or significant impacts with respect to vibration from future operations.

A technical analysis has been prepared to evaluate the Project under the FTA's *Transit Noise and Vibration Impact Assessment* guidelines and is provided in Appendix B.

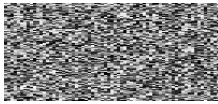
In summary, the proposed Project would have no adverse effects or significant impacts with respect to noise or vibration from future Metro Blue Line operations.

### **3.8 Hazardous Materials**

The Project proposes improvements that will improve Station pedestrian circulation, improve safety, and the overall passenger experience at the Wilmington/Rosa Parks Station. Some of those improvements include construction of new facilities such as a Metro Customer Service Center, a Sheriff's Facility, a Transit Hall under the I-105 overpass, and an extension of the Metro Blue Line LRT platform to the south; some of which may require acquisition and demolition of the northern portion of the existing KHP adjacent to the Station.

A portion of the KHP property has tested positive for soil and groundwater contamination. Specifically, since 1999 through 2013, a series of subsurface assessments identified dry cleaning solvents, including Tetra-chloroethylene (PCE) in soil, soil vapor, and groundwater as a result of the operation of a prior dry cleaning business – High Sky Cleaners. The cleaners occupied a suite within the northern portion of KHP, approximately 200 feet southeast of the Station. The portion anticipated to be acquired by Metro does not include the actual space that had been occupied by this tenant. Metro, however, has conducted a desktop review of the former property to evaluate the potential impacts this soil and groundwater contamination may have on any station improvements.

The assessment of this site has been under the regulatory oversight of the Los Angeles Regional Water Quality Control Board (LARWQCB) since 2002. Case references include: SLIC Case #1040, SWRCB GeoTracker Global ID #SLT43677675, and RWQCB Site ID no. 204FW00.



Groundwater monitoring is currently conducted on a semi-annual basis at the KHP site. Based on the most recent monitoring and sampling event conducted on November 14, 2013, the depth to groundwater ranged from 42.78 to 46.83 below the tops of well casings. Groundwater was calculated to flow to the southeast (away from the Willowbrook/Rosa Parks Station) with an average hydraulic gradient of approximately 0.0012 feet per foot.

Samples collected during the November 2013 groundwater event contained concentrations of PCE and its related daughter compounds at concentrations that exceeded State of California maximum contaminant level (MCL). Figure 7 shows a plume map with PCE concentrations in groundwater during the fourth quarter 2013 sampling event.

The current ground lessor is coordinating with the RWQCB on the remediation. Based on a review of the data, including that illustrated in Figure 7, it appears the former dry cleaner has not impacted the proposed station property, and will not have any significant impacts or adverse effects by way of hazardous materials.

A technical analysis has been prepared to evaluate hazardous materials in groundwater and soils directly adjacent to the Project, and is provided in Appendix C.

In summary, there would be no significant impacts or adverse effects due to hazardous materials from implementation of the Project.

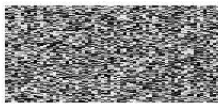
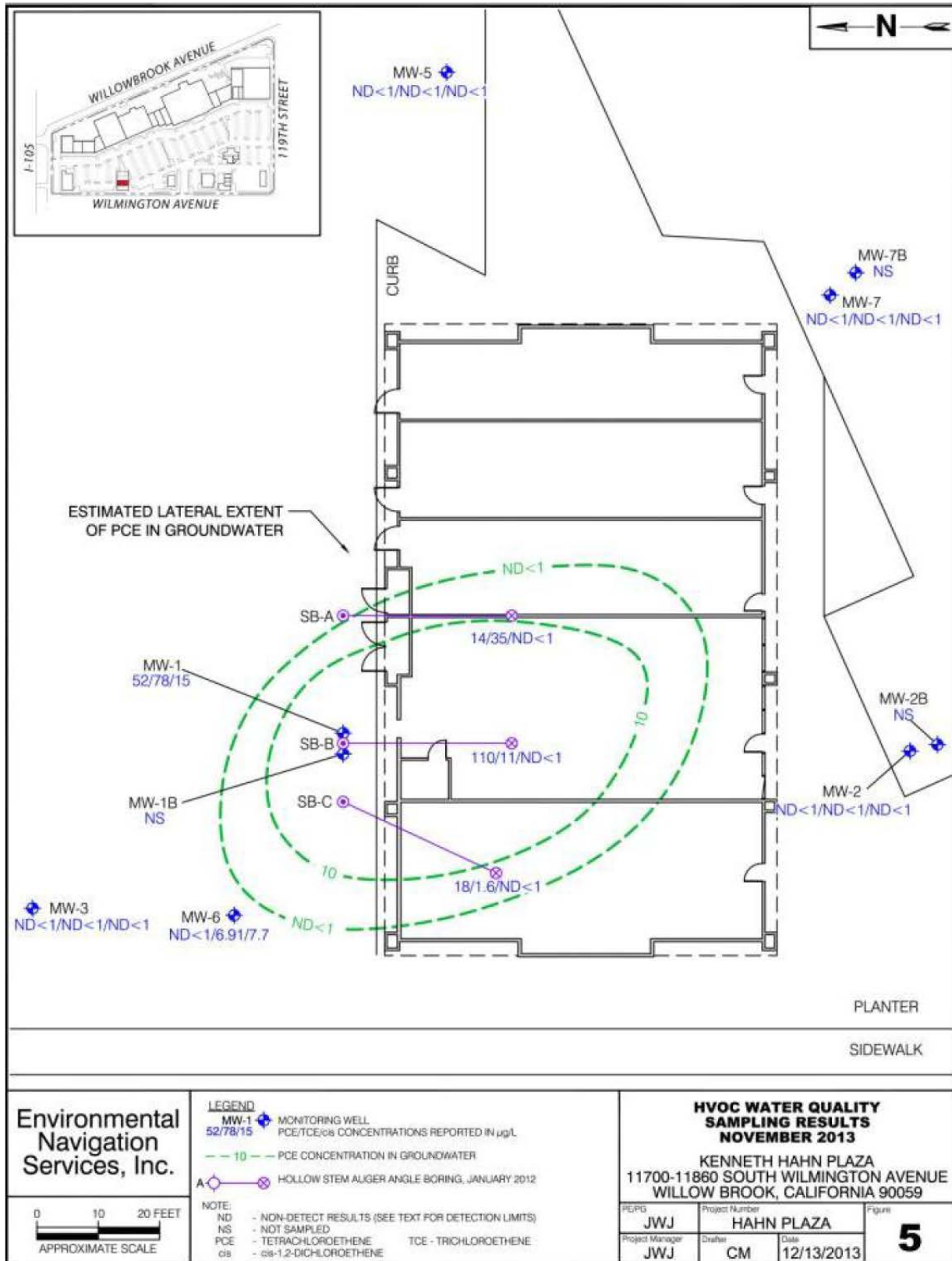
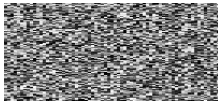


Figure 7 – Plume Map of Groundwater Contamination Concentrations





### **3.9 Cultural Resources**

A preliminary assessment was conducted to identify cultural and paleontological resources within the Area of Potential Effects (APE) of the Project area. For this analysis, the APE was identified as bounded by Imperial Highway on the north, Willowbrook Avenue and the Metro Blue Line on the east, the eastbound I-105 Freeway on-ramp, west Metro Green Line entrance, and S. Wilmington Avenue on the west, and generally, KHP to the south.

For the purposes of this cultural resources assessment, identification efforts consisted of archival research, including a records search and review of historical maps and literature, and a limited pedestrian level survey.

From the analysis, a single previously recorded historical resource, the Mojave Road (P-19-187085), CHL No. 963, was identified within the APE. No characteristics of the historic road are visible on the surface or anticipated subsurface. The entire segment of road within the APE has been impacted by previous construction associated with the existing paved Willowbrook Avenue and/or the former Southern Pacific Railroad now Metro Blue Line and UP Railroad tracks.

#### ***Paleontological Resources***

A consultation of the United States Geological Survey (USGS) Preliminary Geologic Map of the Los Angeles indicated that deposits on the surface at the Station and surrounding area consist primarily of younger Quaternary Alluvium. These deposits are unconsolidated alluvial deposits on recently active alluvial fans. They are younger than 10,000 years old and have a low probability of yielding scientifically significant fossils. No mitigation is typically required in deposits of this nature.

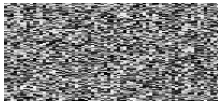
However, these deposits overlie older Quaternary deposits at unknown depths. It is recommended that any Project-related excavations deeper than six feet be monitored in consultation with a qualified paleontologist. If geotechnical boring or other evidence indicates that encountering older Quaternary deposits is unlikely, monitoring may be reduced or discontinued at the discretion of the paleontologist.

Prior to construction, a professional paleontologist would be consulted concerning monitoring of Project work deeper than six feet below the current ground surface. If previously unidentified resources are encountered, the provisions outlined in this document, in accordance with California State laws, should be followed.

#### ***Archeological Resources***

Due to the long occupation of the Project vicinity, it is possible that previously unrecorded prehistoric or historical-age resources are buried beneath the ground surface, particularly in areas where development has included only minimal ground disturbance. The proposed Project site may hold intact deposits, with the likelihood increasing with depth. However, most of the APE to unknown depths is likely to have been disturbed in the recent past by construction of the Metro Blue Line, KHP, and the I-105 Freeway. Ground disturbance required for the proposed Project will be less than 10 to 25 feet in depth throughout the Station, and may be approximately 50 feet in a few places due to the Station's hydraulic elevator shafts. Based on the results of the archival research and survey, there is





low potential that archaeological resources would be encountered during ground disturbing activities for the proposed Project.

If archaeological resources are encountered during ground disturbing activities, Metro will contact a qualified archaeologist to evaluate and determine appropriate treatment for the resource in accordance with California Public Resource Code (PRC) Section 21083.2(i). If any archaeological resources are encountered during ground-disturbing activities, work will be temporarily halted in the vicinity of the find and the archaeologist will be called to the Project site to examine and evaluate the resource in accordance with the provisions of CEQA and NEPA.

If any Native American cultural material is encountered within the Project site, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. If human remains are discovered, work in the immediate vicinity of the discovery will be suspended and the Los Angeles County Coroner contacted. If the remains are deemed Native American in origin, the Coroner will contact the NAHC and identify a Most Likely Descendant (MLD) pursuant to Public Resources Code Section 5097.98 and California Code of Regulations Section 15064.5. Work may be resumed at the landowner's discretion but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

Based on archival research and reconnaissance survey, there are no known historical or NEPA archaeological resources in the APE. Therefore, no impacts to historical resources under CEQA are expected as a result of the Project. In compliance with Section 106 of the National Historic Preservation Act (NHPA) and CEQA, a consultation letter was mailed to the Native American Heritage Commission in January 2015. Per FTA direction, Section 106 assessment efforts were not required for this project due to the lack of cultural resources in the APE as discussed above.

No further historical or archaeological investigations are recommended before the commencement of Project activity in the APE. Technical analysis has been prepared to evaluate existing cultural resources throughout the study area and any potential impacts. The analysis can be found in Appendix D. In summary, there would be no adverse effects or significant impacts to existing cultural resources at or near the Project area.

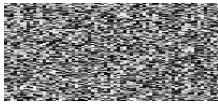
### **3.10 Section 4(f) Impacts**

There are no identified cultural resources, parklands, or recreational areas in the Project area. As shown in Section 3.3 Land Use, the nearest open space/parkland is Mona Park and recreational center located 0.6 miles southwest of the Station.

Therefore that would be no adverse effects on Section 4(f) resources resulting from the implementation of the Project.

### **3.11 Environmental Justice**

The proposed Project is located within an environmental justice community. In the Project area, 95 percent of the total population is considered a minority, with each Census Block Group within a mile



radius of the Station generally identified within the Project area as having a minority population well over 50 percent. From the total population of the Project area, 68 percent consists of Hispanic or Latino, while 25 percent is Black or African American. Additionally, 36 percent of the total population is considered low-income, while 59 percent of the population live at or below 150 percent of the poverty line, both exceeding the County averages, respectively, at 19 percent and 26 percent. The median income for the station area is \$33,452, approximately \$23,000 less than that of the County's. Figure 8 shows a distribution of households below poverty per Census Block Group throughout the Project area.

The Project would not have disproportionately high or adverse impacts on minority or low-income populations. The Project would improve upon existing conditions, which include capacity limitations, lack of connection to the surrounding community, difficult wayfinding between transit elements, and overall security and safety challenges. The proposed improvements to the Station would afford significant positive effects to the populations living in the Willowbrook community and surrounding area by improving access to employment centers, community facilities, educational opportunities, services, and other basic needs. Services in the area include, but are not limited to: the MLKMCC, CDU, St. Francis Medical Center, Plaza Mexico, Compton Town Center, Compton Community College, King Center for Public Health, KHP, and Willowbrook Senior Center, as well as public offices, public and private schools, libraries, parks, and shopping centers. The Project would also support the existing community by fostering the livability of Willowbrook and the surrounding area by promoting environmental sustainability and public health. These would be achieved by improving access to jobs through walking, biking, and transit, as well as improving safety, and transportation network connectivity, air quality, and ultimately enhancing health outcomes.

Technical analysis of any impact to low income or minority populations and detailed breakdown of surrounding area demographics has been prepared and is presented in Appendix E.

In summary, the Project will not have any adverse effects or significant impacts on minority or low-income populations throughout the Project area.

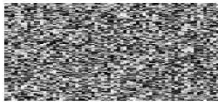
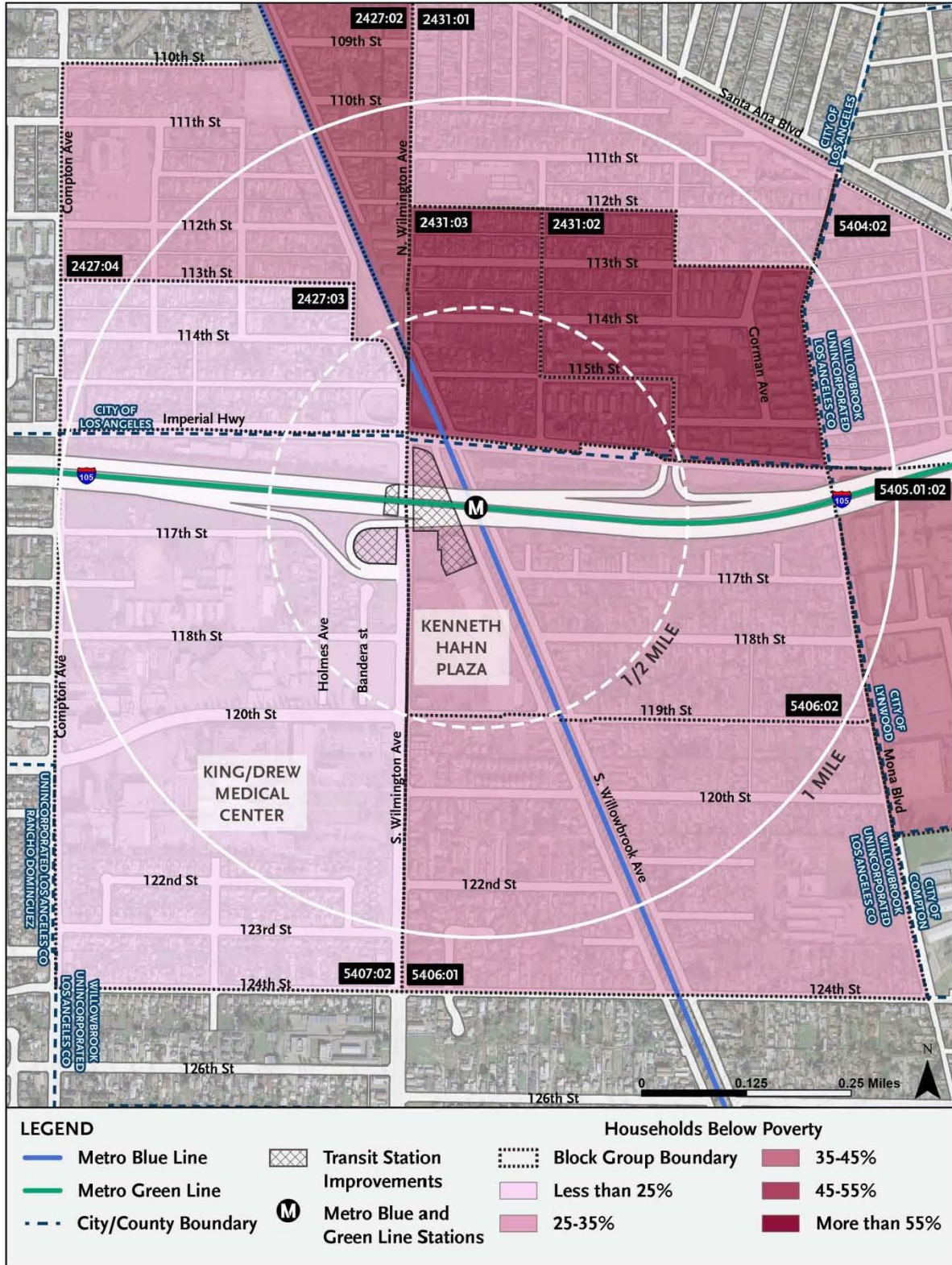
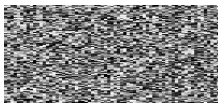


Figure 8 – Households below Poverty Level in Project Area per Census Block Group





### 3.12 Construction Impacts

As stated previously in this document, there would be no significant impact or adverse effect due to construction of the proposed Project. No off-site improvements are proposed in the area as construction would occur primarily within the station area; there would be no lane closures or disruptions to adjacent streets that would adversely affect local traffic. There would be no adverse noise or air quality effects upon sensitive receptors given the existing highly urbanized setting which includes the I-105 Freeway.

As mentioned previously in 3.1, Transportation and Circulation, there is a potential for operational impacts to rail, bus, shuttle, and parking during construction. Additionally, traffic movements and circulation may also be impacted due to construction. Although operations may be disrupted during construction, which may also affect passenger movements, these impacts would be temporary. A scheduling or packaging of construction may occur so as not to unnecessarily impact or minimize impacts to operations, circulation and safety, etc.

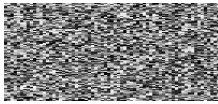
In addition, all construction will comply with Metro's sustainable construction management plans, including the Green Construction Policy, The Environmental Policy, Energy and Sustainability Policy (ESP), and The Construction, Demolition and Debris Recycling and Reuse Policy (Recycling and Reuse Policy). Other construction measures may include:

- Development of a Construction Mitigation Program that includes protocol for community notification of construction activities, including traffic control measures, schedule of activities, and duration of operations, with written communications to the community translated into appropriate languages.
- Traffic Management and Community Outreach Plans developed in coordination with the community to minimize disruption and limit construction activities during special events.
- A Contaminated Soil/Groundwater Management Plan implemented during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks.
- A requirement to utilize at least one of the measures set forth in SCAQMD Rule 403 Section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site.

### 3.13 Cumulative Impacts

The site is located within an urban and heavily dense residential area of Los Angeles County. The proposed Project would not result in an increase in population, and it does not include uses that would require additional services.

There are currently improvement plans in the Project area aimed to improve the connections to community resources such as health services, and to better integrate the Willowbrook community and they include:



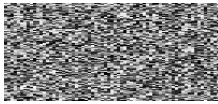
- MLKMCC Master Plan Renovations: Scheduled to reopen in the spring of 2015, the community hospital will include an upgraded central plant, new emergency generators, and two new buildings.
- Los Angeles County Willowbrook Area Access Improvements: Reconstruction of roadway pavement, construction of curb and gutter, sidewalk, driveways, and curb ramps; landscaping; irrigation system; signage and streetscape improvements; and the performance of other appurtenant work. Construction is estimated to begin in Fall 2016 for a total length of 0.59 miles of bike facilities:
  - 119th Street (Wilmington Avenue/Willowbrook Avenue) Bike Route – 0.17-mile
  - 120th Street (Compton Avenue/Wilmington Avenue) Bike Lanes – 0.42-mile.
- Willowbrook TOD Specific Plan: Anticipated to be adopted by the Board of Supervisors by early 2016, this specific plan lays out the land use regulations and development policies for 1) facilitating a mix of housing and businesses along transit corridors, 2) increasing economic activity, 3) facilitating public infrastructure investments, and 4) streamlining the environmental review process for future infrastructure and development projects. The plan presents draft concepts for land use policy and streetscape improvements including:
  - Draft Land Use and Design Concepts
  - Draft Streetscape Improvements.

Even with the project area improvements described above, the proposed Project would not contribute disproportionately to any cumulative impact resulting from the growth of development in the proposed project area. Thus, no adverse cumulative effects are anticipated.

### **3.14 Summary of Findings**

After consideration of the environmental analysis prepared to assess the impacts of the Project, no significant impacts or adverse effects were identified. In summary, the following are the findings of the proposed Project:

- The proposed Project would not change the existing use of the Project site or surrounding community land uses.
- The proposed Project would not induce adverse effects on planned growth or land use.
- The required business relocations, due to the demolition of the northern portion of KHP, could potentially be accommodated within the remaining portion of KHP.
- The proposed Project would neither create negative traffic impacts nor exacerbate air quality or greenhouse gas impacts.
- The Project site does not support sensitive plant or animal species and is not within an ecologically sensitive area.
- The Project site does not include or affect any known cultural, historical, recreational, or other resource.



- There would be no adverse noise and/or vibration impacts or effects.
- The Project would not result in any water quality impacts or effects.
- The Project would have beneficial impacts for the surrounding environmental justice communities.
- The proposed Project would not individually or cumulatively create any significant or adverse environmental impacts or effects.
- After consideration of the findings described above and the environmental analysis prepared to assess the impacts of the Project, no significant impacts or adverse effects were identified.

## **4.0 Modified Environmental Checklist Form**

### **4.1 CEQA Environmental Checklist**

The completed CEQA checklist is provided on the following pages.

### **4.2 NEPA Categorical Exclusion Checklist**

The completed NEPA CE checklist is provided on the following pages.

## CEQA Environmental Checklist

## Appendix G

## Environmental Checklist Form

NOTE: The following is a sample form and may be tailored to satisfy individual agencies' needs and project circumstances. It may be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential impacts that are not listed on this form must also be considered. The sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

1. Project title: Willowbrook/Rosa Parks Station Improvements Project
2. Lead agency name and address:  
Los Angeles County Metropolitan Transportation Authority (LACMTA)  
One Gateway Plaza, Los Angeles, CA 90012-2952
3. Contact person and phone number: Susan Chivaranond 213-922-1259
4. Project location: Willowbrook (Unincorporated Los Angeles County)
5. Project sponsor's name and address:  
Same as above
6. General plan designation: Mixed Use      7. Zoning: Mixed Use - MXD
8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)  
The Willowbrook/Rosa Parks Station Improvements Project is a LACMTA-led effort in collaboration with the Los Angeles County Development Commission and Caltrans District 7 to propose improvements that will integrate the Station with the Kenneth Hahn Plaza and link the King-Drew Medical Campus.
9. Surrounding land uses and setting: Briefly describe the project's surroundings:  
The Station area is directly located underneath the I-105 Freeway as well as in the median of the I-105 Freeway, and the space under the I-105 is part of the freeway and transportation corridor. The parcels directly south of the Station and the I-105 Freeway, including KHP, are designated as Mixed Use and zoned MXD.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)  
Los Angeles County Community Development Commission



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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.

-See Signed Negative Declaration Form-

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

**SAMPLE QUESTION**

Issues:

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<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 type="checkbox"/>	<input checked="" type="checkbox"/>

**II. AGRICULTURE AND FOREST**

**RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Production (as defined by 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"/>
de) 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"/>
<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 upon 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES --</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<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, regulations or by the California Department of Fish and Game or US 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<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"/>
<b>V. CULTURAL RESOURCES -- Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VI. GEOLOGY AND SOILS -- Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. GREENHOUSE GAS EMISSIONS --</b>				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS -</b>				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
<b>IX. HYDROLOGY AND WATER QUALITY --</b>				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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 which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>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"/>
<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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE -- Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>



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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"/>

**XIII. POPULATION AND HOUSING -- Would the project:**

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

**XIV. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV. RECREATION --**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVI. TRANSPORTATION/TRAFFIC --** Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components 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 type="checkbox"/>	<input checked="" 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"/>

**XVII. UTILITIES AND SERVICE SYSTEMS --** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing 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 storm water drainage facilities or expansion of existing facilities, the construction of which	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *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.