FINAL ENVIRONMENTAL IMPACT REPORT

(NEPA ENVIRONMENTAL ANALYSIS)

CENTRAL MAINTENANCE/ADMINISTRATIVE HEADQUARTERS FACILITY

MACY AND LYON STREETS

LOS ANGELES, CALIFORNIA

Prepared for

Southern California Rapid Transit District

by

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SUMMARY

This report documents the environmental impact assessment findings for a proposed site for the development of a new combined Central Maintenance and Administrative Headquarters Facility for the Southern California Rapid Transit District (SCRTD). Such a facility at the proposed site would replace the existing central maintenance facility located at Avalon and 54th Streets in south Los Angeles and the existing headquarters offices at 425 South Main Street in Downtown Los Angeles. This facility would provide the expanded and modernized support capability required for managing and servicing a fleet of approximately 3,000 to 3,500 buses and a rapid transit starter line with expansion potential for accommodating a 4,000 to 5,000 bus fleet and a regional guideway system.

Purpose of Environmental Impact Assessment

An Environmental Impact Assessment (EIA) may be required for any federally-funded project or action under Section 102(2)C of the National Environmental Policy Act of 1969 (NEPA). This Act established a broad national policy to promote efforts to improve the relationship between man and his environment. Every recommendation by a federal agency to commit funds must include a statement concerning:

- The environmental impact of the proposed action or project.
- Any adverse environmental effects which cannot be avoided should the project be implemented.
- Alternatives to the proposed action or project.

- The relationship between local and short-term use of man's environment and the maintenance and enhancement of long-term productivity.
- Irreversible environmental changes or irretrievable commitments of resources which would occur with implementation of the proposed action.

Section 14 of the Urban Mass Transportation Act also requires an analysis of the environmental impacts that will occur when an application is submitted for capital grant assistance on a project. This analysis must also address issues and objections revealed during a formal review period by federal agencies, state and local bodies, and private citizens.

Similarly, any E.I.A. must include a discussion of "mitigation measures" and "growth-inducing impacts" to satisfy provisions of the California Environmental Quality Act of 1970 (CEQA).

This Environmental Impact Assessment has been prepared in compliance with the federal and state requirements discussed above.

Project Description--General

The development of a new Central Maintenance and Headquarters Facility for SCRTD is proposed at a 27.9 acre site located north of Macy Street between Vignes Street and the Los Angeles River in central Los Angeles. This facility would house the management, planning and marketing, customer relations, employee relations, engineering, accounting, and other administrative support functions for all SCRTD operations as well as the major overhaul shops, and system-wide

purchasing and stores sufficient to meet the near term needs of an expanded bus fleet and a rapid transit starter line and the long term needs of a bus fleet of 4,000 to 5,000 buses and a regional guideway system. This project could be operational by 1985. An approximately 500 car parking structure would tie the administrative and central maintenance/stores elements together.

The initial facility is being planned such that the office space and maintenance areas will accommodate a support staff and equipment sufficient to operate a bus fleet of 3,000 to 3,500 buses, which is the estimated fleet size at the time of the facility opening in 1985. The project will be master planned such that the Administrative Headquarters elements can be expanded in area to accommodate the anticipated future growth. The maintenance elements of the project will be designed such that anticipated future growth can be accommodated by a combination of expanded facilities and conversion from a single shift to a multishift operation as required.

Administrative Headquarters Element

The proposed project would replace the present Headquarters Building at 425 South Main Street. The District is now leasing approximately 140,000 sq. ft. of office space and 49,000 sq. ft. of parking and non-office space at the present location. As determined by the recently completed office space needs study (see Appendix), the estimated ultimate space requirements for the District's Headquarters offices to support a bus fleet of 4,000 to 5,000 and a regional guideway system is 400,000 sq. ft. The space requirement will initially be 300,000 sq. ft. to support a bus fleet of 3,000 to 3,500 buses and a rapid transit starter line.

The proposed facility will consist of a multilevel, medium rise office building of approximately 300,000 sq. ft.; master planned such that 100,000 sq. ft. can be added later; on-site parking for SCRTD supervisory, visitor, management, and employee automobiles; and a surrounding pedestrian plaza and landscaped areas.

The major functions included within the new Headquarters portion of the facility will include:

- Board of Directors/District Secretary
- Administration
- Bus Facilities Engineering
- Marketing and Communications
- Bus Planning and Scheduling
- Legal and Insurance
- Operations
- Equal Employment Opportunity
- Customer Relations
- Labor Relations
- Personnel
- Accounting
- Data Processing
- Equipment Procurement
- Rapid Transit

Central Maintenance Element

The proposed project would replace the current South Park Central Shops facility located at 54th Street and Avalon Boulevard in south Central Los Angeles. The existing shops do not provide sufficient facilities to meet the major overhaul needs of the current bus fleet. Also the existing site layout does not permit effective and efficient operations, and all major buildings are structurally inadequate relative to earthquake standards. As a result of present facility deficiencies, a 1977 survey found over 50 buses being parked at divisions awaiting movement to the overcrowded engine repair shop at South Park, over 100 buses in need of engine overhaul continuing in service due to inadequate repair area, and an overflow of central maintenance work tasks to the divisions, where specialized staff and equipment are not available to perform these tasks.

The actual maintenance portion of the project will consist of an approximately 450,000 sq. ft. single-story enclosed structure, the eastern half of the building occupied by bus repair stalls and the western half accommodating repair shops, stores, and shipping and receiving, while the northern portion is used for vehicle parking.

Primary components of the Central Maintenance portion of the proposed facility are the following:

- o Body and Paint Shops.
- o Running Repairs for basic mechanical system repairs for SCRTD buses, automobiles, and maintenance vehicles.
- o Unit Repairs for rebuilding expensive and complex vehicle components.
- o Central Support Shops include Machine, Welding, Sign, and Radio.
- o Electronic Shops.
- o Central Purchasing and Stores for system-wide provision of parts and materials, includes Shipping and Receiving.
- o Property Maintenance shops, stores, and vehicle parking for servicing District facilities, bus stops and zones.
- o Bus Parking.
- o Employee and Visitor Parking.

Development of this project will also make possible the integration of several administrative and maintenance functions.

Evaluation of Alternatives

The Macy-Lyon Streets site was selected from a group of 14 alternative sites initially identified as meeting screening criteria for a new facility. Four of the 14 sites, including the proposed site and the existing South Park site, were selected for detailed evaluation. The Macy-Lyon site was selected as best satisfying the accessibility, operations, cost, and community impact criteria, as compared to the other three sites.

The existing South Park site was not selected due to the negative community impact and continued travel costs that would occur if the existing facility were modernized and expanded. The proposed development at this site

would be bounded on three sides by single-family residences, as well as requiring closure of a local through street used by area residents for access to the freeway, schools and shopping. This site is also located at an undesirable distance from freeway access, and is located outside the Los Angeles central area, and would not be a suitable location for the Administrative offices.

Detailed evaluation was conducted for the Mission Road Site, located in an industrial area 0.5 miles east of the proposed site. This 18-acre site, located on the east side of Mission Road between Macy Street and the Golden State Freeway, has the advantage of being largely owned by SCRTD as it is the site of its former Macy Yard Maintenance and Operation Division. This site was not selected primarily due to the narrow site dimensions and sloping site terrain which would require a costly multi-level facility, extensive excavation and retaining walls, and would lack any expansion flexibility. In addition, this site is under serious consideration as either a rail maintenance yard for the rapid transit starter line or as an additional bus maintenance and operation division.

Also evaluated in detail was the Temple-Center site, located in an industrial area less than one-half mile south of the proposed site. This 20-acre site is located on property centered upon Vignes and Ducommun Streets, being immediately south of the Santa Ana Freeway. Principal negative features for this site were the large number of active manufacturing firms which would be displaced, as well as poor public transit access and the required closure of several local streets.

The Macy-Lyon site was chosen primarily due to an acceptable combination of advantages over other sites evaluated. This included a location in close proximity to Downtown Los Angeles and the Civic Center, nearby access to regional freeways, good public transit service on adjacent arterials, and

location in a compatible land use area. This site contains a large percentage of vacant land, with three manufacturing firms occupying the northern one-third of the site. The site property owners include two private firms and the Santa Fe Railroad (spur track line). The site provides an efficient facility layout with both favorable flexibility and expandability of facilities.

In addition to evaluating several sites for a combined facility, four alternative means of providing for the Districts' long term administrative space requirements were considered.

The District is now leasing approximately 125,000 sq. ft. of administrative office space and 40,000 sq. ft. of parking and non-office space at the present location at 425 S. Main Street. Although this space is marginally adequate for the District's current needs, any future expansion of service will require additional office space. The estimated future space requirement for the District's headquarters office is 300,000 sq. ft. in the short term and 400,000 sq. ft. ultimately to support an operating fleet of 4,000 to 5,000 buses and a regional guideway system.

Based on an evaluation of four alternatives, it has been concluded that this office space can best be provided by constructing a new administrative office facility in conjunction with the Central Maintenance Facility. This alternatives analysis is included in this document as Section 9 and is summarized below.

The first alternative considered, which is the status quo or null alternative, is the extension of the lease for the existing building at 425 S. Main Street. The present headquarters is located in an area subject to extreme deterioration and this deterioration directly impacts the safety and well being

of District employees. Over the last two years there have been at least sixteen documented instances of personal harrassment or physical assults on District employees in the immediate vicinity of this building. At this time there are no specific plans to upgrade this area and it is generally anticipated that the immediate environment will continue to deteriorate or at best show no significant improvement.

A second alternative is the lease of space in another building in the CBD. A recent survey of existing buildings in the CBD which offered sufficient space at a reasonable cost resulted in three possible locations. Two of these locations offered no advantages to the existing location and several disadvantages relative to cost, access and layout. The one viable leasing option explored is the Title Insurance Building at 433 Spring Street. This building is in good repair and contains adequate space for the District's long term needs. The Spring Street area is an improvement over the Main Street location in terms of employee safety, bus access, appearance and general environment, however, it is in the same general high crime area as the existing building.

The third alternative explored is the purchase of an existing building in the CBD area. An assessment of several existing buildings was made in 1977 and recently updated in the process of locating a suitable building for purchase by the District. Of all the buildings surveyed the only suitable building that might be available in the next few years is the Title Insurance Building discussed above. The current owners, however, have only recently acquired the building and are not interested in selling the building at this time. In addition, the building is approximately 50 years old and would therefore have a considerably shorter economic life than would a new facility.

The fourth alternative studied, and the one which is the most advantageous to the District, is the proposed construction of a new office building in conjunction with the Central Maintenance Facility. The proposed site is in an area

that is being master planned by the City of Los Angeles for compatible governmental uses and is in close proximity to Union Station which, with the downtown people mover terminus, the El Monte Busway extension, commuter rail, and the proposed Rapid Transit starter line station, is developing into a significant multimodal transportation center.

The development of a new facility will allow the District to realize the cost efficiencies related to a building owned and designed specifically for its own use. It will also allow for the benefits of increased management coordination associated with a joint development. The proximity of the site to the proposed rapid transit starter line station will allow for convenient development of Rapid Transit support facilities within the Headquarters complex.

Impact Assessment Summary

Potential impacts upon the environment which may occur through project development are categorized under two broad headings, socioeconomic environmental impacts and physical environmental impacts. The first heading details such impact factors as land use and urban growth, displacement, community disruption, economic and fiscal impacts, aesthetics, and archeological or historical impacts. The second heading details such impact factors as traffic and transportation impacts, noise impacts, air quality, water resources, energy impact, ecosystems, and geology, soils and seismicity.

Table 1 summarizes the findings for each environmental factor, and references the section within the body of the report which details these findings.

The project would be fully compatible with adjacent industrial and governmental land uses, as well as with the zoning and the Community Plan for

the area. The project would displace four manufacturing firms located on the site. The majority of the site is vacant or open land. Due to the non-residential nature of the surrounding properties, no community disruption is likely to occur from the project.

The proposed development will displace approximately 250 workers, replacing them in the near term with 1,650 SCRTD employees, 300 of which will be relocating from the current South Park facility and 750 from the existing headquarters facility at 425 South Main Street with balance representing near term staff additions. An annual tax-revenue loss will occur if this property becomes public land.

The estimated daily vehicle trips to or from the project would not significantly affect traffic conditions in the area. Project traffic would increase area traffic by approximately 3 percent. However, cumulative increases in background traffic and traffic from planned adjacent public agency developments would result in a worsening of peak period traffic conditions at the Macy and Vignes Streets intersection. Project traffic will avoid much of peak traffic conditions as a result of the early arrival and departure hours for the project employees working in the Central Maintenance Facility and the staggered work hours now being implemented for administrative employees, the majority of whom use public transit to get to and from work.

No significant impacts are anticipated by site development in terms of noise, air quality, energy utilization, ecosystems, or geology and seismicity. The site will be aesthetically compatible with the surrounding area, and will potentially create an improved visual approach to central Los Angeles from the east, especially when considered together with adjoining public agency developments.

Table 1

CENTRAL MAINTENANCE/ADMINISTRATIVE HEADQUARTERS FACILITY IMPACT SUMMARY

ENVIRONMENTAL FACTOR	IMPACT OF PROPOSED PROJECT
SOCIOECONOMIC ENVIRONMENT	
1. Land Use and Urban Growth	Project would change land use from a largely open profile with a cluster of manufacturing buildings to a densely occupied profile with a large multi-floor industrial building and parking area. Project compatible with adjacent uses, zoning, and the Community Plan for the area. Would encourage intensification of adjoining land uses. (See Section 3.2.1)
2. Displacement	Would displace four manufacturing firms and possibly effect their future plans: Eureka Metals Supply Company, Colton Metalex Company, and Calusa Chemical Company and the SAE Electronics Company. Displaced would be a large steel-beam and sheet-metal structure, three one-story cement block structures, a small three-story sheet-metal building, several small out-buildings used for storage, and a vacant quonset-hut type structure. Also would displace a railroad freight spur. These structures generally occupy the northern one-third of the site, with the remainder of the site being open land. (See Section 3.2.2)
3. Community Disruption	No significant effect anticipated. Adjacent land uses are industrial or transitory to public agency use. The nearest sensitive residential community area is one-half mile to the east, separated from the site by a freeway. (See Section 3.3.3)
4. Economic and Fiscal	Project will displace the approximately 250 present workers. The project will employ 1,650 SCRTD employees when fully staffed, 300 of which will have relocated from the existing South Park Central Shops and 750 from the existing headquarters facility. There may be a recurring property tax-revenue loss through public agency purchase of private property. (See Section 3.3.4)
5. Aesthetics	Given the existing setting as well as the compatibility with future uses as proposed by the Community Plan, the proposed project should not result in adverse aesthetic impacts. A structure of modern design with land-scaping will replace generally undistinguished buildings. (See Section

(Table 1 (Continued)

CENTRAL MAINTENANCE/ADMINISTRATIVE HEADQUARTERS FACILITY IMPACT SUMMARY

ENVIRONMENTAL FACTOR	IMPACT OF PROPOSED PROJECT
SOCIOECONOMIC ENVIRONMENT (Continued)	
6. Archeological and Historical	The proposed project is not known to endanger any known archeological or historical resources. (See Section 3.2.6.)
PHYSICAL ENVIRONMENT	
1. Traffic and Transportation	Approximately 2,870 daily vehicle trips will be generated to or from the project site. This represents a 6 percent increase on adjacent streets and should not significantly affect traffic conditions. Peak period congestion is expected to increase by 1984 at the Macy and Vignes intersection; however, the principal traffic increases are from adjacent new public agency facilities. Project impacts will be minimized by arranging employee work shifts to precede peak traffic hours, and by promoting use of the existing public transit services.
2. Noise Impact	The provision of a six-foot barrier wall on the south and north perimeter of the site, as well as the enclosed nature of the work tasks within the buildings, would effectively mitigate noise impacts from on-site activities. The effects of increased access-egress traffic upon noise levels in the area should be negligible. (See Section 3.3.2.)
3. Air Quality	No significant effects upon regional or local air quality are anticipated. (See Section 3.3.3.)
4. Water Resources	No significant effect anticipated. (See Section 3.3.4.)
5. Energy Impact	No significant effect anticipated. (See Section 3.3.5.)
6. Ecosystems	No significant effect anticipated. (See Section 3.3.6.)
7. Geology, Soils, and Seismicity	No significant effect anticipated. (See Section 3.3.7.)

1. DESCRIPTION OF PROPOSED PROJECT

1.1 Introduction

The development of a new combined Central Maintenance and Administrative Headquarters SCRTD facility is proposed in order to: 1) provide an efficient and cost-effective facility to house the management, planning and marketing, customer relations, employee relations, engineering, accounting and other administrative support functions for all SCRTD operating divisions. The facility would house such staff and equipment considered necessary to support the regional bus operation and the regional guideway system should such a system be implemented by SCRTD.

2) Provide a centrally located heavy maintenance facility of sufficient size to meet both the current needs and the future needs of an expanded bus fleet. The Central Maintenance element of the project would provide major overhaul shops, central support shops and system-wide purchasing and stores sufficient to meet both the needs of the present 2,600 buses and an expanded fleet size of 3,000 to 3,500 buses. The proposed site is of sufficient size to permit convenient future facility expansion to serve a 5,000 bus fleet with some multishift operations.

The proposed project would replace the current South Park Central shops facility located at Avalon Boulevard and 54th Street in South Central Los Angeles, and would include related functions presently located in other SCRTD facilities. The current South Park Central shops does not provide sufficient facilities to meet the major overhaul needs of the current bus

fleet. Also, the existing site and layout does not permit effective and efficient operation, with all major buildings also structurally inadequate relative to earthquake standards. The deficiencies of the present facilities have resulted in both tangible and intangible effects on SCRTD system operations, which in April, 1977, included the following:

- Buses Out of Service - Due to insufficient central shop capacity, 50 buses were out of service and parked at divisions awaiting movement to South Park for engine and transmission repairs. These buses are in addition to the work in progress and the buses parked at South Park awaiting engine work, as well as buses out of service awaiting other types of repairs.

- Deferred Maintenance - Over 100 buses were in need of engine overhaul, but continued to be operated for revenue service while awaiting repairs.

- Work Overflow to Divisions - Most operating divisions performing engine overhaul, transmission and body work functions normally assigned to Central Maintenance in order to expedite return to service of "bad order" buses. This results in lower work efficiencies since operating divisions do not have the specially skilled staff, equipment, or facility to effectuate these repairs. The increased work loads at the divisions are exceeding the facility capacity of many divisions, thus

introducing pressures for expansion at several facilities.

The increasing inadequacy of the current South Park Central Shops resulted in the SCRTD contracting with Wilbur Smith and Associates to identify the facility needs of a central maintenance facility to support a 3,000-bus fleet, and to identify and evaluate alternative approaches to satisfying these maintenance needs. The first phase of that study[1] evaluated 3 development concepts at the South Park site, and identified and evaluated 13 alternative sites for development of the SCRTD Central Maintenance Facility. The evaluation criteria encompassed construction and operations costs, site layout effectiveness, site availability, community effects and accessibility.

Upon review of the alternatives evaluation, the SCRTD Board of Directors in March, 1978, selected the site at Macy and Lyon Streets in the northeast portion of the central Los Angeles area as the preferred site.

1.2 Location and Boundaries

The proposed site contains 27.9 acres of industrially zoned property north of Macy Street between Vignes Street and the Los Angeles River in the central Los Angeles area (Figure 1-1). The irregularly shaped site is bounded by the Atchison Topeka and Santa Fe Railroad tracks and Los Angeles River on the east; Macy Street on the south; Vignes Street and the Los Angeles County Courts and Jail parking lot on the northwest; and several manufacturing firms to the northeast.

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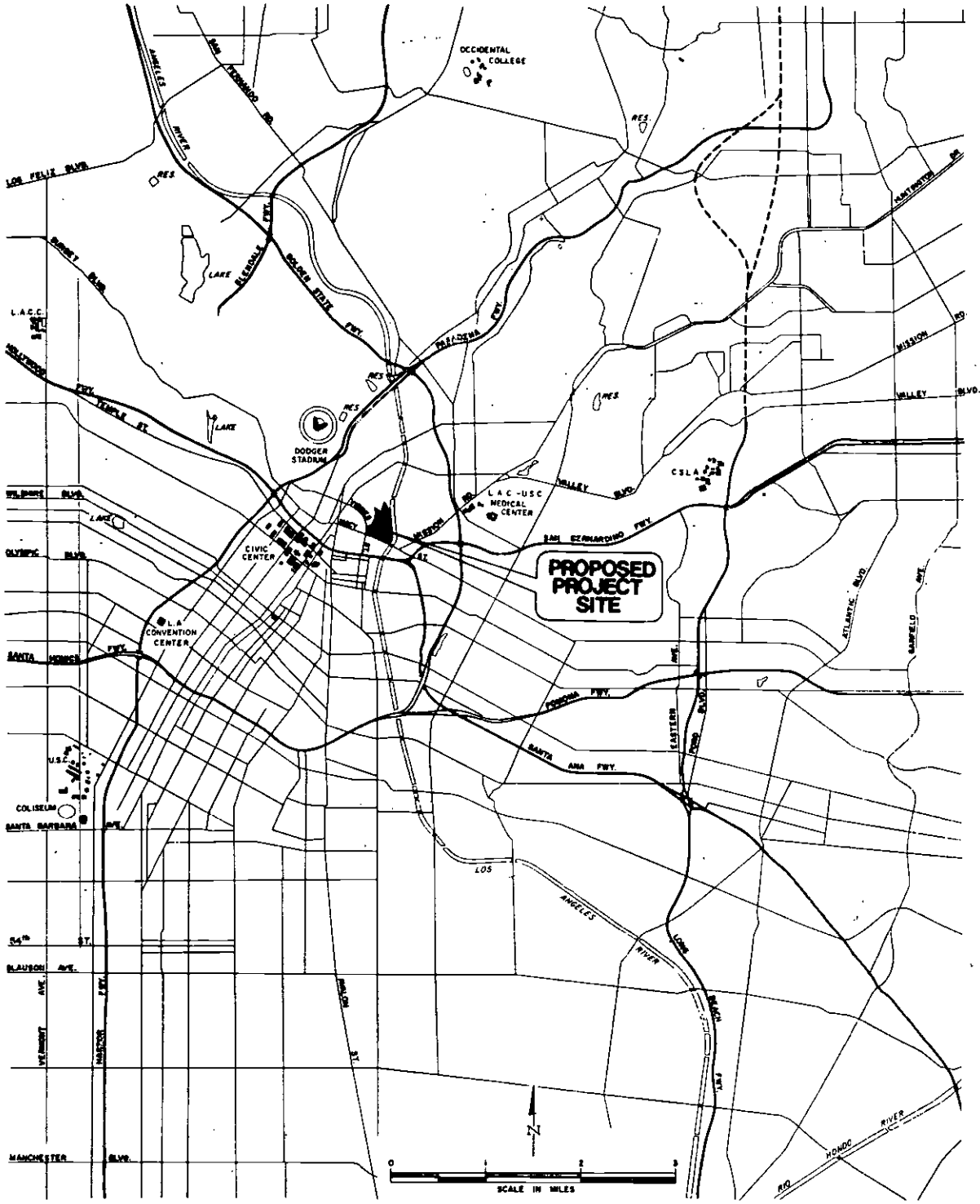
1 "Phase I Report, Facility Requirements and Site Alternatives for the SCRTD Central Maintenance Facility", prepared by Wilbur Smith and Associates for SCRTD, April, 1978.



PROJECT LOCATION MAP

Wilbur Smith and Associates

Figure 1-1

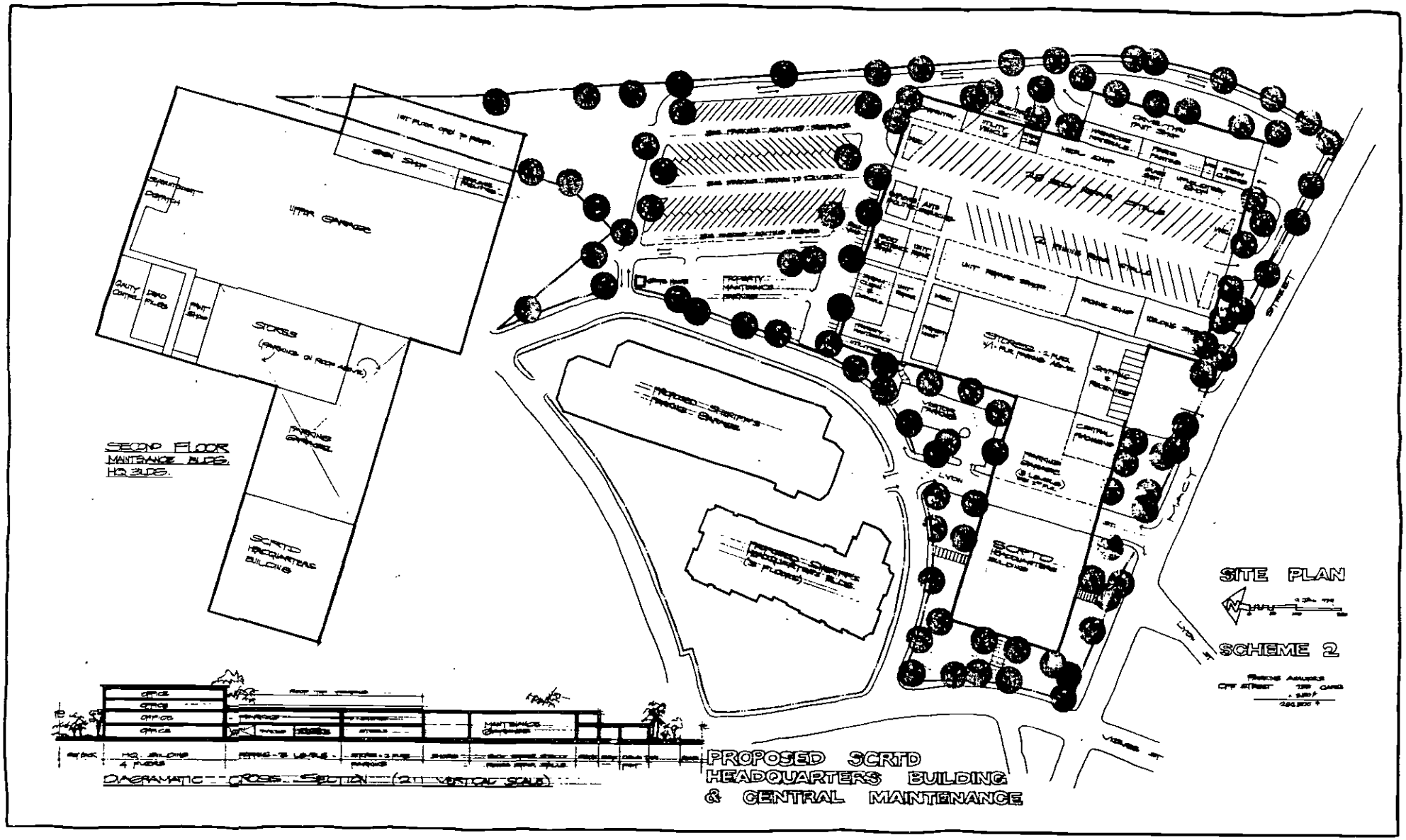
1.3 Project Elements

The new combined Central Maintenance and Administrative Headquarters offices complex will be located on the proposed site as shown in figure 1-2. This layout assumes the construction of a new access road along the east and south boundary of the Los Angeles County property and the relocation of Lyons Street to the east. The Central Maintenance Element of the project will be joined with the Administrative Offices by a multi-level parking structure which will span Lyons Street.

1.3.1 Central Maintenance Element

The Central Maintenance portion of the Facility will provide the major overhaul shop, special central support shops, and system-wide purchasing and stores to support the limited maintenance and stores capabilities of the operating divisions. With the proposed facility, SCRTD would shift to a "utilized" repair strategy in which major components, such as engines and transmissions, would be removed from the bus at the operating division and transferred to Central Maintenance by truck for repairs. A spare component would be delivered to and installed at the operating division.

The new strategy would greatly affect the design of the Central Maintenance Facility. The proposed facility would have a substantially greater amount of unit repair shops for work on the storage of major units, and a much lesser number of bus repair stalls than otherwise would be needed for work on the vehicles. Primary Central Maintenance components of the proposed facility are the following:


SECOND FLOOR
MAINTENANCE BLDG.
HQ BLDG.
SCRTD HEADQUARTERS BUILDING
SITE PLAN
SCHEME 2
DIAGRAMATIC CROSS SECTION
PROPOSED SCRTD HEADQUARTERS BUILDING & CENTRAL MAINTENANCE

Body and Paint Shops - The Body and Paint Shops repair major damage to buses caused by accidents, fires or vandalism; refurbishes old buses, and repairs seats and cuts glass for installation by operation division staffs. The Body Shop includes 28 bus stalls and 29,000 square feet of shop area in the Upholstery, Glass, Carpentry and Metal Shops. The Paint Shop includes 3 drive-through aisles (14 work positions) and areas for parts painting and hazardous materials storage.

Running Repairs - Twenty-one bus repair stalls and 8 automobile servicing stalls are provided to maintain SCRTD automobiles, Property Maintenance vehicles, and Electronics-Radio Shop vehicles, as well as buses brought in for body work but which also require engine, transmission, brake or other mechanical system repairs.

Unit Repairs - The Unit Repair Shop (36,000 square feet) rebuilds expensive vehicle components in order to minimize the need to purchase replacements.

Central Support Shops - (46,000 square feet) Central Maintenance houses the Machine, Welding, Sign, and Radio-Electronics Shops to support maintenance functions at Central Maintenance and at the operating divisions.

Central Purchasing and Stores - These functions provide for the parts and materials needs for other Central Maintenance functions, and for the operating divisions, and Headquarters, as well as provides storage for rebuilt units. Included are 9,000 square feet of office, 110,000 square feet of storage and a Shipping and Receiving dock with 10 loading bays.

Property Maintenance Stores and Parking- Property Maintenance is responsible for maintaining all SCRTD facilities, and for installing and maintaining bus stops and zones. Facilities include approximately 16,000 square feet of inside materials storage, a plumbing shop, outside materials storage, and parking for approximately 75 vans, trucks and pieces of construction machinery.

Miscellaneous Functions - Other facilities include offices, utility rooms, employee facilities, steam cleaning areas, a printing shop, and District dead files storage.

Bus Parking - Approximately 100 stalls are provided.

1.3.2 Administrative Headquarters Offices Element

The Administrative Headquarters portion of the project will house the management, planning, engineering, scheduling and general administrative functions needed to control and support the activities of the SCRTD operations. The major functions included within the present Headquarters Facility for the all bus sytem are:

Board of Directors	Marketing and Communications
Secretary	Planning
Legal	Customer Relations
Insurance	Labor Relations
Safety	Personnel
Operations	Accounting
Building Services	Data Processing
Equipment Procurement	Electronic Communication

Transportation	Rapid Transit/Commuter Rail
Scheduling	Bus Facilities Engineering

If SCRTD implements a regional guideway system, the management, control and administrative staff needed to support that system would also be incorporated within the facility. Particularly, an operations control center for the system would be located in the building.

The administrative office building will initially be constructed to contain 300,000 sq. ft. but will be master planned such that it can be expanded to 400,000 sq. ft. On-site parking would accommodate approximately 500 automobiles in a parking structure located between and joining the administrative offices and the central maintenance activities.

The project envisions the construction of a driveway or street paralleling the southern boundary line of the Los Angeles County property. This would provide direct access to Vignes Street from the project parking areas. Lyons Street would either remain as it is or be realigned to the east and will provide direct access to Macy Street. The above mentioned parking structure would be constructed over Lyons Street with direct ingress and egress of Lyons Street.

1.4 Facility Operations

Currently, the Central Maintenance and Administrative Headquarters Facility are staffed by approximately 1,050 SCRTD employees. When

staffed to serve a 3,000 to 3,500-bus fleet, approximately 1,650 employees would be assigned to the facility.

The central maintenance activities would operate five days a week with a single work shift having staggered work hours. The earliest start time would be 6:30 a.m. and the latest departure time at 4:30 p.m. All work activity and vehicle movement, other than arriving or departing employees, would occur between those hours.

All vehicle and component repair work would occur inside the building. The enclosed building would have single entrances and exits to the bus repair stalls and the Paint Shop. Other areas open to the outside would be the three steam cleaning areas and the Shipping/Receiving loading area.

The principle maintenance activity outside the building would be the movement of vehicles onto and off the site, and the on-site movement of vehicles to or from the repair or paint areas of the building, or for fueling.

The administrative activities would normally operate five days a week with most employees working on a single daytime shift. Staggered work hours are encouraged at 15-minute increments with 85 percent of the employees beginning work between 7:30 and 8:30 a.m. and leaving between 4:00 and 5:00 p.m.

The administrative activities at the facility would be typical of those occurring at a downtown area office building. All work would take place inside the building except for activities involving a very limited number of delivery and service vehicles, which would use an off-street service area and loading

dock along Macy Street.

1.5 Project Development Schedule

The schedule for the major planning, administrative, design and construction activities of the SCRTD Central Maintenance/Administrative Headquarters Building project is estimated as follows:

• Facility needs analysis, site selection, public meetings, EIS review.	Winter 1977 to Summer 1979
• FHWA and UMTA review	Summer 1979 to Winter 1980
• Design, final administrative reviews, and construction contract procedures	Summer 1980 to Winter 1980 - 82
• Construction	Winter 1982 to late 1984.

The first full year of occupancy should be 1985.

2. ENVIRONMENTAL SETTING

2.1 Study Area Description

The proposed project site for the SCRTD Central Maintenance Facility is located north of Macy between Vignes Street and the Los Angeles River in the central area of the City of Los Angeles. The project site, indicated in Figure 2-1, is approximately 50 percent vacant with the remaining area occupied by two major and several smaller industrial buildings.

The site is owned by three private concerns, Eureka Metal Supply Company, SAE Electronics, and Maier Brewing Company, with the remainder occupied by a little-used railroad spur line owned by the Santa Fe Railroad. This spur bisects the site from north to south between the Eureka and Maier properties.

Surrounding properties are vacant or used as vehicle parking. However, three major public facilities are currently under construction or proposed on these sites: the City of Los Angeles is presently constructing the Plaza Technical Center south of Macy Street for maintenance of City vehicles; the Community Redevelopment Agency of the City of Los Angeles is presently preparing preliminary engineering and EIS documents for location of the northern intercept of the Downtown People Mover on the southwest corner of Macy and Vignes Streets; and Los Angeles County has a long-standing plan to develop a County Sheriff's Administration Building on the parking lot northwest of the proposed SCRTD project site.

2.2 Land Use and Zoning

Historically, this site is within a portion of Los Angeles between Alameda Street and the Los Angeles River which remained in vineyards until the development of the 1880's. By 1900 this area had become occupied by numerous homes, which soon gave way to commercial and industrial uses in the 1920's. By 1928 this area and its surroundings had been entirely zoned for industrial use.

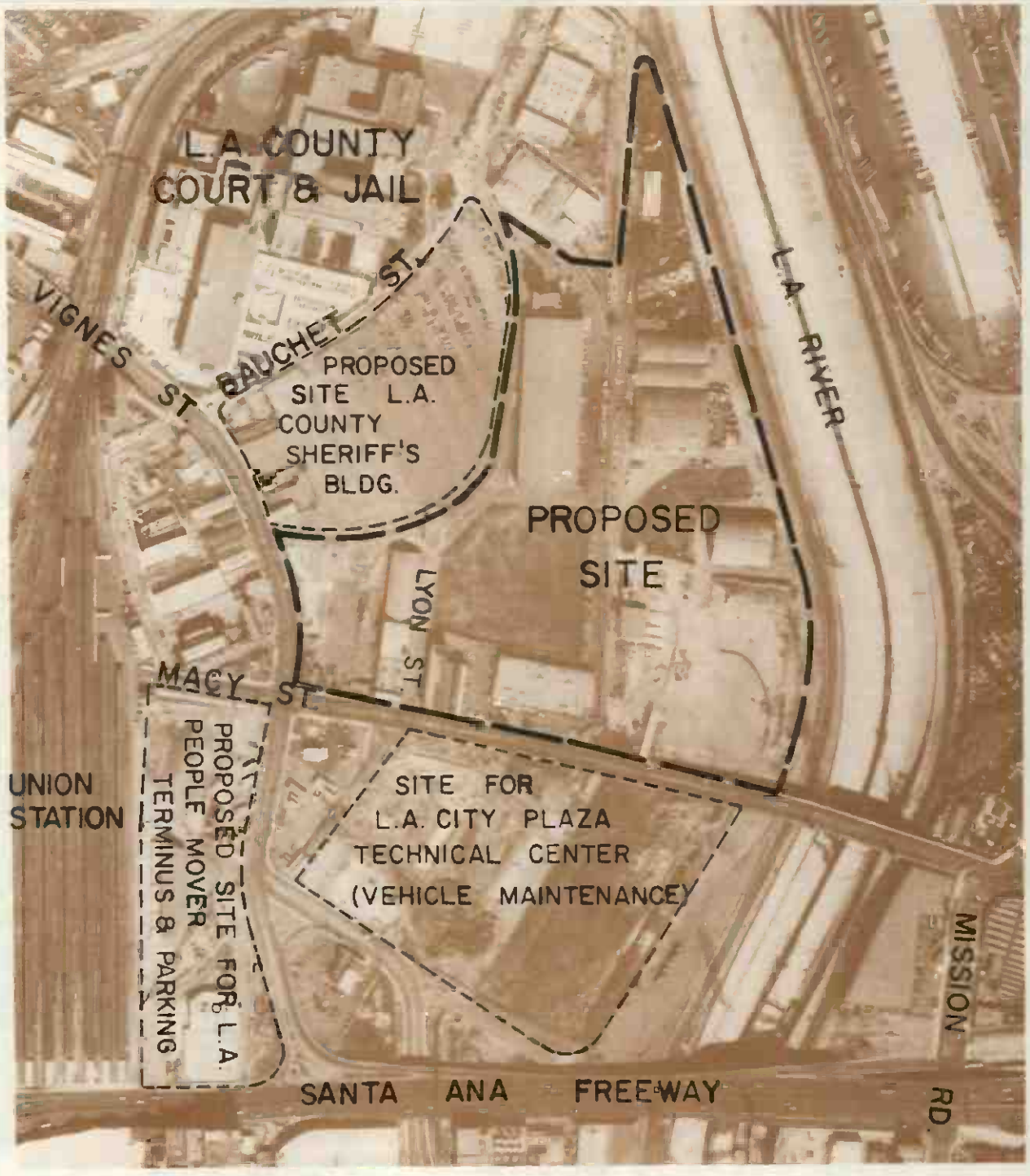
Currently, all of the property surrounding the site as well as the site itself is located within the M3-2, M3-S-2, and M3-3 zoning classifications (Figure 2-2). This zoning allows for industrial operations such as blast furnaces, boiler works, iron and steel foundries, or railroad repair yards. This zoning accounts for the existing land uses by Eureka Metal Supply Company, SAE Electronics, Colton Metalex Company, and the Calusa Chemical Company.

The activities of the four manufacturing firms which presently occupy the proposed project site are located primarily in the northern one-third of the site. Included within this area is about 300,000 square feet of floor space in 7 structures. Approximately 50 percent of the site is vacant land which is unutilized or used only as unimproved employee parking and storage for the three firms.

Existing land uses adjoining the site are:

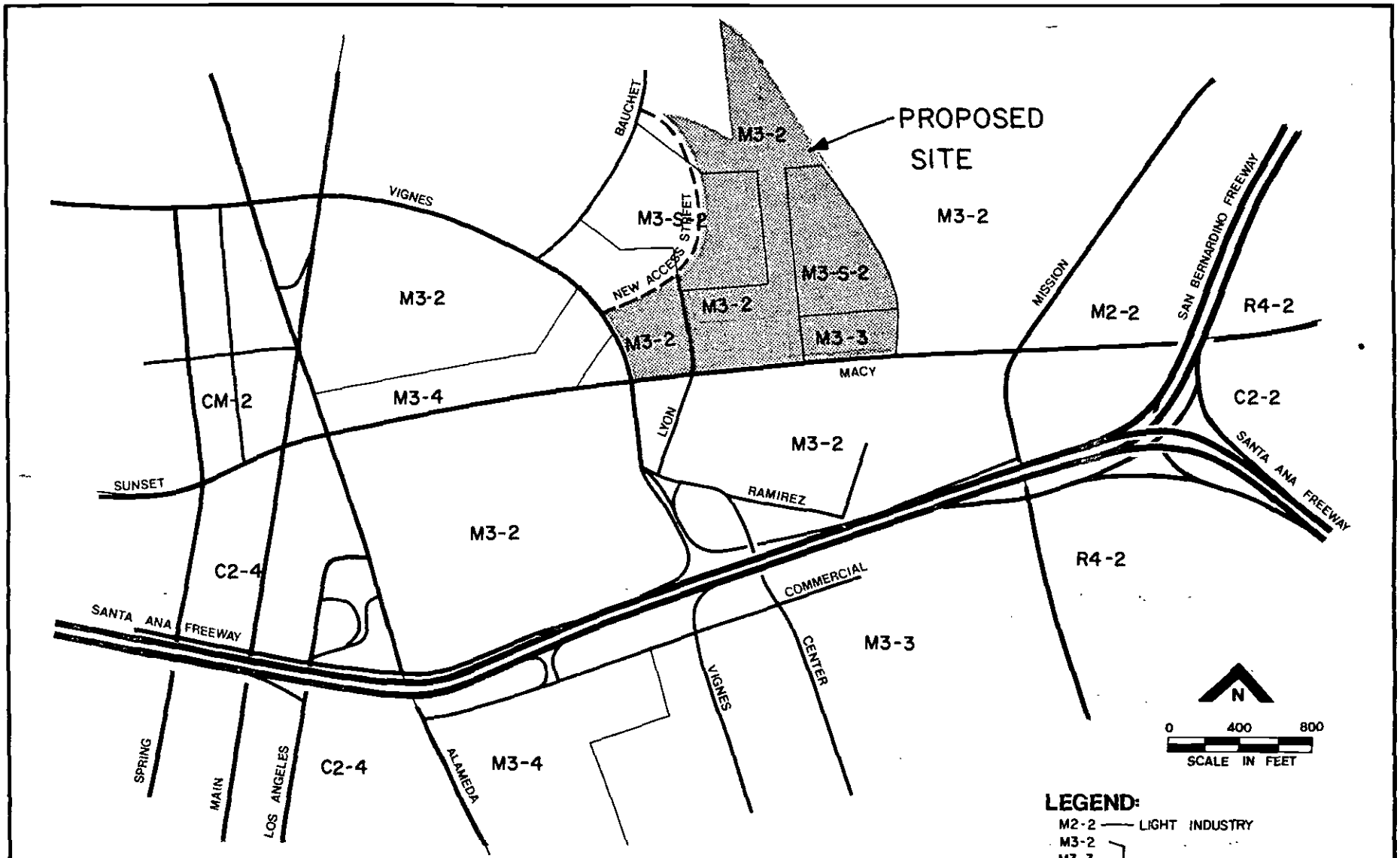
North - light manufacturing firms; L.A. County Courts and Jail Complex.

South - previously vacant property, L.A. City Plaza Technical Center, currently under construction.



PROPOSED MACY/LYON STREETS LOCATION

Figure 2-1



EXISTING ZONING

Wilbur Smith and Associates

FIGURE 2·2

East - Santa Fe Railroad tracks; Los Angeles River Channel.

West - L.A. County Court parking area; marginal commercial (bail-bonds); vacant land.

The current Central City North Community Plan prepared by the City of Los Angeles has designated this site and much of the surrounding land as suitable for use by public agencies in addition to industrial purposes. The present construction of the Los Angeles City Plaza Technical Center south of Macy Street, a transportation service and maintenance facility for the City, is in accordance with this revised planned use. Plans are also being formulated for potential construction of the Los Angeles People Mover northern station and parking garage southwest of the Macy-Vignes Streets intersection and a County Sheriff's Building northwest of the SCRTD project site. These projects, combined with the existing Los Angeles County Courts and Jail north of the site, would effectively convert most of the surrounding industrial area into public agency uses.

2.3 Visual Features

This site, containing 27.9 acres, has a flat terrain and a high percentage of vacant or unimproved land. Approximately 50 percent of the site acreage is presently vacant, while an additional 30 percent has no buildings occupying it, being either unsurfaced parking area, storage areas, or utility right-of-ways serving on-site manufacturing firms. The occupied structures of these industrial concerns are located in the northern one-third of the site. There are also a number of small unoccupied storage buildings in a state of disrepair which are located amidst the active industrial buildings.

The main metal supply manufacturing and warehousing building of the Eureka Metal Supply Company, located in the northwest corner of the site, is of recent construction and also contains the executive offices of the firm. This substantial structure is of steel beam and metal sheet construction. This building, including adjacent asphalt parking area, accounts for approximately one-half of the Eureka property. The remainder is vacant land located immediately south of this main building, which was formerly the site of a gas storage tank. The underground foundation for the storage tank still remains beneath the surface.

The Maier Brewing Company property is occupied by light manufacturing firms, including the Calusa Chemical Company and the Colton Metalex Company. These firms are housed in several older industrial buildings of sheet metal and concrete construction which are, in general, minimally maintained. There is also a vacant older sheet metal building adjacent to these firms. Most of the Maier property, however, is vacant land, some of which is used as an unimproved parking area by employees of the above manufacturing firms.

The Santa Fe Railroad spur bisects the site. The site also contains utility poles serving the industrial firms and a billboard facing Macy Street. The site as it currently appears is shown pictorially in the selected views in Figure 2-3.

2.4 Climatic Conditions

The Central City area, including this site, lies in an area of typical "Mediterranean" climate. Characteristics of this climate include a mildness

of temperature range, freedom from severe storms, with winter rain and summer drought.

Los Angeles lies 34 degrees north of the equator, midway between the stormy westerly winds to the north and the subtropical high pressure belt to the south. It is the shifting of these winds and pressure belts that bring the area its distinct wet and dry seasons. The variable winter weather, rain storms alternating with periods of sunny clear days, is the product of the westerly wind belt, while the cloudless dry uniform days of summer result from the influence of the subtropical high pressure belt.

The entire area has a mild, subtropical climate moderated by the Pacific Ocean and buffered from the inland deserts by the mountains to the north. Average rainfall is about 15 inches a year, with about two-thirds of the total falling during December, January, February, and March. Summers become progressively drier as hot winds blow into the basin from the desert, reducing the humidity and raising the temperature.

2.5 Geology, Soils, and Seismicity

This site is located on an alluvial plain characteristic of the central Los Angeles area. This characteristic stems from the Elysian Park Hills to the north and gradually lowers in elevation to a low point approximating the Santa Monica Freeway on the southern edge of downtown Los Angeles. The proposed site of the SCRTO Central Maintenance Facility is approximately 200 feet above sea level.

The project site is a flat plain bounded on the east by the Los Angeles River. The river through this section of Los Angeles is a concrete-lined channel designed for flood control. The subsoil beneath this site is chiefly unconsolidated alluvium, consisting of sand, silt, and gravel.

No known major earthquake faults lie beneath this site or the surrounding area. The nearest significant fault system is the Raymond Hill Fault system, located from three to five miles north in the hills that make up the Highland Park, Elysian Park, and Monterey Park districts. This fault system is composed of small breaks typical of most hillside regions in California. It is not on the same scale as such large systems as the Newport-Inglewood fault zone, parts of which are located approximately ten miles south and west of the project site.

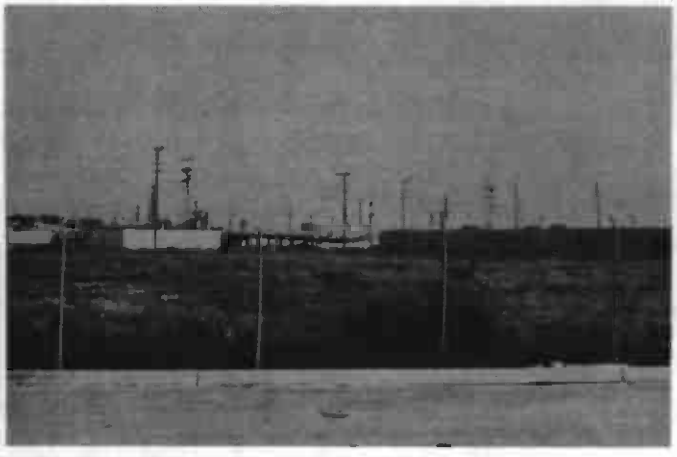
2.6 Flora and Fauna

While containing a large percentage of unsurfaced land, the site has been systematically graded numerous times to prevent excessive plant growth. Several dirt service roads and vehicle parking on unsurfaced areas has discouraged plant growth. Existing vegetation consists of common weeds, both introduced and native species, none of which are considered rare or endangered.

These weedy species grow in patches of land on the site which are less directly exposed to daily vehicle activity and where the soil is more enriched and not covered with excessive gravel. The fenced-in portion of the site formerly occupied by gas storage tanks and located immediately south of the main warehouse building of the Eureka Company is one such area, and is densely

Southeast Site Area, Looking Northwest From Macy Street.

Southcentral Site Area, Looking North From Macy St., SAE Electronics At Left.



Westcentral Site Area, Looking Southeast From Lyon St., Macy St. Bridge In Background.

Northwest Site Area, Looking Northwest At Eureka Metals Co. & Rail Spur Tracks.

Northeast Site Area, Looking North At Front Of Calusa & Metalex Companies.

Northeast Site Area, Looking North At Rear Of Calusa & Metalex Companies, Santa Fe Main Trackline At Right.

EXISTING SITE FEATURES

covered with weed growth. The Maier Company portion of the site contains this type of growth primarily in patches along the southern edge of the site adjacent to the Macy Street Bridge, as well as adjacent to the vacant quonset-hut type structure in the center of the property.

The industrialized nature of the area would not suggest the presence of any native, unique, or endangered species. While possibly containing nests for field mice or other burrowing rodents, the site contains no trees, and birds observed were of a transitory nature. The type of vegetation present provides only a minimal food supply, while adjacent industrial, highway, and freeway land uses tend to further discourage such common Southern California birds as the house sparrow and mourning dove from venturing onto the site from surrounding areas.

2.7 Traffic and Transportation

Existing Streets - Direct access to the project site is presently provided by Macy Street, Lyon Street (via Macy Street) and Bauchet Street (via Vignes Street). These and connecting streets are located in Figure 2-4.

Vignes Street presently provides access south to the Santa Ana Freeway on and off-ramps located approximately 1,200 feet south of the site via Ramirez, Center, and Commercial Streets, and north to the Pasadena and Golden State Freeways via the North Hill Street ramps. Vignes Street is a four-lane street in the site vicinity with left-turn lanes at major intersections. Street width varies from 54 to 62 feet in an 80 foot right-of-way.

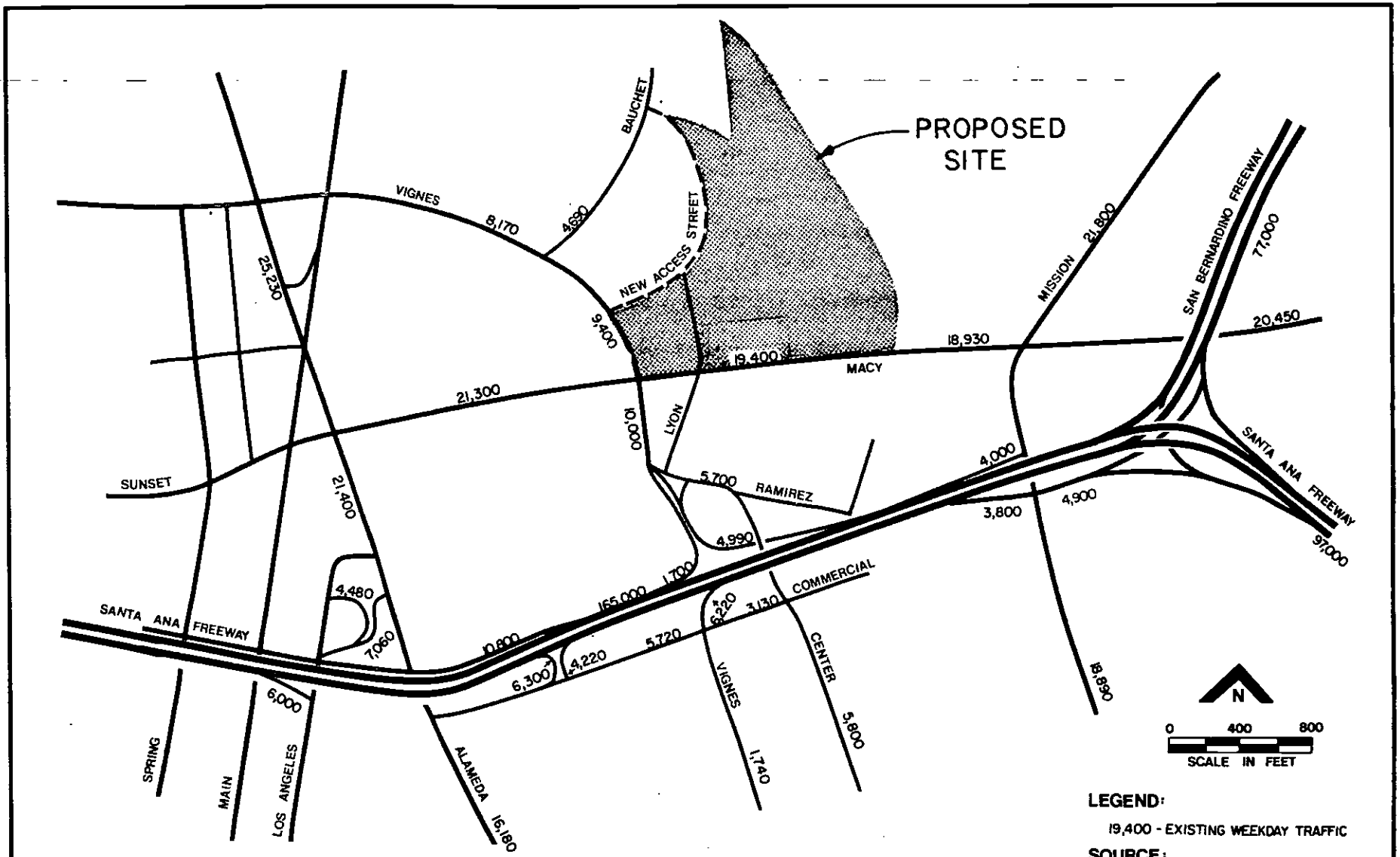
Macy Street is a four-lane, east-west street which connects the site to Vignes Street and to other freeway interchanges (via Mission Road, Alameda Street, Grand Avenue) and to major arterial streets serving the residential areas, north, west and east of Downtown Los Angeles. Macy Street width is constrained by its tunnel beneath Union Station yard west of Vignes Street and by the Los Angeles River Bridge east of the site. In the site vicinity, street width is 54 to 56 feet in an 80 foot right-of-way. The Macy-Vignes Street intersection is the only presently signalized intersection in the site area.

Lyon and Bauchet Streets are both two-lane streets which dead-end within or adjacent to the project site. Lyon Street is 44 feet wide in a 60-foot right-of-way. Bauchet Street width varies from 25 to 45 feet in a 40 to 60-foot wide right-of-way.

On and off-ramps to the Santa Ana Freeway from Vignes and Commercial Streets are substandard with very limited acceleration and deceleration lane lengths.

Existing Traffic Volumes and Conditions - Daily traffic volumes for major streets and the freeways in the vicinity of the project site are shown in Figure 2-4. Current traffic movements during the afternoon peak traffic hour (4:00 to 5:00 p.m.) are presented in Figure 2-5 for the adjacent street intersections.

During morning and afternoon peak traffic periods, the Santa Ana Freeway experiences severe periods of traffic congestion typical of freeways in the



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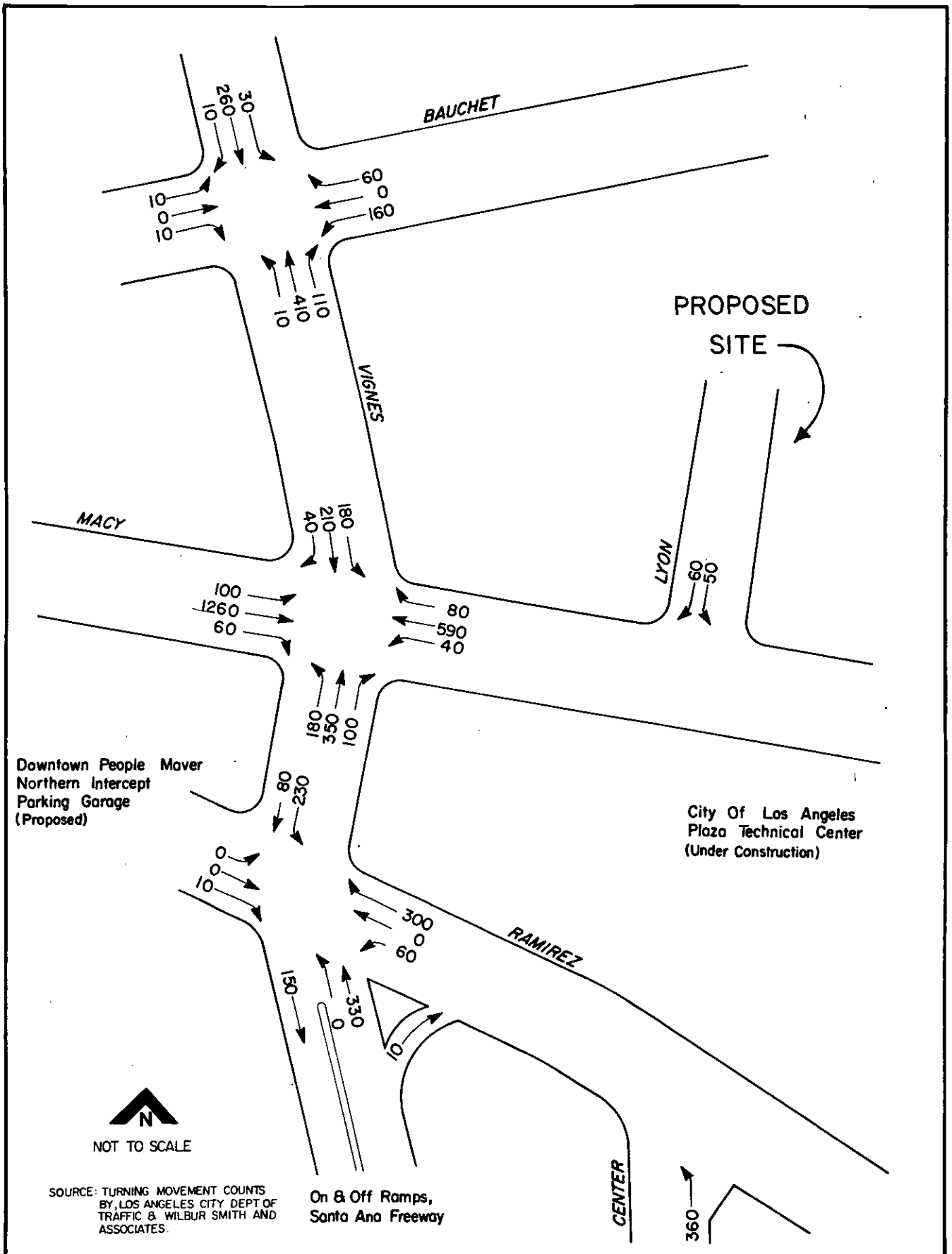
EXISTING WEEKDAY TRAFFIC VOLUMES

FIGURE 2-4



1978 PEAK HOUR TRAFFIC

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FIGURE 2·5

central Los Angeles area. Freeway traffic speeds vary from stop-and-go conditions up to 20 to 30 miles per hour with extensive queuing and delays occuring at on and off-ramps. Midday speeds approximate 40 to 50 miles per hour.

At present, area surface streets experience some traffic congestion and delays during the morning and evening peak traffic conditions. This occurs primarily at the signalized intersections of Macy Street at Vignes Street, Mission Road and Alameda Street.

The Macy and Vignes Street intersection is the only presently signalized intersection in the area which could be significantly affected by the project traffic. Also, this intersection is the primary surface street constraint to project site access.

To evaluate the present peak-period conditions, the Macy-Vignes intersection was analyzed using the Intersection Capacity Utilization (ICU) procedure. The ICU procedure measures the overall capability of an intersection to accommodate existing or projected traffic volumes, based upon traffic and physical roadway characteristics.

The ICU procedure identifies the traffic conditions at an intersection as being within one of six "Levels of Service". These six levels of Service, Levels A through F, identify driving conditions from best to worst, respectively. For each Level of Service, a maximum service volume can be identified for a roadway section within which the operating conditions for that service level can be maintained. Service volumes will vary with the differing roadway and traffic characteristics. For example, for a given Level of Service the

service volume for a 60-foot wide four-lane street will be greater than that for a 50-foot wide four-lane street.

Using the ICU method, the service volume at Level of Service "E" is calculated for each intersection traffic movement assuming a full hour of green signal time is available. This service volume is then compared against each respective peak hour traffic volume to determine the proportion of the signal cycle time required by each movement. The critical (conflicting) intersection traffic movements are then summed, including a yellow (caution) portion of the cycle, to determine the overall intersection service level. The intersection service level is indicated as follows:

VOLUME/CAPACITY (v/c)	SERVICE LEVEL	DESCRIPTION
0.70 or less	A or B	Free Flow, no delay.
0.71 - 0.80	C	Acceptable flow conditions, minor delay, if any.
0.81 - 0.90	D	Moderate congestion and frequent delays, acceptable for short periods of the day.
0.91 - 1.00	E	Extensive congestion and lengthy delays; conditions may require actions to improve roadway capacity or change travel patterns.
1.00 or more	F	Extended congestion and delays, unacceptable condition which should result in improvement action.

Using the ICU method, the overall intersection utilization ratio (v/c) was calculated to be 0.69 for present traffic, signal and physical characteristics. (See Table 2-1. This ratio indicates that if the traffic signal control allocates green time efficiently, the intersection conditions during

Table 2-1

INTERSECTION CAPACITY ANALYSIS

EXISTING MACY AND VIGNES STREETS -- 1978 TRAFFIC

MOVEMENT	SIGNAL PHASE	AFTERNOON PEAK HOUR TRAFFIC	INTERSECTION CAPACITY UTILIZATION	
			CAPACITY (VPHG) (a)	VOLUME/ CAPACITY (b)
Westbound Macy				
Thru/Right Turn	A	670	2,880 (c)	0.23
Left Turn	A	40	1,200	0
Eastbound Macy				
Thru/Right Turn	A	1,320	3,300 (c)	0.40*
Left Turn	A	100	1,200	0
Northbound Vignes				
Thru/Right Turn	B	450	3,300 (c)	0.14*
Left Turn	B	180	1,200	0.07
Southbound Vignes				
Thru/Right Turn	B	250	3,120 (c)	0.08
Left Turn	B	180	1,200	0.07*
Yellows (d)				0.08*
Intersection Capacity Utilization				0.69
Level of Service				B

(a) Vehicles per hour of green signal time at Level of Service "E".

(b) Proportion of hour period required to accommodate movement.

(c) Left-turn lane capacity equals two vehicles per signal cycle (100) during yellow plus the 1,200 vehicles per hour of green. No green time required for left-turn movements of 100 or less vehicles.

(d) 70-second cycle.

* Critical (conflicting) movements included as part of ICU.

the afternoon peak hour would be characteristic of those for Level of Service "B". Field observation of intersection conditions, however, indicated that some delays were being experienced by the Macy Street through traffic and the Vignes left-turn vehicles.

Existing Public Transportation - At present, the project site is served by 8 SCRTD routes: Line 5 on Vignes Street and Lines 2, 92, 420, 422, 426, 428 and 432 on Macy Street. Bus stops for each of the routes are located near the site. Both Vignes stops are located on the north side of Macy Street while Macy Street stops are located at Lyon and Vignes Streets.

The eight lines operate 43 buses past the site during the peak hour and 29 buses during each midday hour. All eight lines provide service from at least 5:00 a.m. until 7:00 p.m. with two lines (2 and 5) providing 24-hour service. Table 2-2 summarizes the key factors of each line.

Table 2-2

EXISTING BUS SERVICE AT MACY/LYON SITE

ITEM/LINES	LINE 2	LINE 5	LINE 92	LINE 420	LINE 422	LINE 426	LINE 428	LINE 432
SERVICE HOURS	24	24	5 AM-2 AM	4:30 AM - 1:10 AM	4:40 AM - 2:15 AM	5:05 AM - 3:01 AM	4:30 AM - 7 PM	5 AM-7:30 PM
PEAK SERVICE FREQUENCY (in minutes)	7	7	9	20	10	12	10	20
BASE SERVICE FREQUENCY (in minutes)	20	10	6-14	20	20	20	20	30
DISTANCE TO BUS STOP (a) (in feet)	210	120	210	210	210	210	210	210
AREAS SERVED								
• Downtown	Spring/Main Streets	Broadway	Spring/Main Streets	Spring St.	Olive St.	Olive St.	Olive St.	Olive St.
• Suburban	Compton So. Central L.A. Boyle Heights City Terrace	Crenshaw Inglewood Lennox Hawthorne Lawndale Torrance	Compton Watts El Sereno Alhambra	Boyle Hghts. East L.A. Monterey Pk. Alhambra	City Tce. Monterey Pk. Rosemead El Monte	Lincoln Hghts. Alhambra San Gabriel Rosemead El Monte	El Sereno Alhambra San Gabriel Temple City Arcadia	El Sereno So. Pasadena San Marino Arcadia

(a) Average distance to and from bus stop measured from approximate SCRTD project site.

All eight lines provide service into Downtown Los Angeles to access transfer points with routes serving the entire SCRTD service area. Within the downtown area, the lines operate on Olive Street, Broadway and Spring Street.

2.8 Noise

The project site is located in an industrial area, however, the nature of the few active adjacent uses is such that vehicular traffic on adjacent streets is the primary noise source at the site. Also, the Atchison, Topeka and Santa Fe Railway mainline tracks are adjacent to the project's eastern boundary; utilization varies from 10 to 30 trains each day.

The City of Los Angeles made traffic noise measurements along Macy Street in conjunction with the 1974 preparation of the Plaza Technical Center E.I.R.[1] Using a Digital Acoustics DA-100 Sound Level Meter located 450 feet east of Lyon Street, a peak traffic noise level (L_{10} Level)[2] approximately 90 dBA was recorded. (See Table 2-3.)

Traffic noise effects were also quantified based upon the Day-Night Noise Level (Ldn). The Ldn noise level is a measure of the cummulative noise exposure in the community and results from the summation of hourly noise levels over a 24-hour time period with an increased weighting factor

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1 "Plaza Technical Center Environmental Impact Report, " prepared by by Department of Public Works, City of Los Angeles, September, 1974.

2 Level exceeded only 10 percent of the time.

Table 2-3

NOISE MEASUREMENT RESULTS

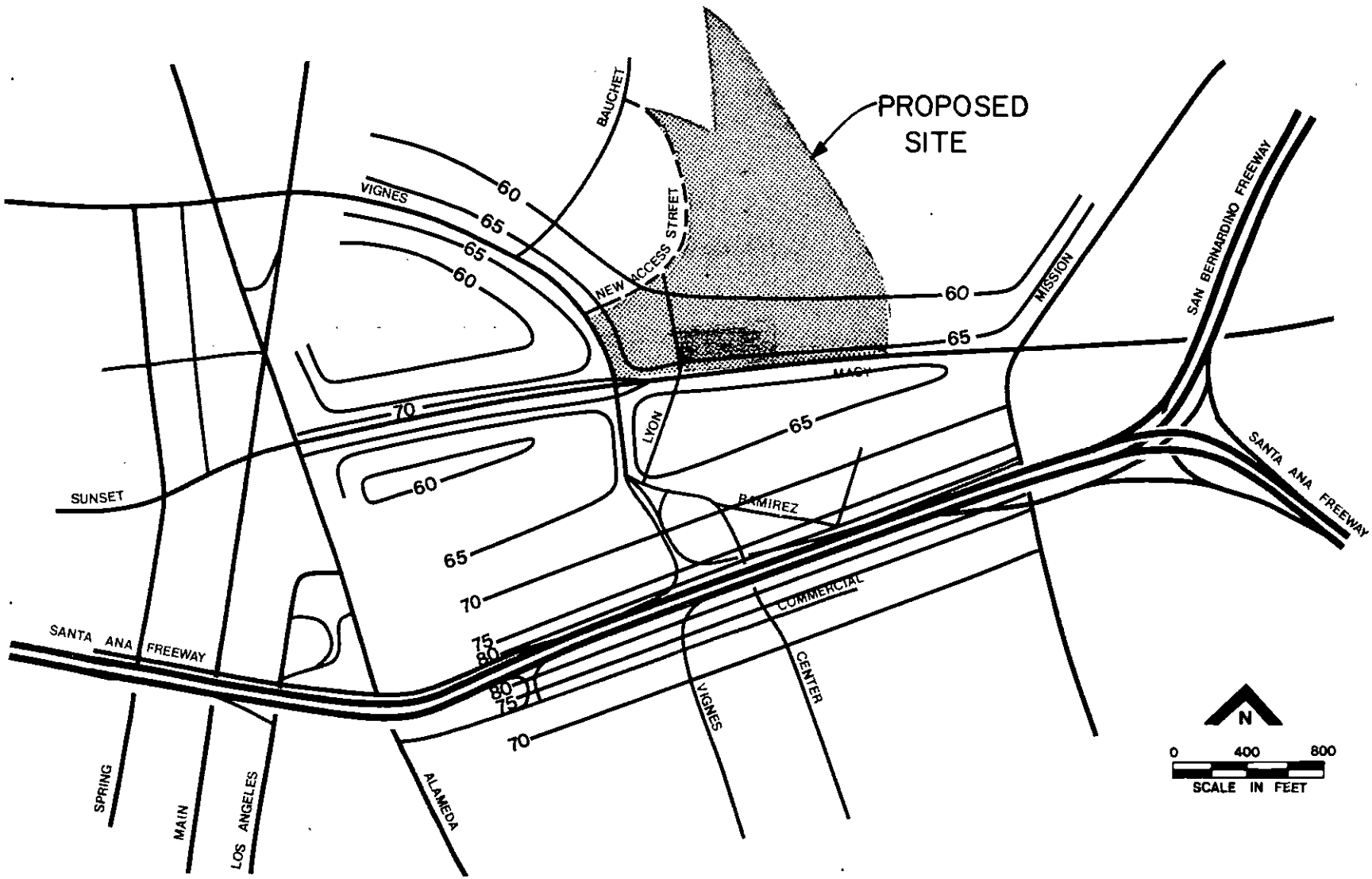
South Curb of Macy Street at 450 Feet East of Lyon Street

DATE	DAY	TIME	NOISE LEVEL (dBA) L_{10}	L_{50}	L_{90}
3-7-74	THUR	4:08 AM	71	57	52
3-12-74	TUE	5:10 AM	70	58	54
3-7-74	THUR	7:00 AM	82	77	72
3-12-74	TUE	7:12 AM	80	74	69
3-5-74	TUE	10:25 AM	78	70	61
3-5-74	TUE	4:15 PM	79	74	66

applied to the night-time period. The Ldn scale is used in the City of Los Angeles Noise Element. City of Los Angeles Ldn criteria indicate that for industrial and heavy commercial areas, Ldn levels of 70 or less are clearly acceptable and between 70 and 80 are normally acceptable.

Utilizing the existing traffic volumes in the area (Section 2-7), Ldn contours were calculated, the results of which are depicted in Figure 2-6. Based upon the City of Los Angeles Ldn criteria, the project site is clearly acceptable relative to traffic noise for use as proposed.

The project site noise levels (Ldn) which would result from the adjacent railroad track line were estimated to determine any significant impacts. At the exterior of the closest building wall, the Ldn level is estimated at 65



EXISTING TRAFFIC NOISE
LDN CONTOURS

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FIGURE 2-6

dBA with a chain-link fence on the east property line, and 58 dBA with a barrier wall. Therefore, the railroad activity would not increase site noise above acceptable Ldn level, even without an eastside barrier wall.

2.9 Air Quality

Air quality monitoring in the Los Angeles area is performed by the South Coast Air Quality Management District (AQMD), with the closest monitoring station to the project site located in downtown Los Angeles, approximately one and one-half miles southwest of the project site. Table 2-4 presents a summary of the measurements at this station and compares them to the ambient air quality standards promulgated by the California Air Resources Board and the U.S. Environmental Protection Agency. These standards do not represent danger levels, but rather the levels where it has been shown that more sensitive people begin to experience irritant symptoms.

The principal emission of interest to the analysis of the project is carbon monoxide (CO). As shown in Table 2-4, the maximum recorded 1-hour averaged CO concentration at the downtown Los Angeles station was 20 ppm. Thus both the State 1-hour CO standard (40 ppm) and the Federal 1-hour CO standard (35 ppm) were not exceeded in the vicinity of the project site. The Federal 8-hour CO standard of 9 ppm was exceeded on 42 days, and the State 12-hour CO standard of 10 ppm was exceeded on 15 days. The other major emissions are also compared to the standards in Table 2-4.

An air pollutant emission inventory for 1976 for the central Los Angeles area is presented in Table 2-5. As can be seen in Table 2-5, almost all of

Table 2-4

1978 AIR QUALITY

Central Los Angeles Station

South Coast Air Quality Management District

POLLUTANT	STANDARD (ONE-HOUR) State	STANDARD (ONE-HOUR) Federal (Primary)	MAXIMUM ONE-HOUR CONCENTRATION	NUMBER OF DAYS STANDARD EXCEEDED State	NUMBER OF DAYS STANDARD EXCEEDED Federal
Carbon Monoxide	40 ppm	35 ppm	20 ppm	0	0
Oxidant (Ozone)	10 pphm	8 pphm	30 pphm	113	136
Nitrogen Dioxide	25 pphm	-	42 pphm	26	-
Hydrocarbons (d)	-	0.24 ppm (a)	10 ppm	-	213
Sulfur Dioxide (d)	0.5 ppm	0.14 ppm (b)	0.12 ppm	0	0
Particulates (d)	100 ug/m^3 (b)	260 ug/m^3 (b)	215 ug/m (c)	57	0

(a) 3 hours (6-9 a.m.)

(b) 24 hours

(c) Maximum Value

(d) 1976 concentrations are shown

Figures are in parts per million (ppm; parts per hundred million (pphm); and micrograms per cubic meter (ug/m3).

Table 2-5

LOS ANGELES COUNTY SOURCE-RECEPTOR AREA 1

CENTRAL LOS ANGELES (74,679 ACRES) 1976 AVERAGE EMISSIONS[a]

SOURCES OF EMISSIONS	CARBON MONOXIDE	TOTAL HYDROCARBONS	NITROGEN OXIDES	SULFUR OXIDES	PARTI-CULATES
		POUNDS/24 HOUR WEEKDAY			
VEHICULAR					
Light Duty Gasoline	1,163,747.6	114,798.9	138,549.6	3,959.2	19,731.4
Heavy Duty Gasoline	118,192.4	13,846.7	12,434.8	384.6	1,025.5
Heavy Duty Diesel	30,468.0	4,512.4	44,814.0	3,868.7	2,257.0
Motorcycles	13,685.7	5,205.9	39.4	0.0	78.9
Subtotal Vehicular	1,327,176.4	138,363.9	195,847.8	8,212.5	23,092.8
Stationary	1,082.7	102,213.2	16,854.5	5,934.7	11,552.8
TOTAL	1,328,259.1	240,577.1	212,692.3	14,147.2	34,645.6
		POUNDS/WEEKDAY HOURS (6:00 A.M. THRU 9:00 A.M.)			
VEHICULAR					
Light Duty Gasoline	221,457.1	21,845.8	26,365.5	753.7	3,754.8
Heavy Duty Gasoline	22,491.6	2,635.0	2,366.3	73.2	195.1
Heavy Duty Diesel	5,798.0	858.7	8,527.9	736.2	429.5
Motorcycles	2,604.3	990.7	7.5	0.0	15.0
Subtotal Vehicular	252,351.0	26,330.2	37,267.2	1,562.8	4,194.4
Stationary	150.1	14,157.6	2,232.2	729.2	1,784.6
TOTAL	252,501.1	40.487.8	39,499.4	2,292.0	6,179.0

(a) Emissions from miscellaneous area sources, Jet aircraft, Piston aircraft, Railroads, Ships and other off-road vehicles are not included.

the carbon monoxide (CO) emissions are due to gasoline-powered and diesel-powered motor vehicles, which contribute 99.9 percent of the total CO emissions in the area. Other mobile source emissions, as well as stationary source emissions are summareized in Table 2-5.

2.10 Public Facilities

a. Recreation and Park Facilities

El Pueblo de Los Angeles State Historical Park (Olvera Street area) is located approximately 3,000 feet to the west beyond Union Station. This is the only park or recreational facility located within one-half mile of the site.

b. Fire Stations

The fire station nearest the site is Los Angeles Fire Department Station No. 4 located at 800 North Main Street, approximately one-half mile northeasterly of the site.

c. Schools

There are no schools within an approximate one-half mile radius of the site. The nearest schools are located beyond the San Bernardino Freeway to the east in the Boyle Heights district.

d. Police Protection

This area is in general, patrolled by the L.A. City Police Department Central Division. The SCRTD does have a private security force which will augment the City Police.

e. Other Public Facilities

The Los Angeles County Central Jail Facility is immediately adjacent to the project site on the northwest. Union Station and its terminal track area, as well as the Terminal Annex Post Office are located to the west.

Future public facilities adjacent to the site include the Los Angeles City Plaza Technical Center, now under construction on the property immediately to the south. Preliminary engineering and environmental studies are underway for the location of the northern intercept station of the Los Angeles Downtown People Mover on the property just southwest of the Macy-Vignes Street intersection. There is also a potential for construction of a new Sheriff's Building adjacent to the Central Jail on the northwest edge of the project site. This facility is only in the planning stages and has not been budgeted.

2.11 Economic Activity

Project Site - The existing site contains four active manufacturing firms employing approximately 250 workers. This includes Eureka Metal Supply Company, SAE Electronics, and the smaller firms of Colton Metalex Company and Calusa Chemical Company. These firms occupy a total of about 300,000 square feet of building floor space. Eureka Metal Supply Company and SAE Electronics own the property while Calusa Chemical Company and the Colton Metalex Company lease their sites from Maier Brewing Company. The current leases for the Calusa Chemical Company will expire in May, 1979, while the Colton Metalex Company

lease was recently renewed for a five-year period or more.

The project site property is presently valued at $11,500,000, or approximately $10.00 per square foot, based on SCRTD staff estimate. The actual purchase price of the property may be somewhat higher than this estimate due to the rapid escalating land cost in the Los Angeles Area. A discussion on the Tax Base impacts associated with this project is presented in Section 3.2.4.

Adjacent Areas - There are several small manufacturing firms located at the end of Bauchet Street on the northern edge of the project site. The County Jail Complex on the northwest has fostered a number of bail bonds operating along Vignes Street, just north of Macy Street. There is a small restaurant at the Vignes Street off-ramp from the Santa Ana Freeway. A gas station occupies the southeast corner of Macy and Vignes.

3. PROBABLE IMPACT OF PROPOSED PROJECT ON THE ENVIRONMENT

3.1 Introduction

The socioeconomic and physical environmental factors which were examined to identify any potentially significant effects of the proposed project are documented in sections 3.2 and 3.3, respectively. Conclusions regarding their actual significance are reached, where appropriate, including effectiveness of possible mitigation measures. A summary of these impacts is presented on pages 11 and 12.

3.2 Socioeconomic Environment

3.2.1 Land Use and Urban Growth

The development of the Proposed Facility on the site would change the existing land use from a largely open profile with clusters of manufacturing buildings to a densely occupied profile encompassing a large light industrial and office type building complex. This use is in conformance with site and adjacent area zoning (M3-2, M3-S-2 & M3-3) and with the Los Angeles Central City North Community Plan. The Community Plan particularly designates the site area for potential development of public agency facilities in addition to current industrial-warehousing uses.

The implementation of this project together with the City of Los Angeles Plaza Technical Center, a facility containing over 1,000,000 square feet, the Downtown People Mover Project and the potential County Sheriff's Administration Building would introduce a significantly greater level of employment and activity to the area, and would likely encourage redevelopment and intensification of other area properties.

3.2.2. Displacement

Development of the SCRTD facility would cause displacement of four industrial firms, notably Eureka Metal Supply Company and the SAE Electronics firm. The main fabricating and warehousing building of the Eureka Metal Supply Company will be removed. This is a substantial warehouse-type building of steel beam and sheet-metal construction. Also removed would be the buildings housing Colton Metalex Company and Calusa Chemical Company. These include two-one-story cement block structures, a three-story sheet-metal structure, and several smaller cement block and sheet-metal buildings either vacant or used for industrial storage. Abandoned Santa Fe Railroad track spurs, as well as a spur that is still used occasionally by the on-site industrial firms, would also be removed.

Displacement of the four industrial firms involved will require either satisfactory relocation assistance or an acceptable "in-lieu" payment. (See Section 4 "Mitigation Measures".) For relocation sites within a one-mile radius of the project site there are located a number of industrially zoned vacant properties, many of which are currently for sale. This includes 5.7 acres of vacant land for sale by the Southern California Gas Company, located directly south of the Santa Ana Freeway along Center Street, approximately one-half mile south of the project site. Many of these vacant parcels are small in size and may prove inadequate for relocating the main industrial building of Eureka Metal Supply Company.

3.2.3 Community Disruption

Given the setting of the proposed project in a traditional industrial area, it is unlikely that the project would result in any disruptive community effects. This site is surrounded by light industrial firms, vacant industrial land, and recently established public agency facilities. Most activities will occur inside the building, and the proposed utilization of appropriate mitigation measures (especially barrier walls and aesthetic treatments) would eliminate or greatly reduce any potentially disruptive noise and visual effects to the surrounding industrial and public agency complexes.

The project would likely reduce any barrier effects on adjacent activities through the proposed development of the new access road between Vignes Street and Bauchet Street. Removal of the railroad spur lines would not affect the remaining businesses.

The nearest residences, schools, hospitals, and other sensitive community facilities are in the Boyle Heights district one-half mile to the east. This community area is separated from the project site by the substantial barriers of the San Bernardino Freeway, the main lines of the Santa Fe Railroad, and the Los Angeles River, and thus would experience no quantifiable adverse community impact.

Minor increases in peak period traffic volumes, and a similar increase in periods of traffic congestion, would occur with development of the

project. Impact from the project would likely be less than from alternative uses due to the high percentage of SCRTD employees which will likely utilize SCRTD bus service. Employee work hours at the facility would be scheduled to permit morning arrival and afternoon departure by many employees preceding the peak traffic periods.

3.2.4 Economic and Fiscal Impacts

a. Employment

Development of this facility will displace approximately 250 workers due to the removal of on-site manufacturing concerns. These firms, and employees, may relocate to available surrounding land. Development of this facility will, however, result in the near term in 1,650 employees located at the site, or a net increase of 1,400 over the existing on-site labor force. Of the 1,650 SCRTD employees located at this site, 300 will be relocated from the present South Park Facility and 750 from the existing HQ office location. There will thus be a future addition of 600 new employment opportunities, which exceeds the loss if existing uses do not relocate and continue business in the area.

This project, as well as the Los Angeles City Plaza Technical Center located to the South, will tend to encourage higher quality commercial growth in the surrounding area. The growth of such service businesses, as well as the increased site employment opportunities would have a positive effect on area employment opportunity.

b. Tax Base

Development of the proposed project on this site will remove the subject properties from public tax rolls, since the Southern California Rapid Transit District, a tax-exempt public body, would become the legal owner. The fiscal effect of this action would be to create an annually-recurring tax loss of the potential revenues which would be generated if the site property were maintained in the private sector.

Due to recent changes in the property taxation system, the level of annually generated tax revenues for the current site property will be lower for this tax year and all future tax years as compared against the tax year just past. Under the new taxation sytem, property tax liability is one per cent of current market value. With the project site valued at $11,500,000 the annual tax liability would be $230,000 for the current private owners, however actual taxes are normally based on an assumed market value less the real cost to purchase the property.

Development of this site by SCRTD will result in a reduction of annually generated tax revenue by the removal of private property, school district, service district, and business taxes. This loss might in small part be made up indirectly by the redevelopment of adjacent marginal-use properties into service type establishments for the increased area employment. Also, all or part of the tax revenue loss may be recouped if the existing private businesses relocate elsewhere in the City of Los Angeles.

3.2.5 Aesthetics

This project will replace a number of generally undistinguished industrial buildings, some of which are now vacant. It will also remove an abandoned railroad spur, a billboard, and several existing on-site structures.

The new SCRTD facility will enhance the aesthetic quality of the area by providing a well-designed modern structure with landscaping. This facility will be compatible with and compliment the present and proposed surrounding public agency complexes.

3.2.6 Archeological and Historical Impacts

There are no known archeological sites within the boundaries of the project. However, it is desirable to have a qualified archeologist on call to inspect any archeological findings during the grading and excavation operations for the project.

The National Register of Historical Places of Los Angeles County and the Cultural Heritage Board of Monuments do not include any listing which would be within the limits of the site, or which would be affected by the construction and operation of the new SCRTD facility.

The nearest sites of historical significance are the Union Station and grounds (included in the list of Cultural Heritage Board Monuments)

which lie approximately 2,100 feet to the west of the SCRTD site, and El Pueblo de Los Angeles State Historical Monument which lies beyond Union Station, approximately 2,600 feet to the west of this site.

3.3 Physical Environment

3.3.1. Traffic and Transportation Impacts

Layout of the project site includes direct access to surface streets at three locations. The plan proposes the construction of a service road along the south and east boundaries of the Los Angeles County property. This service road will provide direct site access to Vignes and Bauchet Streets. Access to Macy Street will be via the realigned Lyons Street.

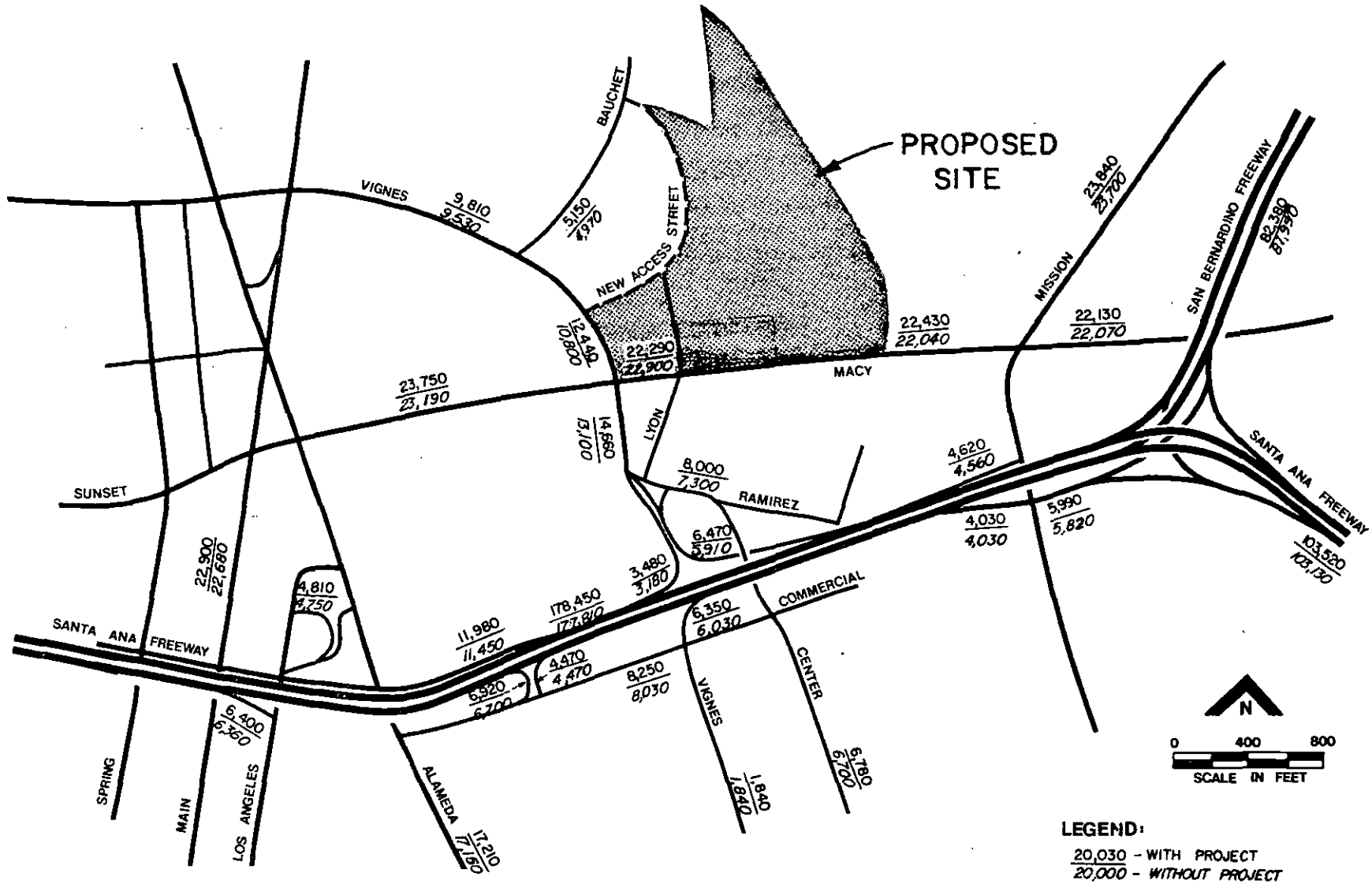
Future Vehicle Traffic - In addition to the proposed SCRTD Facility, two other major public projects are anticipated to affect area traffic patterns by 1984, the expected first year of operation for the SCRTD project. The City of Los Angeles Plaza Technical Center (City vehicle maintenance), presently under construction, would generate 3,000 daily vehicle trips, including 500 peak hour vehicle trips during the afternoon. The Downtown People Mover System is expected to initiate service in 1983; its northern intercept station and 2,000-space parking garage would generate 5,000 daily vehicle trips, with approximately 810 exiting during the afternoon peak traffic hour.[1]

A third public project planned for the area, the Los Angeles County Sheriff's Administration Building, was not included in the analysis since it has not yet been incorporated into the County five-year budget and thus is unlikely to be operational prior to 1984.

To determine 1984 traffic volumes without the SCRTD project, a one per cent annual increase was added to 1978 traffic volumes to reflect the growth in background traffic from outside the area. To this was added the traffic generated by the Plaza Technical Center and Downtown People Mover intercept station. Resultant 1984 daily and afternoon peak hour traffic without the SCRTD project is presented in Figures 3-1 and 3-2, respectively.

Approach distribution of SCRTD project peak period and daily traffic was determined through analyses of employee residence zip codes, and through the estimates of SCRTD vehicle travel between the Central Maintenance and Headquarters Facility and other SCRTD facilities. Using the approach distribution, presented in Table 3-2, daily and peak hour project-generated trips were determined for each area roadway segment and added to the 1984 "Without Project" traffic volumes. Traffic generated by present site activities was deleted. Resultant 1984 daily and peak hour traffic volumes with the SCRTD project are presented in Figures 3-1 and 3-3, respectively.

The 1984 projections indicate that the project will result in only minor increases to traffic on Macy and Vignes Streets, or on any other



1984 WEEKDAY TRAFFIC WITH AND WITHOUT PROJECT

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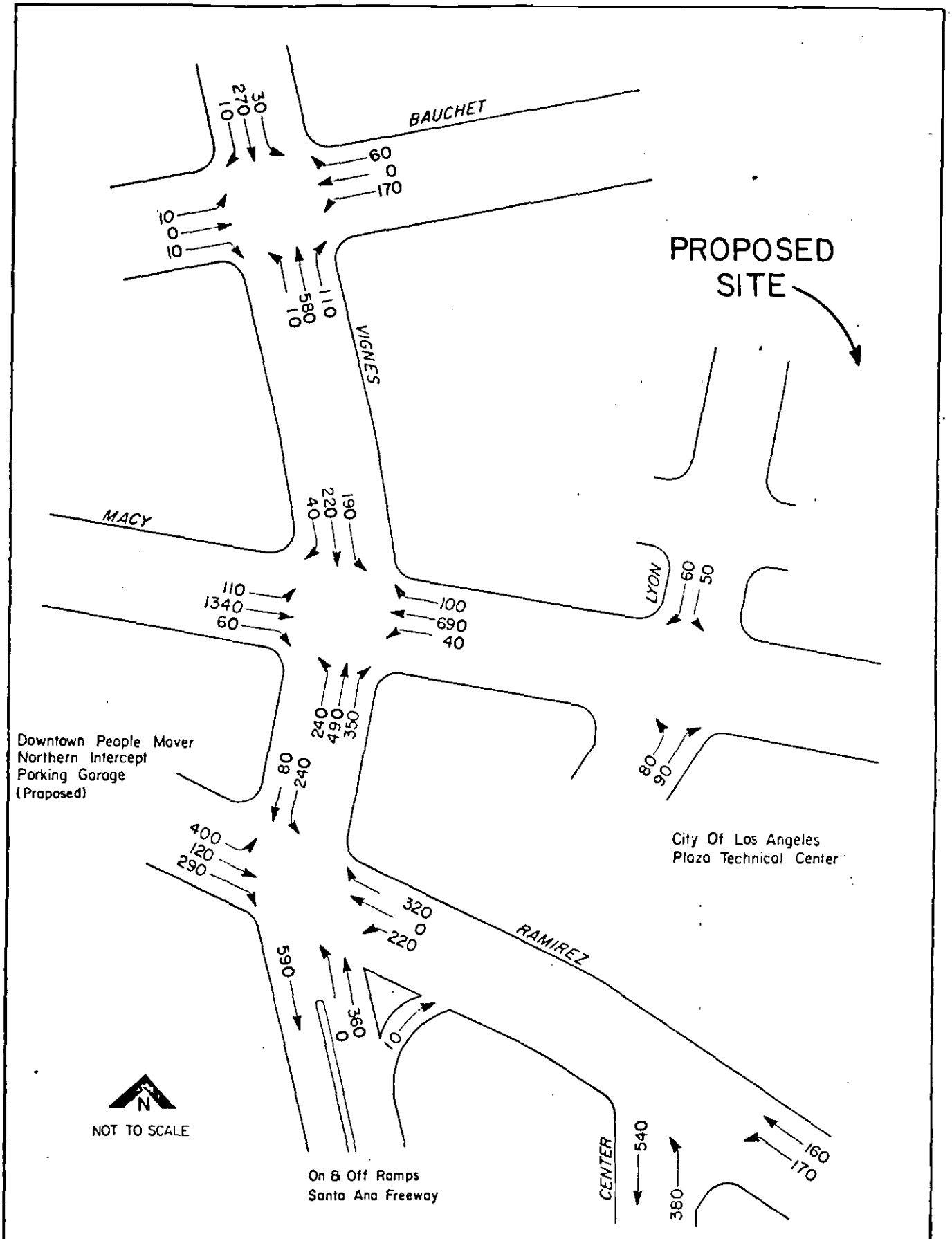
FIGURE 3-1



1984 PEAK HOUR TRAFFIC WITHOUT PROJECT

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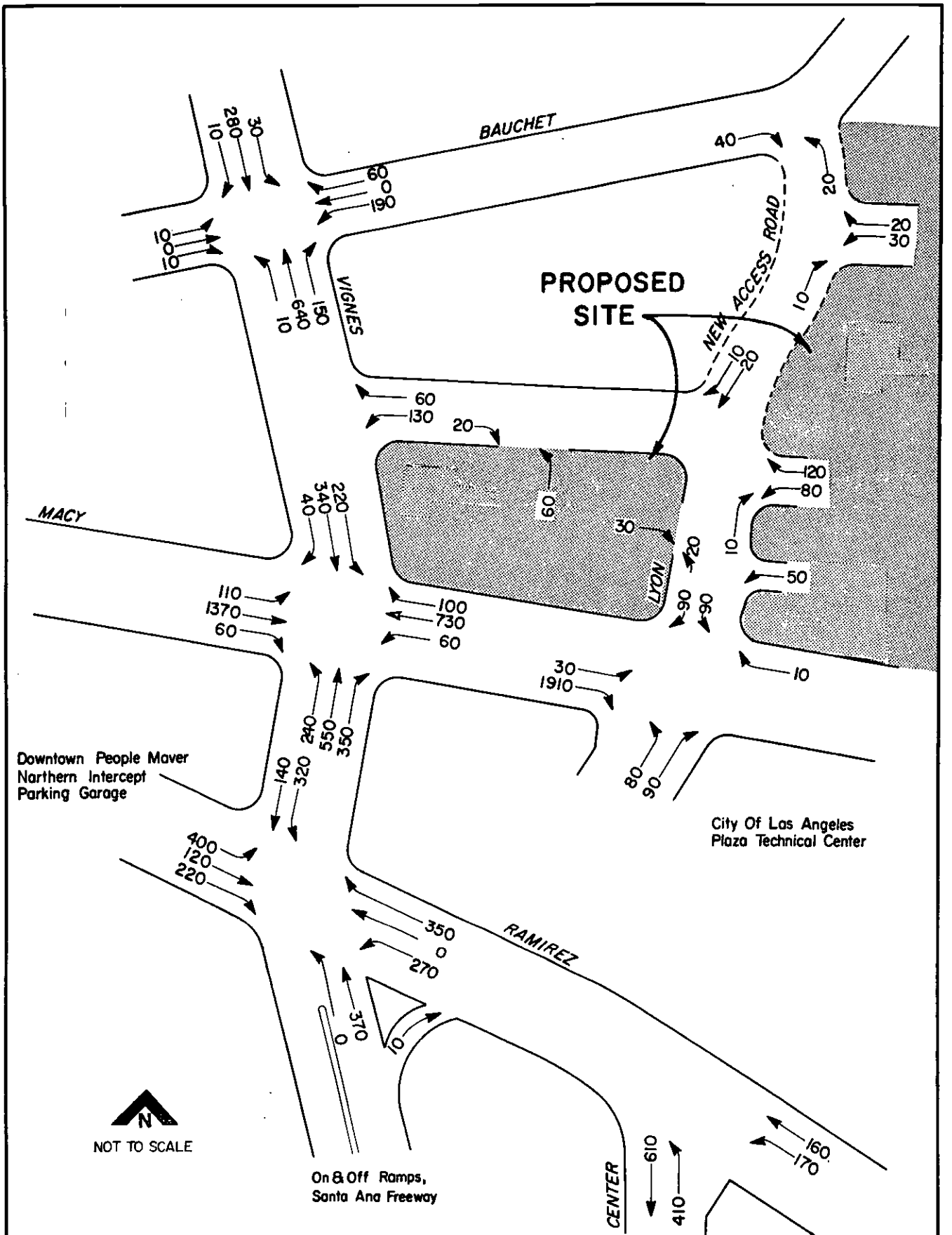
FIGURE 3-2



1984 PEAK HOUR TRAFFIC WITH PROJECT

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FIGURE 3-3

Table 3-2

APPROACH ROUTES FOR SITE TRAFFIC

APPROACH	PERCENT OF SITE TRAFFIC PEAK PERIOD TRAFFIC	24-HOUR TRAFFIC
Pasadena Freeway	4	4
Golden State Freeway	11	8
San Bernardino Freeway	16	14
Pomona Freeway	6	5
Santa Ana Freeway	9	7
Long Beach Freeway	7	6
Harbor Freeway	11	11
Santa Monica Freeway	12	11
Hollywood Freeway	5	9
Surface Streets:		
Northwest	5	3
Northeast	5	3
Southeast	3	15
Southwest	6	4
TOTAL	100	100

roadway or freeway ramp. Vignes Street daily traffic would increase by a maximum of 1,560 vehicles south of Macy Street while Macy Street traffic would increase by 560 and 390 vehicles west and east of Vignes Street, respectively. The composition of 1984 traffic on Macy and Vignes Street would be as follows:

Existing Sources	75%
Oowntown People Mover	15%
Plaza Technical Center	4%
SCRTD Project	6%
TOTAL	100%

Traffic Capacity Analysis and Improvements. - The Macy and Vignes Street intersection is the only presently signalized intersection in the area which could be significantly affected by the project. Also, this intersection is the primary constraint to site access.

To evaluate the project impacts on peak-period traffic conditions, the Macy-Vignes intersection was analyzed using the Intersection Capacity Utilization (ICU) procedure. The ICU procedure measures the overall capability of an intersection to accommodate existing or projected traffic volumes, based upon traffic and physical roadway characteristics. The procedure is outlined and service levels are defined in Section 2.7.

Using the ICU method, the Macy-Vignes intersection conditions were determined for the following:

1) existing (1978) traffic;

2) 1984 background traffic without any new development within the site or surrounding area;

3) 1984 traffic without the SCRTD facility but with Plaza Technical Center and and the Downtown People Mover station; and

4) 1984 with the SCRTD project.

The results of the analysis are presented in Table 3-3.

For 1984 traffic without the SCRTD project, the intersection utilization ratio was calculated to be 0.88. This ratio approaches the maximum end of the range for level of Service "D", which the Los Angeles City Department of Traffic considers to be from 0.81 to 0.90. This indicates traffic would experience congestion at the intersection during the peak traffic periods, and would indicate a substantial deterioration from current conditions, which with a ratio of 0.69, are at Level of Service "B". This deterioration reflects traffic increases from the background sources, Plaza Technical Center, and Downtown People Mover station.

Analysis of 1984 traffic with the SCRTD facility indicates that the project traffic would cause only a minor increase in the utilization ratio to 0.92, which is within the lower portion of the range for Level of Service "E".

Table 3.3
Intersection Capacity Utilization
Existing Macy and Vignes Streets -- P.M. Peak Hour

MOVEMENT	CAPACITY (VPHG) (a)	EXISTING Volume	EXISTING Volume/ Capacity	1984 BACKGROUND Volume	1984 BACKGROUND Volume/ Capacity (b)	1984 BACKGROUND + ADJACENT DEVELOPMENT Volume	1984 BACKGROUND + ADJACENT DEVELOPMENT Volume/ Capacity (b)	1984 WITH PROPOSED PROJECT Volume	1984 WITH PROPOSED PROJECT Volume/ Capacity
Westbound Macy									
Thru/Right Turn	2,880	670	0.23	710	0.25	790	0.27	830	0.29
Left Turn	1,200(c)	40	0*	40	0*	40	0*	60	0*
Eastbound Macy	3,300	1,320	0.40*	1,400	0.42*	1,400	0.43*	1,430	0.43*
Thru/Right Turn	3,300	1,320	0.40*	1,400	0.42*	1,400	0.43*	1,430	0.43*
Left Turn	1,200(c)	100	0	110	0.01	110	0.01	110	0.01
Northbound Vignes									
Thru/Right Turn	3,300	450	0.14*	480	0.15*	840	0.25*	900	0.27*
Left Turn	1,200(c)	180	0.07	200	0.08	240	0.12	240	0.12
Southbound Vignes									
Thru/Right Turn	3,120	250	0.08	260	0.08	260	0.08	380	0.12
Left Turn	1,200(c)	180	0.07*	140	0.07*	190	0.08*	220	0.10*
Yellows (d)	-	-	0.08*	-	0.08*	-	0.12*	-	0.12*
INTERSECTION CAPACITY UTILIZATION*			0.69		0.72		0.88		0.92
LEVEL OF SERVICE			B		C		D		E

(a) Vehicles per hour of green signal time at Level of Service "E".
(b) Proportion of hour period required to accommodate movement.
(c) Left-turn lane capacity equals two vehicles per signal cycle plus the 1,200 vehicles per hour of green. No green time required for left-turn movements of 100 or less vehicles.
(d) 70-second cycle
* Critical (conflicting) movements included as part of ICU.

The intersection analyses for 1984 indicate that congested peak period traffic conditions will likely occur without the project and will be slightly worsened with the project. The borderline condition between Levels "D" and "E" indicates that intersection conditions are approaching a level that could require improvement actions. A further increase in intersection traffic, either from background sources or additional projects, would likely require intersection improvements, or actions to modify area travel patterns.

The Highway and Freeway Element of the City of Los Angeles General Plan specifies an 80-foot roadway on a 100-foot right-of-way for primary streets (Macy) and a 66-foot roadway on a 86-foot right-of-way for secondary streets (Vignes). When intersecting a major street, a secondary street is to flare to a 70-foot width on a 90-foot right-of-way, tapering back to the normal cross section at 300 feet from the intersection.

Thus, SCRTD may be required to dedicate a 10-foot wide strip on the Macy frontage and a 3- to 5- foot wide strip along Vignes Streets to provide the specified right-of-way. SCRTD may or may not be required by the City to widen Macy and Vignes Streets to half-sections along the project site frontages. Since other intersection approaches will not be similarly widened, the only immediate traffic benefit will be to facilitate right-turns from westbound Macy Street. (Bus pullouts are already proposed on both Macy and Vignes Streets.)

If in the future, all four intersection approaches are widened to the standard cross section, intersection operation would be at Level of

Service "C", and closest constraints to area traffic would be the Macy Street Los Angeles River Bridge and the Union Station tunnel, and the Vignes Street freeway ramps.

Extensive congestion and low travel speeds occur on area freeways during peak travel periods, with lengthy traffic queues occurring at on-ramps. Project traffic will experience these delays, but will not meaningfully contribute to the delays.

Public Transportation - The project site has convenient access to frequest SCRTD bus service operating on Macy and Vignes Streets (Table 2-2). The majority of the SCRTD employees expected to use bus service would travel inbound to transfer to regional bus lines in Downtown Los Angeles. Field checks were made to determine available inbound bus capacity. These checks indicated that approximately 300 additional seated and 200-300 standing passengers could be accommodated each half-hour. This available capacity far exceeds the needs for the SCRTD project, and any likely increases in transit use by other area activities. In addition, the proposed 1980 Sector Improvements will significantly improve bus access to the proposed site.

3.3.2 Noise Impact

The development of the SCRTD Central Maintenance Facility on the proposed site will produce two potential noise impacts:

a. Noise from vehicles and stationary sources operating within the site; and

b. Noise from increased SCRTD and employee vehicle traffic on adjacent streets.

a. On-Site Sources

The project (Sections 1.3 and 1.4) consists of a single enclosed building housing all vehicle repair stalls, repair shops and stores joined to a multilevel office structure by a parking structure and surface parking lots for vehicles to be repaired and Property Maintenance vehicles. The facility operates five days a week with a single work shift. Work hours would be from 6:30 A.M. until 5:30 P.M.

All repair work occurs inside the enclosed building. The only activities open to the outside are the steam cleaning stations located on the north, east, and south sides of the building, and the Shipping and Receiving loading docks located on the west side of the building. A 6-foot barrier wall would be provided along portions of the south, west and north perimeter of the site.

During a typical day, employees would arrive between 6:00 and 8:30 A.M. and work activities would commence. Property Maintenance vehicles, Electronic-Radio Repair Shop vans, and SCRTD delivery trucks would be dispatched and return during the day. Between 20 and 30 SCRTD buses and vehicles would arrive during each day for repair with a like number of repaired vehicles returned to the operating divisions. These vehicles would normally be parked to await a repair stall assignment. Each day, 20 to 30 vehicles would be moved from the parking area into the bus

repair area or Paint Shop and a similar number of finished vehicles returned to the parking area. All repair work, both on vehicles and on vehicle components would be performed during the day inside the building. Employees would depart between 3:30 and 5:30 P.M.

Given the facility design and operation, there would be two sources of outside noise, the starting and run-up of bus and truck engines and the steam-cleaning activity. Given the relative peak noise level and the largely enclosed nature of the steam-cleaning activity, the start and run-up of bus engines would provide the critical noise source. The peak noise level of an engine run-up can reach 88 dBA as measured 80 feet from the source. [2] Frequency of this event would be less than 20 times per day.

The closest residential areas to the project are located 1,200 feet north and 1,500 feet south of the site. The north residences are separated from the site by the County Court and Jail complex, intervening industrial buildings, and an elevated railroad trackline on an earthen berm. The south residences are separated by the City Plaza Technical Center (under construction) and the Santa Ana Freeway. Given the distances and intervening barriers, the project should have no perceivable effects on the residents.

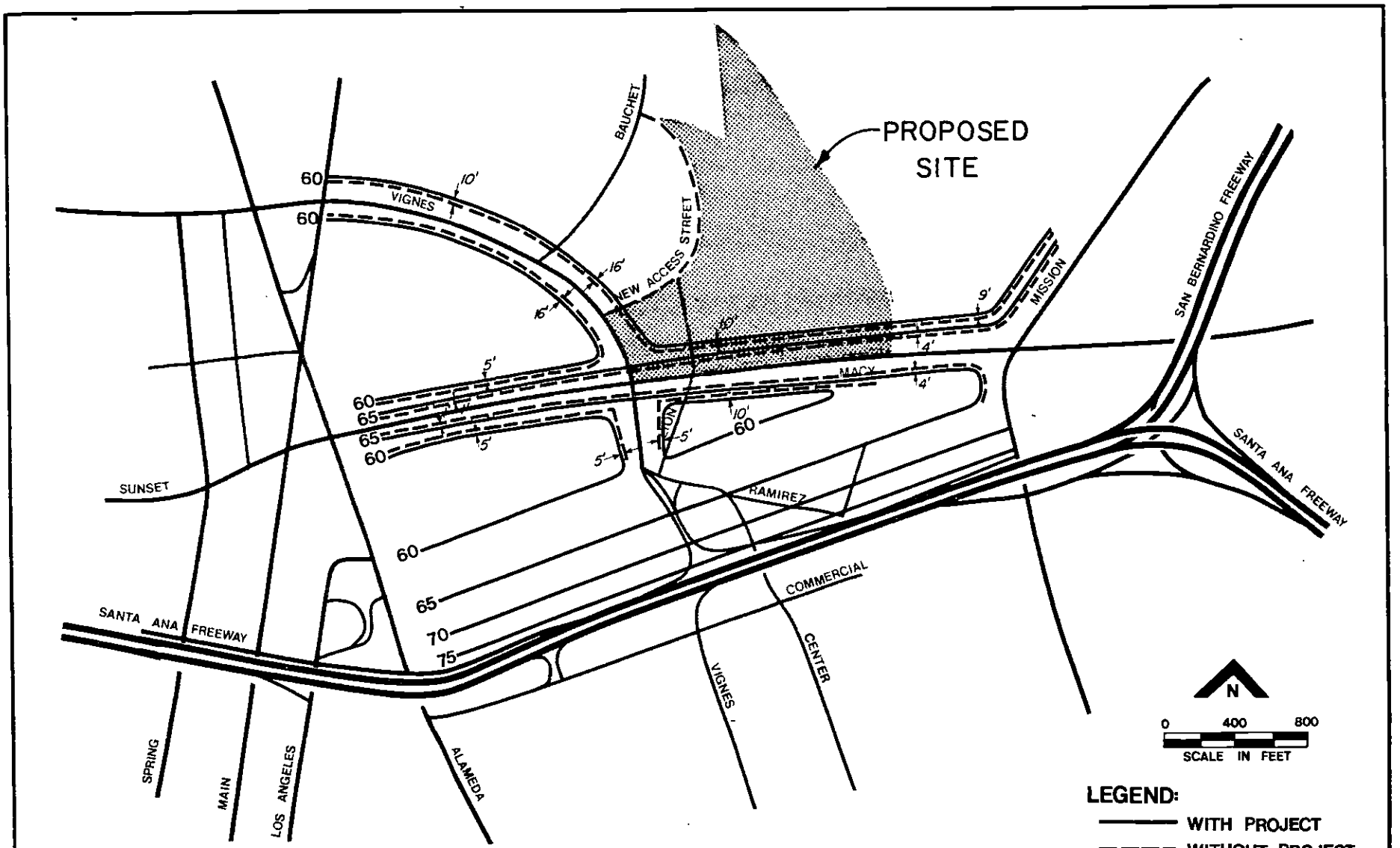
The closest sensitive receptor is the Los Angeles County Courts and Jail, located approximately 400 feet north of the bus parking area, 700 feet from the project building. The peak noise level at the Court Building

due to a bus engine run-up would be approximately 68 dBA with the 6-foot site barrier wall and 74 dBA if the wall were not constructed. This excludes the fact that most buses would be parked further from the receptor, and that buses would be parked between the noise source and the receptor. Therefore, actual noise levels from most bus engine run-ups would likely be 5 to 10 dBA less than the peak estimate of 68 dBA and unlikely to be noticeable inside the Courts Building.

b. Additional Vehicle Traffic

The second potential effect upon community noise is that generated by vehicles using local streets to reach the project site. The traffic volumes projected for 1984 with and without the site were used for this analysis. These volumes reflect 1984 background traffic for the first year of operation, but would include the maximum SCRTD-related traffic anticipated to use the facility to capacity.

Day-Night noise levels (Ldn) calculated for 1984 without the site are presented in Figure 3-4. Noise levels are indicated by contour intervals for 60 dBA and higher in 5 dBA increments. The effects of the project-related traffic are depicted graphically and the calculated displacements indicates that the noise increases should be negligible and not perceivable by the average person. Calculated 1984 Ldn levels remain within the City of Los Angeles guidelines for the area land use.



1984 L_{DN} CONTOURS WITH AND WITHOUT PROJECT

Wilbur Smith and Associates

FIGURE 3-4

3.3.3 Air Quality

The effects of the project on air quality considered both the regional and local impacts. Regional impacts are measured through the estimated project contribution to each major pollutant. Localized effects would be primarily potential changes in carbon monoxide (CO) levels along area streets as a result of site-generated traffic.

Project Regional Emission Contribution - Long-term regional impacts due to permanent usage of the proposed facility will consist of air pollutant emissions from the following sources:

Stationary	Mobile
Space and Water Heating	Motor Vehicles
Electrical Usage Increase	

When emissions from these sources are produced in sufficient quantity, degraded air quality may result. To permit assessment of the project impact, estimates of the principal emissions were made for each of the above sources.

Table 3-4 summarizes the estimated emissions from stationary sources due to the combustion of natural gas for space and water heating.

The emissions resulting from the increase in the generation of electricity associated with project development will be produced at steam

Table 3-4

ESTIMATED STATIONARY SOURCE EMISSIONS

Central Maintenance/Administrative Headquarters

POLLUTANTS	EMISSION FACTOR (b) (lbs./1000Kwh)	USAGE RATE (kwh/day) Alt.1	Alt.2	Alt.3	EMISSIONS (lbs. day) Alt.1	Alt.2	Alt.3
Carbon Monoxide	Negligible	24,098	30,760	35,443	Negligible		
Hydrocarbons	.17	"	"	"	4.09	5.23	6.03
Nitrogen Oxides	2.6	"	"	"	62.55	79.98	92.16
Particulates	0.5	"	"	"	12.03	15.35	17.72
Sulfur Oxides	5.0	"	"	"	120.29	153.80	177.22

(a) Based on fuel oil fired facility.

(b) Emissions based on 1973 operations of L.A. County Power plants, assuming 10,000 BTU's generate 1 kwh. Heading Oil assumed to contain 0.5 weight percent sulfur.

Table 3-4 (cont'd)

ESTIMATED STATIONARY SOURCE EMISSIONS

Central Maintenance/Administrative Headquarters

EMISSIONS FROM HEATING:

POLLUTANTS	EMISSION FACTOR (a) (lbs./10^6 ft.^{3})	USAGE RATE (b) (ft.^{3}/day)	EMISSIONS (lbs./day)
Carbon Monoxide	20.0	1.82	.0000364
Hydrocarbons	8.0	1.82	.00001474
Nitrogen Oxides	120.0	1.82	.000152
Particulates	15.0	1.82	.0000274
Sulfur Oxides	0.6	1.82	.00000110

(a) Source: Supplement No. 3 for Compilation of Air Pollution Factors, 2nd Edition, U.S. Environmental Protection Agency, North Carolina, July, 1974.

(b) Based on 1272.7 BTU's/day in the office section of the existing SCRTD maintenance facility at South Park Jan. - March 1977 1052 BTU's/Ft^3 = 1.21 Ft^3/day

electric generating plants located throughout the electrical generating network. The daily usage rates, and subsequent emissions rates, are presented at three alternative levels, each reflecting a different potential level of air conditioning for the maintenance building.

Alternative 1 reflects a minimum air conditioned area which would include only offices, employee facilities, and special shops. Alternative 2 is a middle range which would air condition all areas of the facility except the bus repair stalls, paint shops, and steam cleaning areas.

Table 3-5 presents the mobile source emissions levels produced by the motor vehicles traveling to and from the facility within the Los Angeles region. Mobile emissions for the proposed Macy-Lyon site is contrasted to the estimates for similar vehicle trips to the South Park facility. The somewhat higher emission levels for the South Park site reflect the greater number of daily vehicle miles resulting from the existing facility's less desirable location relative to the SCRTD operating divisions. The proposed site will generate 24,970 gasoline and 1,153 diesel-powered vehicle miles per day compared to 26,750 gasoline and 1,183 diesel powered vehicle miles per day for the South Park site.

Carbon Monoxide Concentration - The principal local air quality impact would be the contribution to local carbon monoxide levels by project traffic. To estimate the magnitude of the air quality impact, a sophisticated mathematical diffusion model was used by Pacific Environmental Systems, Inc., to predict CO concentration in the vicinity for three different cases:

Table 3-5

MOBILE SOURCE EMISSIONS

SCRTD, EMPLOYEE AND VENDOR VEHICLES

FACILTY AT MACY/LYON SITE

POLLUTANT	EMISSION FACTORS* Autos (gm/mi.)	EMISSION FACTORS* Diesel (gm/mi.)	EMISSIONS (LBS/DAY) Autos	EMISSIONS (LBS/DAY) Diesel	EMISSIONS (LBS/DAY) Total
Carbon Monoxide	18.8	28.7	1033.0	72.8	1105.8
Hydrocarbons	2.55	4.6	140.1	11.7	151.8
Nitrogen Oxides	2.74	20.9	150.6	53.0	203.6
Particulates	0.58	1.3	31.9	3.3	35.2
Oxides of Sulfur	0.2	2.8	11.0	7.1	18.1

FACILITY AT PRESENT LOCATION SITE:

	EMMISION FACTORS* Autos (gm/mi.)	EMMISION FACTORS* Diesel (gm/mi.)	EMISSIONS (LBS/DAY) Autos	EMISSIONS (LBS/DAY) Diesel	EMISSIONS (LBS/DAY) Total
Carbon Monoxide	18.8	28.7	1,107.0	74.7	1,181.7
Hydrocarbons	2.55	4.6	150.0	12.0	162.0
Nitrogen Oxides	2.74	20.9	161.0	54.4	215.4
Particulates	0.58	1.3	34.4	3.4	37.8
Oxides of Sulfur	0.2	2.8	11.7	7.3	19.0

* Environmental Protection Agency. Compilation of Air Pollution Emissions Factors, Third Edition; August 1977.

1. 1978 (existing conditions);
2. 1984 without the project; and
3. 1984 with the project.

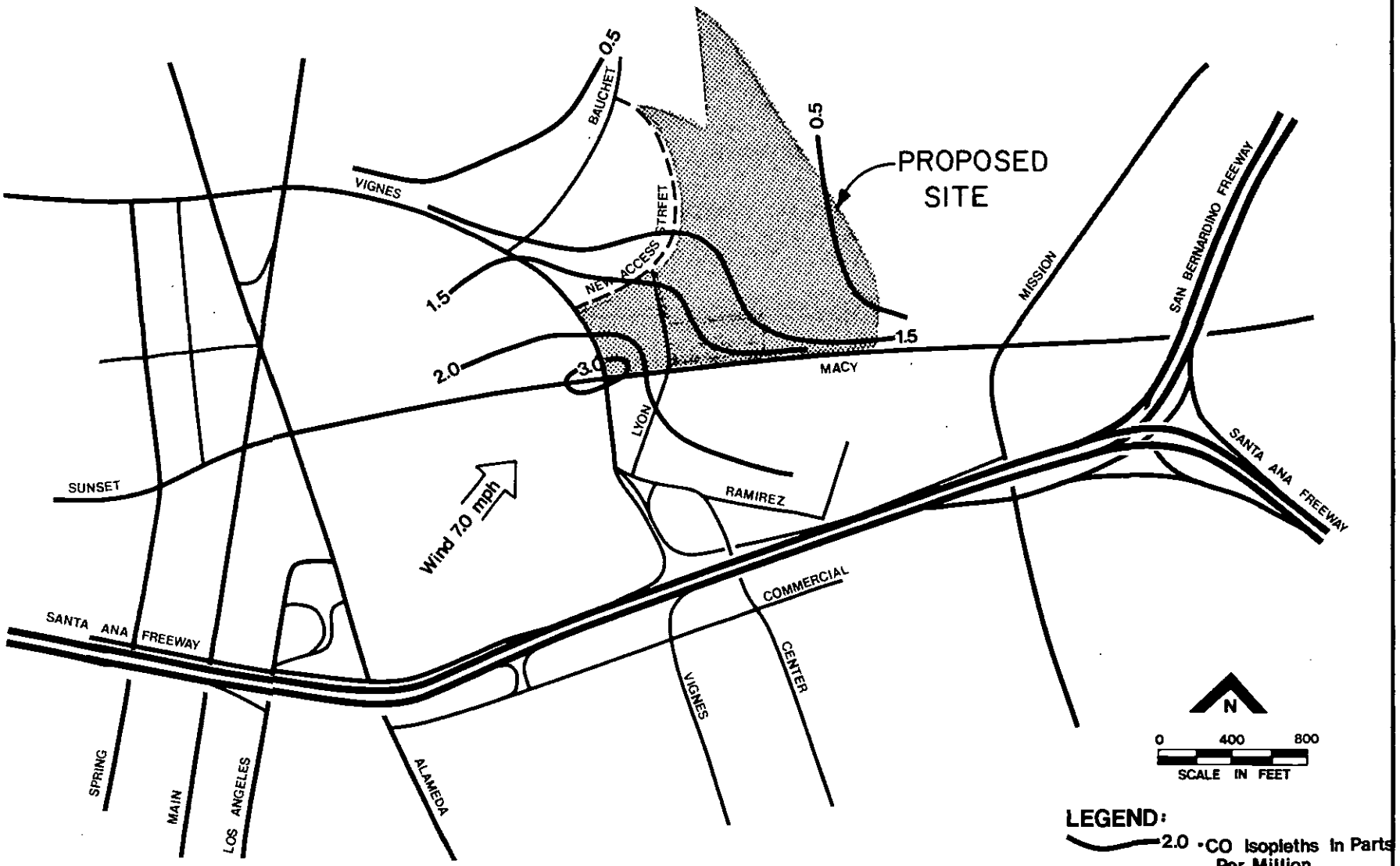
The mathematical diffusion model used was PAL, [3] which is part of the current EPA UNAMAP computer program series. PAL is a sophisticated point, area, and line source model which can handle different traffic flow on each lane of a street.

To estimate the worst-case CO air quality impact, the rush hour traffic from 4:00 to 5:00 p.m. was modeled in each case. Traffic conditions used for the 1978 case are shown in Figure 2-5. Figure 3-2 shows the assumed 1984 traffic conditions without the project. Emission estimates were made for each lane of traffic using the latest EPA mobile source emission factors. [4]

A survey of hourly wind data averaged over the last 20 years indicated that the average wind at the project site during 4:00 to 5:00 p.m. was from the southwest at an average speed of 3 m/sec (7 miles/hr). These wind conditions were modeled in each case, assuming neutral atmospheric stability and an inversion height of 600 feet. (Note: In the PAL model the inversion height has only a minor effect on the local carbon monoxide concentration.)

Figure 3-5 presents the results for the 1978 case, showing estimated 1-hour averaged CO concentration isopleths in the vicinity of the project site. The maximum predicted CO concentration was about 3 parts per million (ppm), which is well under both the State and Federal 1-hour CO standards (Table 2-4).

Figure 3-6 presents the results for the 1984 case without the project. The maximum predicted CO concentration was about 2 ppm. Although the predicted traffic flow in 1984 is greater than in 1978, the predicted concentrations are lower as a result of the better controlled motor vehicle emissions in 1984 more



EXISTING CARBON MONOXIDE LEVELS

Wilbur Smith and Associates

FIGURE 3-5

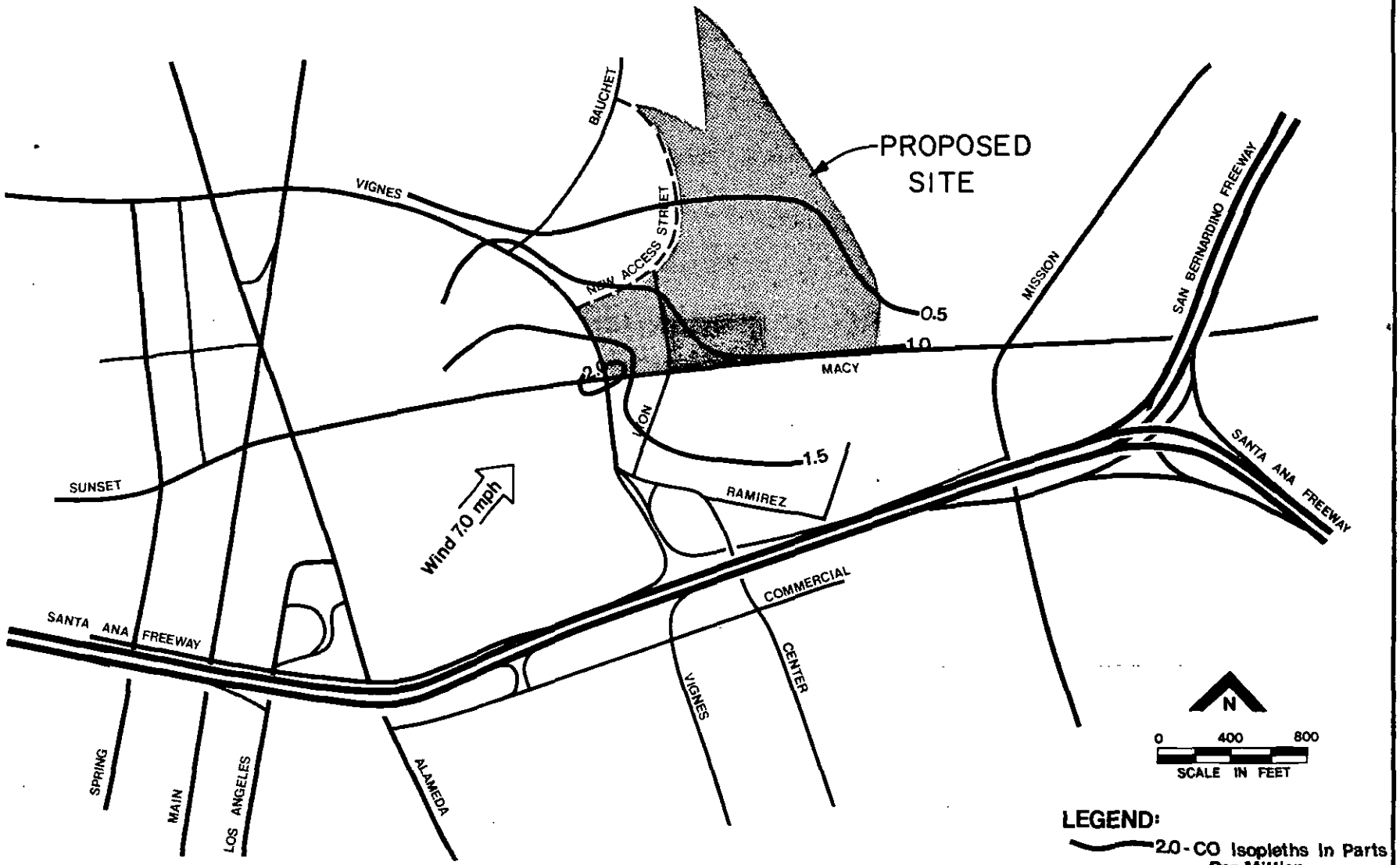
than offsetting the effects of increased traffic.

The results of the 1984 case with the project, presented in Figure 3-7, is essentially identical to 1984 without the project. This indicates an almost negligible impact of the project on local CO levels. With the project in 1984, average CO levels in the vicinity were predicted to increase by less than 1 per cent. Any increase in area emissions resulting from growth induced by development of this facility will be minor.

Construction Impacts - Preparing the project site for building construction will produce two sources of air pollutant emissions which will impact the immediate local area: exhaust emissions from construction equipment, and dust generated as the result of earth movement.

Construction activities on the site are estimated to occur over a two-year period (late 1982 to 1984). Use of heavy construction equipment will occur primarily during the first year, and will include site grading, earth moving, demolition, hauling, hoisting, and possibly, pile-driving activities. The present plans are site layout plans only and since the construction requirements and methods have not been determined, a reasonably accurate determination of exhaust emissions from construction equipment cannot be made at this time. However, earthwork requirements are expected to be minor, thus not requiring major earth moving and hauling activities. Construction vehicle emissions during the second year will consist primarily of delivery of materials and workers to the site.

During construction, dust particles and subsequent distribution of dust can be reduced through adherence to the appropriate mitigation requirements identified in Section 4. However, construction dust may be troublesome to construction workmen and to nearby land uses if established procedures, primarily wetting, are not followed.



1984 CARBON MONOXIDE LEVELS WITHOUT PROJECT

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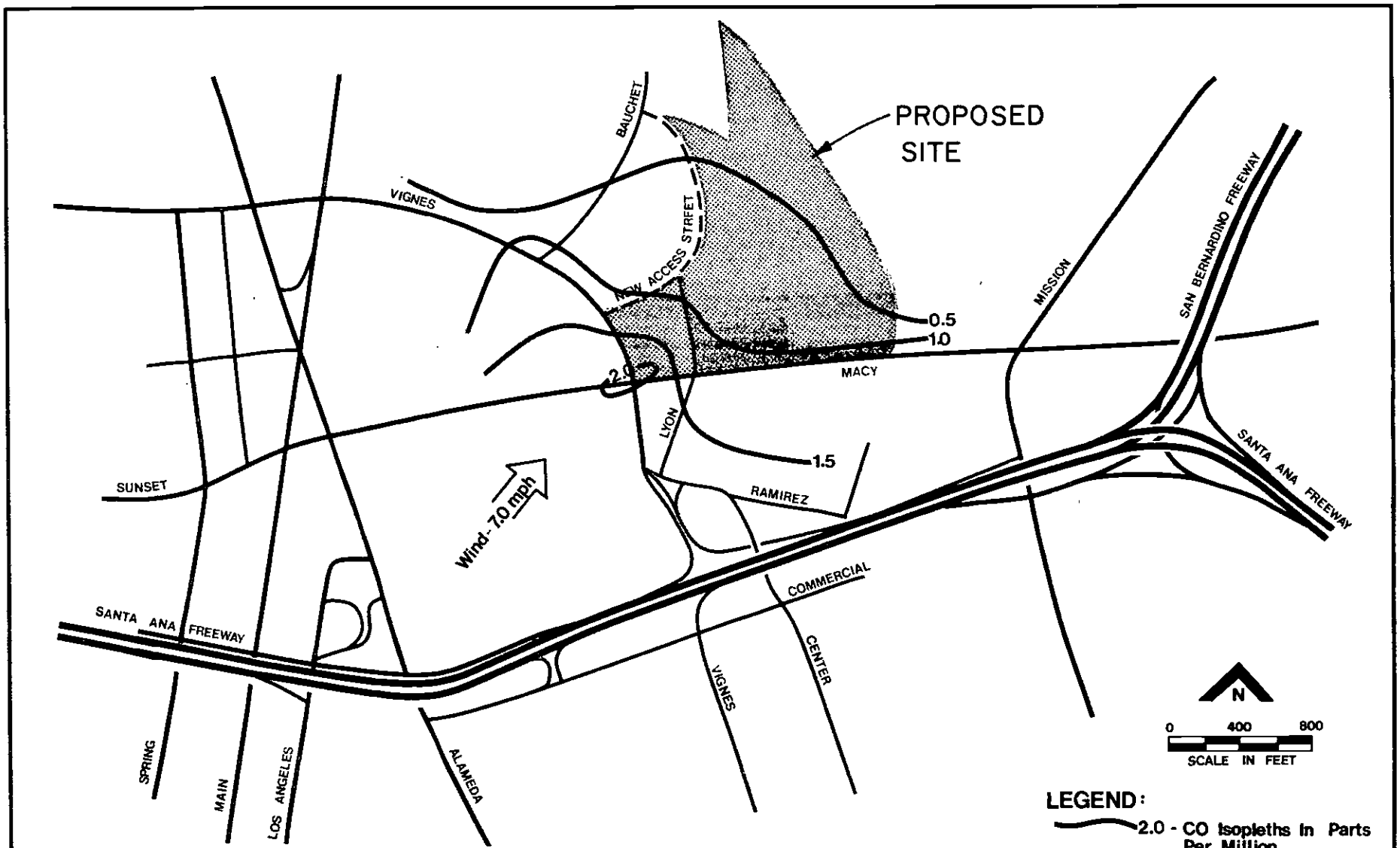
FIGURE 3-6



1984 CARBON MONOXIDE LEVELS WITH PROJECT

Wilbur Smith and Associates

FIGURE 3-7

Other Impacts - The storage of gasoline and diesel fuel in on-site fuel tanks will result in evaporative losses in the form of hydrocarbon emission. These emissions will occur with thermal expansion and contraction of the vapor space in the tank due to daily temperature changes, and also from changes in the liquid level within the tank during emptying and filling operations. It should be noted, however, that the S.C.A.Q.M.D. regulations require acceptable vapor-recovery systems which will make these kinds of emissions negligible. As a result of these regulations for gasoline tanks, and the low volatibility of diesel fuel, there should not be significant hydrocarbon emissions from the fuel storage tanks at the proposed facility.

3.3.4 Water Resources

Runoff - The largely unsurfaced nature of the existing project site allows for a higher level of rainfall absorption than will be possible with site development. Over a ten-year period of record , a maximum rainfall of approximately one inch per hour occurs in the vicinity of the project site. Based on this maximum rainfall intensity and a runoff coefficient of 0.2, [6] it is estimated that the approximate acre project site presently drains approximately 20,015 cubic feet of water per hour at the peak hour 10-year flow. This is equivalent to a flow of 5.55 cubic feet per second.

Construction of the facility building and pavement areas would result in increased runoff from the site. Based on a run off coefficient

of 0.95 for asphalt surfaces, and the same peak hour rainfall of one inch per hour used to estimate the existing runoff, the runoff after development will be 26.41 cubic feet per second, or 95,069 cubic feet per hour. This quantity reflects an increase of 20.86 cubic feet per second or 75,054 cubic feet per hour over the existing site runoff.

There is an existing ten-foot wide by ten-foot high reinforced concrete arch storm drain in Macy Street immediately adjacent to the site, which empties directly into the adjacent Los Angeles River. This arch drain has a capacity of 9,465 cubic feet per second at the site location. According to the Los Angeles City Engineering Department's Storm Drain Design Division, there is sufficient unused capacity to accommodate the additional runoff as estimated above. Alternatively, site drainage may empty directly into the adjacent Los Angeles River Channel.

Water Supply - The proposed project will require approximately 465,000 gallons of water per month for drinking, sewage, and cleaning purposes. This quantity was based upon average summer month consumption rates at the existing facility, expanded to reflect the proposed project size. Sufficient water lines currently exist adjacent to the site to meet project requirements.

Sewage - The increase in the number of employees at the site will result in a subsequent incremental increase in the loading of the Los Angeles sewer system. According to the Los Angeles City Engineering Department's Waste Water System division, there is sufficient capacity available in the ten-inch line serving the site to accommodate the addi-

tional demand. The new facility will generate less than 1/2 cubic feet per second of flow during a peak period, assuming a "worst-condition" situation where all water usage is transferred to the sewage system. Currently, the sewer line serving the site, with a line capacity of approximately 6 cubic square feet per second of flow, is operating at only a fraction of its capacity in the area west of the Los Angeles River.

For treatment, the sewage loading produced from the operation of the proposed facility will be less than that for the total on-site employment force, because many of these people will not be new to the area already served by the Los Angeles Bureau of Sanitation. Some 1,050 of the 1,650 employees at the new site will be relocating from the existing facilities. The Hyperion Treatment Plant currently serves both of these locations.

Additional Pollutants - The project operations will involve the use of detergents and special solvents for cleaning of buses and parts, use of paints and solvents for refurbishing buses, and the use of oil solvents, grease and paints in the vehicle operation and repair activities. The project will include a special drain collection system, water clarifier and related treatment equipment for runoff within the bus repair areas, paint shop, steam cleaning and solvents usage areas, and chemicals storage areas to minimize intrusion of these potential pollutants into the storm drain system. Inevitably, a small portion of the oil, grease and solvent used will drop onto surfaces outside of these special collection and treatment areas. When rain falls in sufficient quantity, these pollutants will be washed into storm drains as part of the runoff. The site runoff which drains into the river channel goes untreated into the ocean.

3.3.5. Energy Impact

The maintenance operation at the new facility will require varying amounts of natural gas, electrical energy, gasoline and diesel fuels for facility lighting, temperature regulation, ventilation, equipment operation, and vehicle travel. For natural gas and electricity, consumption rates for recent years were obtained for the South Park Central Shops and modified as needed to reflect the changed facility characteristics. Natural gas (heating) consumption rates were factored for the new facility on the basis of increased building floor area; electricity for floor area (lighting), staffing (machinery) and building volume (air conditioning). Estimated vehicle miles of travel (employees, SCRTD vehicles and vendors) at full operation of the proposed facility was used to project gasoline and diesel fuel consumption.

The new Headquarters Building will require varying amounts of electrical energy, natural gas, and gasoline fuel for facility lighting, temperature regulation, ventilation, and vehicle travel. Consumption rates for electricity were based upon a daily standard of 3 watts per square foot for lighting and use of light machinery in office buildings, and 7 kilowatt hours (KWH) per square foot annually for air conditioning in office buildings. Natural gas (heating) consumption rates were obtained from existing SCRTD offices and factored for the new building on the basis of increased building floor area and building volume. Estimated vehicle miles of travel (employees, SCRTD vehicles, and vendors) at full occupancy of the proposed building was used to project gasoline consumption.

Natural Gas

The proposed project will consume an average of approximately 42,000 BTU's per month for heating, or approximately 1,906 BTU's per day. The site would be served from the existing 12-inch medium pressure gas main located in Macy Street. According to the Distribution Planning Division of the Southern California Gas Company, the addition of 42,000 BTU's per month to the line is a small increase that can be readily accommodated by existing facilities.

Electricity - The proposed facility with its sizeable building envelope and large numbers of hoists, machinery and power tools will be a major consumer of electricity. Based upon normal industrial construction procedures the maintainence and stores elements of the proposed project would use 277,200 kilowatt hours per month for lighting and for operation of equipment and tools. The Headquarters element of the project would use an estimated 222,500 KWH per month which includes 100,000 KWH for lighting and office machinery and 122,500 KWH for air conditioning.

There will also be an electrical demand for air conditioning and ventilation in the maintanence and stores area. Three alternative levels of air conditioning and resultant electrical consumption were considered; each alternative reflecting the air conditioning at differing porportions of the total complex.

The minimum air conditioned area would include the offices, employee facilities, and selected shop areas such as Radio-Electronics and Printing Shops. This would require a 126-ton capacity air conditioning unit, and would use approximately 354,900 KWH per year, or an average of 29,575 KWH per month. The middle range alternative would extend air conditioning to all areas except the bus repair stalls, paint shop, and steam cleaning areas. This option would require a 843-ton capacity air conditioning unit, consuming approximately 2,124,000 KWH per year, or an average of 177,000 KWH per month. The maximum level would air condition the entire facility, less special areas such as steam cleaning, and would require a 1,137-ton capacity unit. This alternative would use approximately 3,360,500 KWH per year, or an average of 280,000 KWH per month.

Following is a summary of the total electricity requirement for the facility at each level of air conditioning:

	KWH per month		
	ALT 1	ALT 2	ALT 3
Administrative Offices - Lighting and Machines	122,500	122,500	122,500
Administrative Offices - Air Conditioning	100,000	100,000	100,000
Maintenance & Stores - Lighting and Machines	277,000	277,000	277,000
Maintenance & Stores - Air Conditioning	29,575	177,000	280,000

Energy Audit - The above energy consumption for the Headquarters Building reflects historic design and operating procedures. The State of California, through the Energy Resources and Development Act of 1974, requires that building design plans be reviewed to measure energy requirements and to determine practical design or operating modifications to reduce energy consumption. This measure is applicable to SCRTD

facilities. With the implementation of energy saving design and operating techniques, SCRTD could realize a potential 20 to 30 per cent reduction from the above levels of energy consumption. These measures include provision for roof skylights, increased insulation, placement of windows for lighting and ventilation, variable intensity lighting, individual area temperature and lighting controls, and special area heating units.

Vehicular - Consumption of gasoline and diesel fuel will result from vehicles traveling to and from the project site. Project travel will total approximately 24,976 vehicle miles per day for all gasoline vehicles, and 1,153 vehicle miles per day for all diesel vehicles. Gasoline vehicles will include employee cars, SCRTD official cars, and SCRTD light-duty vehicles such as vans and light trucks used by Radio-Electronics and Property Maintenance Shops. Diesel vehicles will include buses for repair, heavy delivery trucks and diesel-powered Property Maintenance equipment.

The 1984 average miles per gallon for all vehicles on the road will be 20.58 M.P.G. for gasoline vehicles, and 4.5 M.P.G. for diesel vehicles. These figures were calculated using the average M.P.G. for each model year, [7] proportioned against the percentage of the total vehicles in use by model year. [8]

With 24,976 vehicle miles per day at 20.58 M.P.G. there will be a total of approximately 1,213 gallons of gasoline consumed per day by

gasoline vehicles traveling to and from the facility. With 1,153 vehicle miles per day at 4.5 M.P.G. there will be a total of approximately 256 gallons of diesel consumed per day by diesel vehicles traveling to and from the facility.

3.3.6 Ecosystems

Construction of the SCRTD facility, with its related grading will remove all existing vegetation. Despite the large proportion of open land within the site, the industrial setting has resulted in extensive grading of the land for unsurfaced access roads and parking areas, border fencing, storage, and gravel dumping. This has reduced the existing biological element on the site to a minimal level, largely along sides of structures, fences and roadways, and in the vacant southwest area of the site. Project development will not represent a removal of significant vegetation areas.

The existing plants on the site are all common weeds of no natural or historical significance, and their removal would not represent an irretrievable loss. Completion of this project will include a landscape plan to enhance the appearance of the maintenance facility.

Displacement will occur for the few animals and/or birds living on the site. This will occur through the development of now vacant portions of the site which provide potential burrows for small rodents and nesting and feeding areas for birds within weed-covered areas. Most of the

animal and bird inhabitants have already adapted to the existing urban and industrial environment of the site and its surrounding properties. These creatures may possibly relocate to nearby vacant land or inhabit on-site landscaping.

3.3.7 Geology, Soils, and Seismicity

With few exceptions, the land in this industrial sector of Central Los Angeles has exhibited geologic and soils conditions which are generally supportive of urban development. The extent to which the area surrounding the project site has been developed supports this general observation. Since the proposed central maintenance facility would not involve the construction of buildings or improvements which are uncommon to the general vicinity of the site, it is anticipated that geologic and soils conditions are suitable for site development.

Adjacent sites have found load bearing sands at a depth of 7 to 17 feet below the surface. If load-bearing characteristics of adjacent sites are continuous through the Headquarters project site, excavation and/or footing for foundation purposes will be required to extend at least 7 to 17 feet below the surface. Limited excavation would also be required to locate hoists and work pits in the bus repair area and paint shop.

The project site is not located upon or immediately adjacent to any known earthquake fault. The nearest fault systems are the small

Raymond Hill faults, located in the hillside districts approximately 3 to 5 miles north of the site. Project buildings will incorporate the most modern construction design to assure seismic safety.

3.3.8 Service Systems

Due to the Central City location of the project site, utility service systems near to the site are extensive and capable of absorbing the demand which will occur with site development. The industrial nature of the land use within this area has required construction of heavy duty service systems. This includes electrical power transmission lines, natural gas lines, water mains, sanitary sewers, storm drains, and communication lines (telephone).

SECTION 3 - Footnotes

1 Traffic estimates, including assignment to local streets was provided by Los Angeles City Department of Traffic.

2 As measured at the El Monte Division by Ultrasystems, Inc. and documented in "Draft Environmental Impact Statement for a Bus Maintenance Facility, West San Fernando Valley," prepared by Gruen Associates for SCRTD, October, 1976.

3 Peterson, W.B., "User's Guide for PAL, A Gaussian Plume Algorithm for Point, Area, and Line Sources," U.S. Environmental Protection Agency, Meteorology and Assessment Division, Publication No. EPA-600-78-013 ((February 1978).

4 "Mobile Source Emission Factors, Final Document," U.S. Environmental Protection Agency, Office of Transportation and Land Use Planning, Publication No. EPA-400/9-78-005 (March 1978)

5 Keith, R. W. and B. Selik, "California South Coast Air Basin Hourly Wind Flow Patterns," South Coast Air Quality Management District, El Monte, CA. (January 1977).

6 Source: Standard Handbook for Civil Engineers, F. Merritt, 1968.

7 Historical data from E.P.A., and Rand Corporation, The Regional Impacts of Near Term Transportation Alternatives: A Case Study of Los Angeles, R-1524-SCAG, Santa Monica, California: June 1974

8 Environmental/Protection Agency. Compilation of Air Pollution Emissions Factors, Third Edition; August 1977.

4. MITIGATION MEASURES TO MINIMIZE ADVERSE IMPACT

Planning and Environmental Assessment Process

The planning and environmental assessment process followed for this project sought to avoid potential adverse impacts from the beginning, by:

- Identifying sites which minimize displacement and disruption impacts.
- Planning the specific site location and layout so that the overall project is most compatible with adjoining land uses and the community as a whole.
- Recommending appropriate mitigation measures--based on impact assessment results--to minimize potential construction and operational impacts.

Construction Impacts

Each SCRTD construction contract is covered by provisions of the State of California, Department of Public Works, Standard Specifications. Section 7, "Legal Relations and Responsibility," deals with the responsibility of the contractor. Items relevant to mitigation of construction-related impacts include the following:

- The contractor shall conform to all State, Federal, County, and municipal ordinances and regulations.

- The contractor must comply with all air pollution control rules, regulations, ordinances and statutes.

- The contractor shall exercise every reasonable precaution to protect streams, lakes, reservoirs, etc., from pollution with fuels, oil, etc., and schedule operations to avoid or minimize muddying and silting in these waters.

- The use of pesticides must be in conformance with all rules and regulations of the Department of Agriculture and the Department of Health and Safety.

- The contractor shall conform to all the rules and regulations pertaining to sanitary provisions established by the state.

- There are broad requirements regarding the convenience of the public and public traffic. The rights and protection of the public are to be considered so as to cause as little inconvenience and delay as possible with respect to abutting property owners, access, traveling surfaces, detouring, staging operations, flagging, dust control, signing, lighting, barricading, etc.

- There are also broad requirements to provide for the safety of the public. This includes signing, lighting barricading, regulation of equipment use, and other protective measures.

- The contractor shall exercise care in avoiding damage or injury to existing highway or utility facilities, adjacemt property, trees, shrubs, etc.

- The contractor is made specifically responsible for any damage or injury resulting from his operations to any person or property.

- The contractor is responsible for all the materials used in the work and shall rebuild, restore, repair and make good all injuries, damages, or losses which occur before acceptance of the contract.

Section 10 of the State Standard Specifications is specifically directed at controlling dust resulting from the contractor's operations. This work shall consist of applying either water or dust palliative, or both, for the alleviation of dust nuisance.

By following these State regulations, most construction-related impacts will be either avoided or minimized.

Relocation Assistance

Partial mitigation of the adverse effects of displacement to the current on-site storage uses is achieved through the relocation assistance provisions of the "Uniform Relocation and Real Property Acquisition Policies Act of 1970". This Federal legislation could involve either (1) relocation assistance or (2) "in-lieu" payment. The latter may be more desirable for the current property owners due to the largely vacant nature of the existing site and structures.

Operational Impacts

Most project work activities are located inside fully enclosed work areas with the exception of vehicle circulation and bus steam cleaning. If the proposed barrier walls are included in the construction of the facility, these on-site noise sources will not adversely affect community noise levels.

The provision of a wall around the facility, plus suitable exterior landscaping properly maintained, will minimize potential aesthetic impacts of the proposed facility.

The encouragement of public transit use by employees would be oriented toward preventing any substantial increase in peak hour traffic volumes in the area. This would be accomplished primarily through continuation of free bus passes for SCRTD employees at the facility, the proposed institution of parking charges for employees, and the limited provision of

new employee parking spaces.

Disruption of traffic movement on adjacent streets would be minimized by development of a roadway connection between Bauchet and Vignes Streets to reduce turning movements at Lyon and Macy Streets, and the construction of bus pullouts at bus stops to remove bus passenger loading from the through traffic lanes.

5. PROBABLE ADVERSE EFFECTS WHICH CANNOT BE AVOIDED

If the mitigation measures discussed in this EIA are incorporated in the design, construction, and operation of the proposed bus maintenance facility at the proposed site, the only significant adverse impacts that cannot be avoided are the following:

1. Dust and noise generated by demolition, excavation, and heavy equipment during construction, despite mitigation measures.

2. Disruption of traffic flow patterns caused by trucking away debris and dirt, ingress and egress of construction workers and equipment, and excavation for utility installations during construction of the facility.

3. Increase in demand for utility and community services (police and fire protection) following project completion.

4. Minor increase in traffic volumes and noise along area streets with the increase of employees and SCRTD vehicles.

5. The resulting visual disruption which may occur with completion of a facility which fully occupies a site now containing a large percentage of open land.

6. A final consideration is the socio-economic impact to the area if the District's existing headquarters building were relocated elsewhere.

Most of the large banks and offices have left the Main-Spring Street area and have moved west to the Hope-Flower Street vicinity. This has resulted in the deterioration of the Main-Spring Street area and an increasingly higher crime rate, as compared to the westerly portion of the CBD. Relocation of the District's headquarters offices would remove one of the last large employment bases from this area. This could reduce patronage at nearby service establishments (restaurants, banks, etc.) and potentially encourage further economic decline in the area.

7. Required reemployment of employees of the four manufacturing firms should in lieu payment be made rather than relocation.

6. LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE ENHANCEMENT OF LONG-TERM PRODUCTIVITY

In the short term, implementation of the proposed project will cause temporary construction-related inconveniences, such as increased dust, noise and truck traffic in the vicinity of the site.

By providing a modern headquarters facility in conjunction with the district's new central maintenance facility, overall management and administrative efficiency and effectiveness of the SCRTD service can be increased. New space requirements can be met for additional support staff for future expansion of the bus fleet to 3,000 or more vehicles, as well as potential implementation of a rail rapid transit system.

The project will provide a centrally located, modern maintenance facility expanded to accommodate a bus fleet of 3,000 buses. Development of this project will improve the efficiency and quality of bus repairs, and reduce the current backlog of deferred maintenance and overhaul work. This should result in improved service reliability and better maintained bus appearance, thus contributing to increased system patronage.

A successfully managed and patronized system could reduce dependence upon the automobile and thus assist in the achievement of regional air quality and energy-use objectives.

7. IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

This project would result only in an irreversible and irretrievable commitment of building materials and funding to construct the facility. Although much of the project can be considered an irretrievable commitment, there is also a considerable portion which is salvageable. Limited local, State and Federal sources of funds are available for expenditure on public transportation capital projects. Commitment of a substantial portion of these funds will be required over the construction period and will eliminate the possible use of these funds from alternative projects in Los Angeles or other areas. Future sale of the land and facility would likely retrieve only a portion of the funding commitment due to the highly specialized nature of the facility.

8. GROWTH-INDUCING IMPACTS

On a localized basis, the location of a large public agency facility on this site, when taken together with the new Plaza Technical Center and planned Downtown People Mover station, could encourage development of the surrounding underutilized properties. Particularly, restaurants and small service establishments may develop along Vignes Street on properties presently vacant or occupied by marginal uses.

On a regional basis, the improved and expanded overhaul and maintenance capabilities provided by this project will result in greater bus service reliability and improved bus appearance. The facility will accommodate expansion of the present bus fleet to upwards of 3,000 buses. However, it is unlikely that the facility will have any meaningful impact upon regional population or economic growth.

Any increase in pollutant emissions which would result from local and regional growth induced by the development of this project are anticipated to be minor. Existing air quality in this area is not expected to improve or deteriorate significantly as a result of this facility.

9. ALTERNATIVES TO THE PROPOSED PROJECT

Selection of the proposed project site resulted from the identification and evaluation of several alternatives. The alternatives for the headquarters facility include continuation of the existing lease, leasing elsewhere, buying an existing building, and the proposed joint development. The alternatives for the central maintenance facility include redevelopment at the present South Park site and the development of a new facility at 13 alternative locations including the proposed site.

9.1 NO PROJECT

A decision not to develop the proposed project at the Macy-Lyon site, or not to pursue other alternative concepts in the downtown area, would have the consequence of requiring SCRTD to continue its leasing arrangements at the present offices at 425 South Main Street or to pursue one of the alternatives resulting in separate central maintenance and administrative activities.

A continuation of the present leasing arrangement for the District's headquarters building on South Main Street will negate the concept of operational and management integration which could be achieved by locating the headquarters offices and the new central maintenance facility adjacent to each other.

Situated several blocks east of the main business district, the existing headquarters offices are located in an area that is undesirable from the standpoint of safety and security for District employees and their property. This is of particular concern during winter months when

employees leave work during the earlier evening darkness.

The No Project Alternative also requires the SCRTD to continue major vehicle repair work and Stores at South Park Central Shops with rehabilitation of all buildings to meet earthquake code requirements and reconstruction of the other buildings. The No Project Alternative would provide inadequate Central Maintenance and Stores capacity, and would negatively effect work safety, quality control and work efficiency. These impacts would tend to: discourage future expansion of SCRTD bus service, inadequately support existing bus service, and encourage unsafe work practices by crowding work stations. The substandard stall widths and suboptimal functional layout would continue to affect work efficiency. Quality control would be hindered by the dispersed nature of site functions and by the poor supervisory line of sight characteristics of the work areas.

During rehabilitation of the buildings, and demolition and reconstruction of the other buildings, the productivity at South Park would be significantly reduced.

It is also probable that parts expenditures would increase because the unit rebuild capacity would be insufficient to meet demand, forcing SCRTD to more frequently purchase new parts than to rebuild work parts.

SCRTD System - System impacts of the No Project Alternative, as compared to the proposed project, would include:

- Increased deadhead costs
- Reduced service reliability

- o Reduced efficiency
- o Reduced flexibility

The centralized location of the proposed Macy/Lyon Site would lower deadhead cost and the logistics support cost of central stores. The No Project Alternative would not realize these benefits.

Service reliability would be reduced because maintenance would probably be deferred as long as possible (until breakdown). The quality of maintenance work would deteriorate since a lesser proportion of the work would be done by specialized equipment and mechanics at a centralized location, and increased work effort would be accomplished by general mechanics in the operating divisions which may not have the specialized equipment needed to achieve quality results.

Maintenance efficiency would be diminished by the resulting overcrowded conditions at the divisions if some Central Maintenance work is assigned or defaulted to the divisions. The divisions do not have sufficient capacity or expansion space to provide for overflow work at Central Maintenance.

If the proposed project is not built in the near future, the opportunity would not be available to build it in the future without significant construction and relocation cost increases.

Community Impacts - The existing South Park site, while zoned for limited manufacturing uses, is situated in an area with single-family residence immediately adjacent to the site on the south and west sides. Light manufacturing and warehousing activities are located on the block north of the site and neighborhood commercial uses face the site to the east; residences are located beyond these uses.

Increased South Park SCRTD activities would result in a similar increase of the present negative impacts on the surrounding community. Vehicle traffic must travel approximately three-quarters of a mile to reach the site from the Harbor Freeway, and increased site traffic would adversely affect the primarily residential uses located along 51st and 54th streets. Increased off-site vehicle circulation and maneuvering will likewise impact the residences adjacent to the facility. The most evident traffic impacts on these residents will be increased traffic noise and vehicle emissions, particularly diesel fumes.

Increased work activity at the South Park facility will produce increased equipment noise levels, which even with construction of a barrier wall where possible, will effect adjacent residences, many of which are within 100 feet of the facility.

9.2 ALTERNATIVE PROJECT CONCEPTS - ADMINISTRATIVE OFFICES

The Southern California Rapid Transit District has for some time recognized the need for establishing a permanent Administrative Headquarters Facility. The District relocated its headquarter offices from 1060 South Broadway to the present leased location at 425 South Main Street in 1975. This move was made because of a lack of adequate space in the old building and because of its structural inadequacy to withstand a major earthquake. The cost to rehabilitate the old building was excessive considering that it would still have left the District with insufficient space. The District therefore made the decision to move to the present leased location as an interim solution.

The District is now leasing approximately 125,000 square feet of

administrative office space and 49,000 square feet of parking and non-office space at the present location at 425 South Main Street. Although this space is marginally adequate for the District's current needs, any future significant expansion of service will require the leasing of additional space. The estimated future space requirements for the District's headquarters offices is 300,000 square feet in the near future with 400;000 square feet being required to support an operating fleet of 4,000 to 5,000 buses and a Rapid Transit starter line. This estimate is based on a space needs study completed in June, 1979.

Based on an evaluation of several alternatives, the District has concluded that this space can best be provided by building its own administrative facility in conjunction with the proposed Central Maintenance Facility in Central Los Angeles. This evaluation of alternatives is summarized below.

9.2.1 Definition of Alternatives

There are four basic alternatives to be considered relative to an administrative headquarters facility. These are:

1. Extending the existing lease at 425 South Main Street (null alternative).
2. Leasing another building in the area.
3. Purchasing an existing building in the area.
4. Constructing a new building.

The first alternative is the null, or status quo, alternative, while the remaining three are alternatives to remaining at 425 South Main Street. Buying the existing building is not considered to be an alternative due to its unacceptable location.

A basic assumption in exploring all the alternatives noted above is that the most suitable location for a permanent headquarters facility would be in the Central Business District (CBD) of Los Angeles. This assumption is based on the following:

1. A headquarters building should be centrally located to all the District's operating and maintenance facilities to minimize employee travel times between SCRTD properties.
2. It is beneficial to be in a location within close proximity to other governmental agencies with whom the District does extensive business, particularly Caltrans, LACTC, Los Angeles County and Los Angeles City offices.
3. A relocation outside of the CBD could cause 13c ramifications.
4. Administrative and control facilities may ultimately be required in the CBD for the proposed rapid transit starter line and these facilities could most efficiently be located within the administrative headquarters.
5. Proximity to RTD bus lines in the central area maximizes employee use of the bus and improves employee accessibility.

9.2.2 Evaluation of Alternatives

Following is a brief discussion of each of the headquarters facility alternatives:

1. Extension of Existing Lease at 425 South Main Street:
   Any continued occupancy of the existing office should take into consideration the environment of the surrounding community. The present headquarters is located in an area subject to continued deterioration. This deterioration directly impacts

the safety and well-being of District employees while entering or leaving the offices. Over the last two years there have been at least sixteen instances of personal harrassment or physical assaults on District employees in the immediate vicinity of this building. At this time there is no evidence that the situation is likely to improve.

According to the Los Angeles City Police Department the general area around 425 South Main Street has one of the highest crime rates in the Central Business District. Records show that during the first quarter of 1976, there were over 450 crimes committed within the area south of 3rd Street, north of 6th Street, between Los Angeles Avenue and Hill Street. These included 6 rapes, 3 murders and 41 aggravated assaults.

The condition of the surrounding community has continued to deteriorate over the past three years as evidenced by a recent report from the City of Los Angeles Police Chief. According to this report, in the last year in the area crime has increased 47%, the need for rescue-ambulance service is up 26% and police calls are up 31%. In addition at least 19 businesses have left the area in the past 18 months, stating that "the general deterioration of the area and the problems with public inebriates were a substantial factor" in deciding to move. This has had a negative impact on District employee morale as evidenced by the many complaints received from employees working in the building. The Personnel Department has reported that on a number of occasions the most qualified person applying for an open position has refused employment primarily due to the headquarters office location. It is also felt that this location has had some affect on employees' decisions on continued employment with the District.

The City of Los Angeles has, at this time, no specific plans to provide

for the renovation or upgrading of the area and it is generally anticipated that the immediate environment will continue to deteriorate or at best show no significant improvement.

2. Lease Space in Another Building in the Area:

A recent survey of existing buildings in the area, which offered sufficient space at a reasonable cost, resulted in three possible locations. Two of the locations, 312 West Fifth Street and 111 West Seventh Street, offered no significant advantages to the existing location and several disadvantages relative to access, layout and initial improvement costs.

One of the leasing options explored, the Title Insurance Building at 433 South Spring Street, represented a viable alternative. The Spring Street area is an improvement over Main Street in terms of employee safety, bus access, appearance and general environment. In addition the building is in relatively good condition, has in-house parking available, and already contains a large cafeteria and a 300-seat auditorium which could be converted to a Board hearing room. In addition, it might be possible to lease this building with an option to buy in about ten years.

To relocate to another leased facility, however, would involve a significant capital investment for remodeling and reconstructing the building to meet the District needs. Given that all the existing available buildings are already in the range of 40 to 50 years old, this solution might not meet the District's long term needs.

3. Purchase An Existing Building in the Area:

An assessment of several existing buildings in the CBD was made in 1977, and updated recently, to determine if any were suitable for purchase by the District as a headquarters facility. All of the buildings assessed were constructed prior to 1933 and would therefore require some rehabilitation -- including structural, fire protection and interior modifications. In addition, significant modifications would be required to meet the District's functional space requirements. The buildings considered included the Parsons Engineering Building at 617 West 7th Street, the Shell Oil Building at 1008 West 6th Street, the Pacific Telephone Building at 740 South Olive Street, the Bank of America Building at 111 West 7th Street, and the Title Insurance Building.

Of all the buildings surveyed, the only building that might be available for purchase in the next few years, and is suited to District needs, is the Title Insurance Building discussed above. Although the current owners, who only recently acquired the building, are not interested in selling right now, the District understands that they would consider a long-term lease with a buy option in about ten years.

Although purchasing an existing building off of Main Street may improve the immediate environment, most of the available buildings are in the same general high crime target area cited by the police, are rapidly increasing in cost due to property speculation and would require significant and expensive modifications to make them suitable over the long term for District needs. In addition, these

buildings are approximately 40 to 50 years old and therefore have a limited economic life which would make this option unsatisfactory as a long term solution to the District's office space needs.

4. Construction of a New Building:

There are two basic issues involved in the decision to construct a new headquarters building. These two issues are first whether it is cost-effective to construct a new facility as compared to leasing or buying and renovating an existing facility and, secondly, the facility location. The issues are not totally separate in that the flexibility associated with locating and designing a new facility to specifically meet the District's particular requirements may significantly contribute to its cost-effectiveness.

First, in regard to location, because of the nature of the Districts operation there are sufficient interface activities between the District headquarters and other transportation related activities to warrant locating the headquarters office adjacent to or within these related facilities. These other transportation facilities could be a multimodel transportation center, a District operating facility or the proposed Central Maintenance Facility.

The only true multimodel "Transportation Center" now in existence in Los Angeles is the Union Station area. With the completion of the Downtown People Mover by the City of Los Angeles, and the construction of the Busway extension by Caltrans, the Union Station area will be even more established as the "Los Angeles Transportation Center." This area is also designated as one of the main stations for the

Rapid Transit Starter Line. If the headquarters building were to be located on the proposed site then being near both the "Transportation Center" and the Central Maintenance Facility would provide significant benefits.

Another factor to be taken into consideration with the location of a headquarters facility is employee and public access. The existing facility on Main Street does have adequate public access; however, the deteriorated condition of the area does discourage patrons from extensive use of our facility. The Macy/Lyons Site will afford very good public access to people using automobiles and for those people using public transportation. There are now 9 bus lines serving the location and with the completion of the 1980 Sector Improvements, improved local service will be established.

The availability of public transportation between the SCRTD headquarters and the Los Angeles Civic Center must also be considered. There are now three bus lines providing local service between the proposed Macy/Lyons Site and the Civic Center with an average headway of about 6-1/2 minutes. On both the 92 and the 2 lines, it will take less than five minutes to travel the distance of less than one mile between the proposed location and the Civic Center. In addition, the proposed 1980 Sector Improvements will significantly increase bus access to the proposed site.

Secondly, the issue of cost-effectiveness must be considered. A preliminary estimate indicates that the net present cost to the District to construct a new headquarters facility will be comparable to the other options under consideration.

Cost-effectiveness, however, must also include non-costable issues such as locational advantages, improved employee security, and the advantages of improved productivity resulting from optimized working space. When these issues are considered, together with the actual costs, it appears that there is no significant cost advantage to continuing to lease or to buy an existing building as opposed to constructing a new facility. It is therefore concluded that the most advantageous action would be to construct a new Headquarters Facility in conjunction with the Central Maintenance Facility.

9.3 ALTERNATIVE PROJECT CONCEPTS - CENTRAL MAINTENANCE FACILITY

9.3.1 Reconstruct Existing South Park Site

This alternative provides for the demolition of the existing facilities at South Park and reconstruction on the existing 9-acre site. A new functional layout would be provided employing desired design criteria for stall widths and other facilities.

The existing site is not sufficiently large to accommodate the projected Central Maintenance work activities for an expanded bus fleet. Even with a costly multi-level facility, several functions would have to be located off-site at other SCRTD facilities, thus introducing increased vehicle and personnel travel, and reduced efficiency. Public streets would be used for vehicle circulation and maneuvering between parking area and repair stalls.

This alternative therefore has similar operational capacity and efficiency impacts to the No Project Alternative, although probably less intense. The revised layout and other improvements however, would yield

a greater level of management control than the No Project Alternative.

The noise and visual impacts of the revised site alternative on the surrounding neighborhood would be more severe than the No Project Alternative. It would have rooftop parking, introduce more vehicle traffic in adjacent streets and require a more massive building which would be out of scale with the surrounding area.

This alternative would not allow the development of a combined Central Maintenance and Administrative Headquarters Facility.

9.3.2 Expanded South Park Site

This alternative envisions the acquisition and incorporation of the block north of the present South Park site to form a site of adequate size. The concept would necessitate the closure of 54th Street to provide a 19-acre site measuring 1,417 feet by 608 feet. The block to be acquired is currently occupied by older brick industrial buildings which are now used for light-manufacturing and warehousing purposes.

The resultant site size would be sufficient to accommodate all Central Maintenance functions. However, the facility would continue to affect SCRTD operating efficiencies due to its unsatisfactory location relative to both regional freeway access and to its distance from the center of SCRTD operation. This increases vehicle miles and staff hours for SCRTD vehicle travel to and from divisions, Headquarters and other facilities.

Community effects of this alternative would be similar to the No Project. The expansion, however, would remove the north block buffer

and place the north side of the facility directly adjacent to residences, as are the present south and west borders.

Additionally, closure of 54th Street would impact area traffic by forcing a somewhat substantial number of vehicles, as well as pedestrians, to find alternate routes. The closure would also require rerouting of SCRTD Line 354 through the area. Traffic counts made in September, 1977, indicate that weekday traffic on 54th Street approximates 3,950 vehicles per day, after deletion of SCRTD South Park Traffic. Daily traffic would divert to surrounding local streets as well as to Slauson Avenue.

The South Park site would continue and expand the presence of major industrial facilities in the middle of a residential and commercial district. This site has not been selected due to these negative community impacts, the large SCRTD vehicle travel-related costs, and the required 54th Street closure. This alternative would also not allow the development of a central maintenance facility with an Administrative Headquarters Facility.

9.3.3 Alternative Sites

The existing South Park site and the proposed project site (referred to as Site G, Macy-Lyon) were included in an original group of fourteen potential sites identified as meeting preliminary criteria for a new central maintenance facility. These preliminary criteria are as follows:

- Within four miles of Downtown in either an easterly or southerly direction.
- Within three-quarter miles of freeway access, and

preferably within one-half mile.

- o Minimum of 15 acres, preferably without requiring street closures.
- o Parcel should have a minimum of 12 acres in one contiguous, square to retangular shape;
- o Located within light industrial, manufacturing or governmental areas.

Investigation priorities included: 1) current SCRTD property; 2) suitable properties currently for sale; and 3) other vacant or low intensity land uses.

The fourteen potential sites identified for the preliminary evaluation process are shown in Figure 9-1. This includes the selected project site ("G"); South Park ("A"), and two alternative sites ("H" and "K") selected for a more detailed concept analysis.

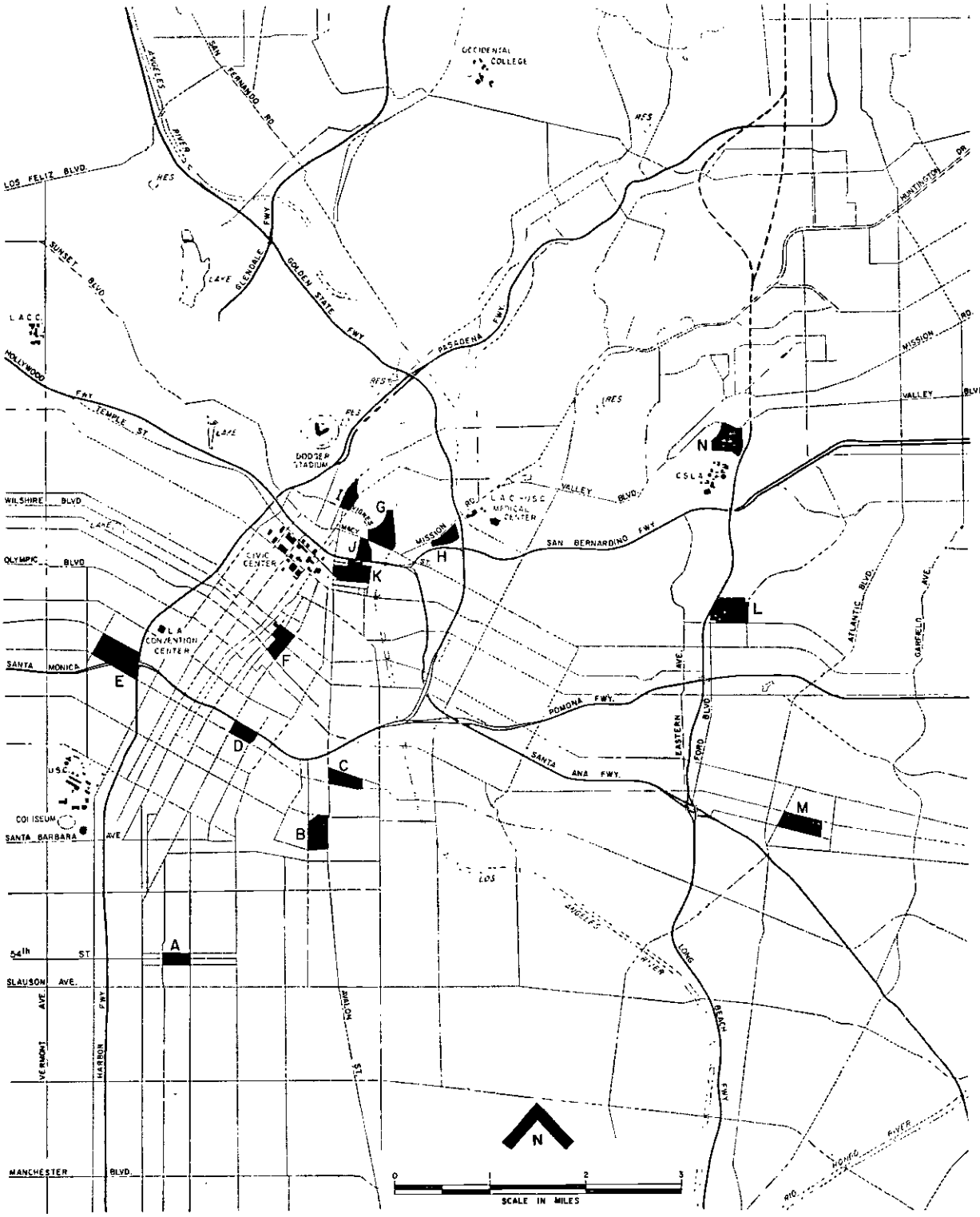
A preliminary evaluation was conducted for each of the fourteen potential sites to determine the relative advantages and disadvantages of each location. These factors and the findings are summarized in Table 9-1.

Four sites -- South Park (A), the proposed Macy/Lyon site (G) Site H and Site K were selected for conceptual planning, costing, and detailed evaluation. Summaries of Site H and Site K findings follow. Sites eliminated and central reasons are as follows:

- . Site B - Represents no access improvement over South Park, and site was recently sold;

- Site C - Contains major landfill which would limit site design options and expansion potentials;
- Sites D and E - Each displaces over 50 owners, including many residential units, without presenting major offsetting advantages;
- Site F - Extremely poor vehicle accessibility, costly property acquisition, and would require depression of 7th Street beneath site;
- Site I - Minimal size and costly without expansion potential;
- Size J - Limited size with planned use as parking garage and northern terminus of planned Los Angeles Downtown People Mover System;
- Site L - Large portion of site is a filled-in clay excavation pit; and site traffic would impact residential areas;
- Site M - Requires substantial demolition, also property recently sold for redevelopment; and
- Site N - Substantial community displacement, and disruption of residential and college area.

Mission Road Site (H) - This alternative site, containing 18 acres, is located about one-half mile east of the proposed site in generally the same industrial district. The site is located along the east side of Mission Road between Macy Street and the Golden State Freeway (Figure 9-1). Site property is in a somewhat narrow rectangle measuring 500



SITES IDENTIFIED FOR EVALUATION

Wilbur Smith and Associates

Figure 9-1

feet by 1,500 feet. The majority of this site is owned by SCRTD and is occupied by the inactive Macy Yard Buildings. A sizeable part of the SCRTD property is being leased to two firms for gravel crushing and truck storage uses. The other owner is Southern Pacific Railroad, which owns the Mission Road frontage, presently leased to several auto salvage yards and a small truck leasing firm.

Development of the Mission Road Alternative site of a new central maintenance facility would be aesthetically compatible with surrounding land uses and existing and planned zoning. The surrounding area is a long established industrial district dominated by auto salvage yards and railroad facilities.

Use of this site would displace several small firms utilizing large areas of open space for storage, parking, etc; as well as utilizing land currently occupied by abandoned SCRTD Macy Yard buildings. The only likely disruption resulting from development of the Mission Road site would be increased area traffic congestion due to the additional peak period traffic entering and leaving the area.

This alternative site was not selected primarily due to restrictive site dimensions, and larger construction costs resulting from the site's narrow shape and sloping terrain. The Mission Road frontage property is located at street level, which is 20 feet higher in elevation than the SCRTD Macy Yard property. This would require costly construction of a two-level facility with extensive excavation and retaining walls. The site would also lack future expandability.

Temple-Center Site (K) - This alternative site, containing approximately 20 acres, is located in a long established industrial district east of Alameda Street and south of the Santa Ana Freeway (Figure 9-1). This site is less than one-half mile south of the proposed site and is also part of the general manufacturing district located northeast of the Los Angeles Civic Center.

Development of the Temple-Center alternative site would require the displacement of the largest number of property owners and active uses of any of the alternatives, as well as the largest amount of occupied building floor space and land improvement value.

This site is currently occupied by 11 active use tenants, including a Los Angeles School District Maintenance Office, a mortuary, parking lots for several adjacent businesses, and warehouses for a large bag manufacturing firm. Site implementation would require relocation of these business facilities, thus disrupting their activities for a certain length of time. In addition to these active uses, thirty-five per cent of the site, or 7 acres, is vacant and/or for sale, the majority of this being owned by the Southern California Gas Company.

Development of the SCRTD facility at this site would require closure of Vignes Street between Temple Street and Commercial Street, thus affecting industrial area access to the freeway ramp to the Santa Ana Freeway opposite Vignes Street at Commercial Street. Traffic counts conducted in November, 1977, indicate, however, that 11 per cent of the 6,220 daily vehicles

using this on-ramp originate from Vignes Street.

Construction of this type of facility at this site would be compatible with surrounding land uses and zoning. Visual quality would be enhanced in this area through site development. The industrial nature of the area would make creation of noise or air quality problems unlikely, although increased fumes due to bus movements would be expected.

This site was not selected primarily due to the large number of active businesses to be displaced without providing off-setting advantages as compared to the proposed site.

Table 9-1
POTENTIAL SITE ANALYSES SUMMARY

SITE	AVAILABLE AREA & CONFIGURATION	CURRENT USE & OWNERSHIP	SITE ZONING/ PLANNED USE	FACTORED PROPERTY COST (Five Times Assessed Value)	SITE DESIGN OR COST FACTORS	SITE ACCESS	EMPLOYEE BUS SERVICE	COMMUNITY FACTORS
A **SOUTH PARK** **(EXISTING SITE)**	19 Acres 1417 Ft. by 608 Ft. When 54th Street is Included Within Site	SCRTD Central Maintenance on South Half; Manufacturing on North Half; 2 Private Owners	M2-2 Planned Use is for Limited Manufacturing	$1.73 Million $2.05 Per Sq. Ft. (Includes SCRTD Property)	Closure of 54th St. Needed for Efficient Site Layout Extensive Demolition of Brick Mfg. Bldgs. On North Block	0.7 Miles to Harbor Freeway Ramps at 51st St. or at Slauson	SCRTD Routes 29, 33, 49, 354 21 Buses During Peak Hour	Elem. School One Block West of 53rd & Main Sts. Adjacent Land-use is Residential & Neighborhood Commercial Closure of 54th St. Will Impact Area Traffic
B **ALAMEDA & SANTA BARBARA**	35 Acres 1700 Ft. by 900 Ft.	6 Owners; Industrial Uses: Produce Warehouse 24 Small Mfg. Firms, 1 Vacant Parcel, 9 Truck Terminals 18 Acres Recently Sold for Construction of New Alameda Industrial Park	M3-2 Planned Use is for Heavy Manufacturing	$5.53 Million $3.63 Per Sq. Ft.	Demolition of a Number of Sizeable Buildings	0.5 Miles South of Santa Monica Freeway Ramps at Alameda St. Numerous Railroad Tracks Crossing Access Streets	SCRTD Route 92 on Long Beach Ave. 7 Buses During Peak Hour	Residential Area to the West, Two Schools and a Playground 3 Blocks West Heavy Mfg. to the East, North & South
C **WASHINGTON & ALAMEDA**	25.7 Acres 1600 Ft. by 700 Ft.	3/4 of Site Occupied by Inactive Concrete Ready-mix Plant, Previously for Sale, but currently in escrow. Site Also Includes a Service Station & a Small Medical Office Building.	M3-2 Planned Use is for Heavy Manufacturing	$3.78 Million $3.38 Per Sq. Ft.	Inactive Land Fill (#43.160/576) Occupies East one-Third of Site	Adjacent to Santa Monica Freeway Ramps at Alameda St. Railroad Tracks Crossing Access Streets	SCRTD Route 32 on Washington Blvd. 3 Buses in Peak Hour SCRTD Route 92 2 Blocks West on Long Beach Ave. with 7 Buses in Peak Hour	Negligible
D **WASHINGTON & SAN PEDRO**	22.4 Acres Includes: 16.4 Acres Contiguous by Closing 17th, 18th, & Stanford Ave. 6 Acres in Freeway R/W 1300 Ft. by 750 Ft.	Approx. 50 Parcels; Primarily Light Mfg., 25 Older Residences; Parking Facilities Under Freeway	M2-2-0 Planned Use is for Light Mfg.	$3.95 Million $4.05 Per Sq. Ft.	Fwy. Columns Restrict Use of Area Beneath Freeway Extensive Demolition of On-site Bldgs. Necessary	Adjacent to Santa Monica Frwy. Ramps at San Pedro St. & Central Ave.	SCRTD Routes 29, 32, 33 Total of 16 Buses in Peak Hour	San Pedro Elem. School Adjacent at San Pedro & 18th Dislocation of approx. 25 Households
E **VENICE & BURLINGTON**	61 Acres With 35 Acres Under Freeways 2450 Ft. by 1100 Ft.	Over 100 Parcels, Including 20 Light Mfg. Firms; 12 Commercial Firms, 3 Churches; 80 Houses & Apts., Including the Pico-Union Housing Project	C2-2-0 on Washington Blvd. M1-2 on Venice Blvd. Remainder is R4-2 & R4-P-2 Planned Use is to Continue Redevelopment as a Residential Area	$9.18 Million $6.39 Per Sq. Ft.	Fwy. Columns & Ramps Restrict Site Development of South Portion of Site Extensive Demolition Necessary of Bldgs.	Adjacent to Santa Monica & Harbor Frwys, With Ramps at 20th St., Hoover St., Pico Blvd.	SCRTD Routes 12, 41, 75 Total of 20 Buses in Peak Hour	Toberman Playground on Site. Major Relocation of Residents Required to Use North Portion of Site
F **6th & SAN PEDRO**	23.9 Acres: 12.9 Acres North of 7th St. (600 Ft. by 935 Ft.) 11 Acres South of 7th St. (600 Ft. by 800 Ft.)	Approx. 100 Parcels Including Parking Lots, Small Mfg. Firms, & Small Commercial Establishments	M2-4 Planned Use is for Light Mfg. South of 7th Street and Alternate Housing-Commerce-Parking Use North of 7th St.	$9.68 Million $9.30 Per Sq. Ft.	7th St. Would Remain a Thru Street, Thus Requiring Depression of Street Beneath Site.	Approx. One Mile North, South, West to Santa Ana, Santa Monica, and Harbor Freeways Respectively. Congested Downtown Surface Street Area.	Adjacent to SCRTD Terminal at 6th and Los Angeles Streets, Excellent Regional Bus Connections.	Negligible Impact of Existing Uses.
G **MACY & LYON**	27.9 Acres Approximately 825 Ft. by 1200 Ft.	One Major Mfg. Firm (Eureka Metals) and Several Smaller Firms, with 1/3 Area Vacant, As Well As a Dead-end Rail-Road Spur Right-of-way. Land Owned by Two Private Parties (Eureka Metals and Maier Brewing Co.)	M3-2 and M3-S-2 Planned Use is for Heavy Mfg.	$5.18 Million $4.26 Per Sq. Ft.	None	Santa Ana Fwy. 0.2 Miles to Ramps at Mission Rd. & 0.3 Miles to WB On and Off Ramps at Vignes St.	SCRTD Routes 2, 5, 92, 420, 428, 432. Total of 34 Buses in Peak Hour.	Negligible

Table 9-1 (Cont.)

POTENTIAL SITE ANALYSES SUMMARY

SITE	AVAILABLE AREA & CONFIGURATION	CURRENT USE & OWNERSHIP	SITE ZONING/ PLANNED USE	FACTORED PROPERTY COST (Five Times Assessed Value)	SITE DESIGN OR COST FACTORS	SITE ACCESS	EMPLOYEE BUS SERVICE	COMMUNITY FACTORS
H MACY YARD (SCRTD)	18 Acres Narrow Rectangular Site Approximately 500 Ft. by 1500 Ft.	Macy Yard (SCRTD) So. Pac. R.R. Property Fronting On Mission Rd. occupied by Auto Salvage Yards and a Truck Leasing Firm	M2-2 Planned use is for Light Mfg.	$3.83 Million $4.89 per Sq. Ft.	Site Size and Terrain Would Require Two-Level Facility, Excavation, & Retaining Walls	Adjacent Ramps to Santa Ana, San Bernardino, Golden State Fwys.	SCRTD Routes 2, 92, 420, 428, 432 Total of 24 Buses in Peak Hour	Negligible
I ALAMEDA & VIGNES	14.6 Acres Narrow Elongated Shape, 700 Ft. by 900 Ft.	10 Mfg. Firms L.A.P.D. Storage Yard U.S. Postal Service Offices	M3-2 Planned use is for Light Mfg.	$4.45 Million $7.00 per Sq. Ft.	Demolition of Several Large Bldgs. Required. Site Size Would Require Two-level Facility with use of Nearby Parcels.	Santa Ana Fwy. 0.4 Miles South via Alameda St. Railroad Crossings on Access Streets	SCRTD Route 8 on N. Main at 6 Buses/ Peak Hr.	Chinatown Cultural Center Adjacent to West Side. Housing Project Adjacent to North Side.
J UNION STATION EAST	17 Acres Irregular Shape, Approximately 1000 Ft. by 750 Ft.	6 Private, 1 Public (City) Owners. Includes Vehicle Storage Yard, Parking, Small Mfg. Firm, and Restaurant.	M3-2 M3-4 Portions Planned for City Services, Transportation Center Bldg. and Proposed People Mover Peripheral Parking.	$2.26 Million $3.05 per Sq. Ft.	Requires Realignment of Vignes St. and Santa Ana Freeway Ramps.	Adjacent to Santa Ana Fwy. Ramps at Vignes St. and Commercial St.	SCRTD Routes 2, 5, 92, 420. Total of 25 Buses in Peak Hour.	Negligible
K VIGNES & TEMPLE	19.9 Acres: 8.3 Private Prop. 8.8 Public Agency Prop. 2.8 in Local Street Right-of-ways. 800 Ft. by 931 Ft. for Central 17 Acre Square. 278 Ft. by 450 Ft. Add-on.	13 Private Owners, Including 11 Mfg. Firms, a Mortuary, and One Property for Sale. 3 Public Owners, Including So. Cal. Gas. (5.7 Acres of Vacant Land for Sale); L.A. Unified Sch. Dist. Maint. Office; and D.W.P. Parking.	M3-4 M3-3 Continued Planned Use is for Heavy Mfg.	$5.63 Million $7.56 per Sq. Ft.	Demolition of Substantial Bldg. Ramps at Alameda, Vignes, Commercial Sts.	Santa Ana Fwy. Adjacent to Site ramps at Alameda, Vignes, Commercial Streets.	SCRTD Route 5 Two Blks. South on 1st St. Extensive Service 4 Blks. West in Civic Ctr. Area.	Closure of Vignes St. Will Affect Access to Eastbound Freeway Ramp.
L MONTEREY PARK	Main Portion: 31.6 Acres (Approx. 1575 Ft. by 870 Ft.) 5 Acres Added on if Drive-in Theater Included, (Approx. 540 Ft. by 400 Ft.) Total is 36.6 Acres	2 Owners - Distribution/Storage Yard for Brick Mfg. Drive-in Theater	M-1 Planned Use is for Light Mfg.	$3.61 Million $2.26 per Sq. Ft.	5 Acre Parcel on Terrace 10' Above Brickyard. S.C.E. Substation on N.E. Corner	Long Beach Fwy. Complete Interchange 0.2 Miles West at Floral Street.	SCRTD Routes 17, 26. Total of 17 Buses per Peak Hour. SCRTD Route 420, 5 Blks. South on Brooklyn Ave.- 3 Buses/Peak Hr.	Brooklyn Elem. Sch. 5 Blks. South of Brooklyn & Dangler. Residential Area to the South.
M COMMERCE/ GOODRICH	40+ Acres 2000 Ft. by 875 Ft.	B. F. Goodrich Co. Plant Closed and Recently Sold	M-2 Planned Use is for Mfg.	$6.25 Million $3.59 per Sq. Ft.	Extensive Demolition of Brick and Sheet Metal Bldgs. Required.	Santa Ana Fwy. Complete Interchange 0.4 Miles South of Site at Telegraph Rd.	SCRTD Routes 17, 28, 47 Total of 20 buses per Peak Hr.	Residential Areas. 2 Blocks to East and West.
N VALLEY & LONG BEACH FWY.	Maximum 43 Acres Central Area is Approximately 1500 Ft. by 1000 Ft.	26 Homeowners 10 Commercial Firms Cal State L.A. Parking Lots and Fraternity Houses.	C2-1 Valley Blvd. Frontage R1-1 Majority of Site Near C.S.U.L.A. R3-1 Center of Site CSULA Master Plan Indicates Area for Parking.	$6.23 Million $3.33 per Sq. Ft.	Rolling Terrain CSULA Surface Parking Must be Replaced with Structure Parking	Site Adjacent to Termination of Long Beach Fwy. at Valley Blvd.	SCRTD Routes 143, 424. 5 Buses/Pk. Hr. CSULA Busway Station Nearby.	Displacement of Residences; and CSULA Facilities; Community Shopping Facilities. Residential Adjacent on Two Sides.

10. ORGANIZATIONS AND PERSONS CONSULTED

The following individuals and organization were contacted and consulted with respect to the SCRTD proposed project:

Los Angeles City Traffic Department:

Mr. Jim Mclaughlin, Central District

Mr. Ray Wellbaum, Associate Traffic Engineer

Mr. Howard Woo, Central District Traffic Engineer

Los Angeles City Engineering Department:

Mr. Robert Scott, Senior Engineer, Waste Water System Division

Mr. Eugene Raymond, Project Design Division - Central Area

Mr. Howard Chruchill, Right-of- Way Division

Mr. Gordon Kehmeier, Los Angeles City Building and Safety Department

Mr. Ruben Lovret, City Planner, Los Angeles City Planning Department

Mr. Krumsick, Inspector, Fire Prevention Section, Los Angeles City Fire Department

Mr. Bernie Socher, Facilities and Management Services, Los Angeles County Sheriff's Department

Mr. Thomas Mullens, Intermediate Air Quality Specialist, South Coast Air Quality Management District

Mr. Albert Wheelock, Highway Engineering Technician, Traffic Counts Division, California Department of Transportation (CALTRANS)

Southern California Gas Company:

Mr. T. R. Young, Distribution Planning Division

Mr. C. Carroll, Real Estate Coordinator, Administrative Services

Los Angeles County Tax Assessor's Office

Los Angeles County Cultural Heritage Board of Monuments

11. COMMENT LETTERS AND RESPONSES

Contained in this section are comment letters received from both public agencies and private citizens during the Environmental Impact Report review period. A Public Hearing was held for this project on August 23, 1979, and continued to September 13 at the request of one of the property owners. The Draft Environmental Impact Report was circulated for review 30 days prior to the hearing and the record was held open for 15 days after. A Notice of Intent to hold this hearing was published in local newspapers and sent to all local public agencies, government officials, and owners of both the subject property and adjacent property. The Draft Environmental Impact Report was sent to both the State and the Local Clearing Houses for review 30 days prior to the Public Hearing.

Also contained in this section are responses to all written comments received during the review process. Where deemed appropriate, these comments were incorporated in this Final Environmental Impact Report. Following is a list of these comment letters.

1. City of Los Angeles - Department of Transportation - August 16, 1979
2. South Coast Air Quality Management District - August 23, 1979
3. City of Los Angeles - Cultural Heritage Board - August 29, 1979
4. City of Los Angeles - Community Redevelopment Agency - August 31, 1979
5. City of Los Angeles - Community Planning Division - September 12, 1979
6. Bruce J. Altschuler - Attorney at Law - September 21, 1979
7. California Department of Transportation - Environmental Planning Branch - October 4, 1979
8. City of Los Angeles - Bureau of Engineering - August 24, 1979

Southern California Rapid Transit District • 425 So. Main St. • Los Angeles, Calif. 90013 • Telephone: (213) 972-6000

Jack R. Gilstrap
General Manager

October 26, 1979

Mr. T. K. Prime
Traffic Engineer
City-Wide Planning Coordination Section
Department of Transportation
City of Los Angeles
City Hall - Room 1200
200 No. Spring Street
Los Angeles, CA 90012

Dear Mr. Prime:

SUBJECT: Draft EIR Comments -
Central Maintenance/Administrative
Headquarters Project

Thank you for your comments regarding the Draft EIR for the District's proposed Central Maintenance/Administrative Headquarters project. We agree that it is likely that there will be a traffic circulation problem as a result of this project and would like to assure you that we intend to work closely with the Department of Transportation in the development of this project and will include all necessary street and signalization improvements in the design of the facility.

Cordially,

Jack R. Gilstrap

KPM/BLP:ajv

CITY OF LOS ANGELES
CALIFORNIA

DONALD R HOWERY
GENERAL MANAGER

G 8-001588 - E

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

TOM BRADLEY
MAYOR

Cwp 79-1278
Macy St. &
Vignes St.

August 16, 1979

Due Date
SEP 2 1979

Mr. Jack R. Gilstrap, General Manager
Southern California Rapid Transit District
425 S. Main Street
Los Angeles, CA 90013

Dear Mr. Gilstrap:

Draft Environmental Impact Report
for the SCRTD Central Maintenance/Administrative
Headquarters Facility

We have reviewed the Draft Environmental Impact Report for the proposed combined Central Maintenance and Administrative Headquarters Facility for the Southern California Rapid Transit District. The facility would be constructed on a 27.9-acre site located north of Macy Street between Vignes Street and the Los Angeles River.

The report is well done and adequately describes the anticipated traffic impacts attributable to this project. Essentially, demand is expected to exceed design capacity at the Macy Street/Vignes Street intersection after project completion. The proposed Plaza Technical Center, Downtown People Mover station, and natural growth of background traffic, as well as the proposed SCRTD facility, are anticipated to contribute to the over-capacity situation. It must be concluded, therefore, that this project would have a cumulative adverse impact on the environment with respect to traffic circulation.

Very truly yours,

T. K. Prime
Traffic Engineer
City-Wide Planning Coordination Section

APPROVED BY:

Alice D. Lepis
Senior City Planner
Transportation Planning Division

RHW:glh

Southern California Rapid Transit District • 425 So. Main St. • Los Angeles, Calif. 90013 • Telephone: (213) 972-6000

Jack R. Gilstrap
General Manager

October 26, 1979

Mr. J. A. Stuart
Executive Officer
South Coast Air Quality Management District
9150 E. Flair Drive
El Monte, CA 91731

Dear Mr. Stuart:

SUBJECT: Draft EIR Comments - Central Maintenance/Administrative Headquarters Project

Thank you for your comments regarding the Draft EIR for the District's proposed Central Maintenance/Administrative Headquarters project. Please reference the attached letter from Wilbur Smith and Associates, the District's consultants who were responsible for the preparation of the EIR. The changes recommended in this letter will be incorporated in the final EIR.

Cordially,

Jack R. Gilstrap

KPM:BLP/ajv

Attachment

Wilbur Smith and Associates

CABLE WILSMITH
TELEX 67-3439

3900 WILSHIRE BOULEVARD
SUITE 800
Los Angeles, Calif. 90036
PHONE (213) 938-2188

September 17, 1979

Mr. K. P. Meyers
Senior Engineer
Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013

Dear Mr. Meyers:

We have reviewed the Southern California Air Quality Management District (AQMD) comments regarding the Draft Environmental Impact Report for the SCRTD Central Maintenance/ Administrative Headquarters Facility. In response, we submit the following discussion and proposed revisions to the EIR. The AQMD comments referenced below are enclosed as Attachment A.

In regards to AQMD comment 1 (Existing Air Quality), the 1978 air quality data were substituted where appropriate in Table 2-4 (page 46) and in the text (page 45). The 1978 data became available since preparation of the initial report in the Summer of 1978. Revision should be made as shown on the enclosed text copies (Attachment B). The 1978 concentration data for the last three pollutant items shown was not furnished, so the 1976 data is retained in the report.

In regards to AQMD comment 2 (Emissions during Construction), air pollutant emissions associated with the construction phase of the project are addressed on page 79. As discussed with Mr. Mike Nazemi at A.Q.M.D., the related paragraph should be changed as shown below.

> Construction Impacts - Preparing the project site for building construction will produce two sources of air pollutant emissions which will impact the immediate local area: exhaust emissions from construction equipment, and dust generated as the result of earth movement.

Construction activities on the site are estimated to occur over a two-year period (late 1982 to late 1984). Use of heavy construction equipment will occur primarily during the first year, and will include site grading, earth moving, hauling, hoisting, and possibly, pile-driving activities. The present plans are site layout plans only and since the construction requirements and methods have not been determined, a reasonably accurate determination of exhaust emissions from construction equipment cannot be made at this time. However, earthwork requirements are expected to be minor, thus not requiring major earth moving and hauling activities. Construction vehicle emissions during the second year will consist primarily of delivery of materials and workers to the site.

During construction, dust particles and subsequent distribution of dust can be reduced through adherence to the appropriate mitigation requirements identified in Section 4. However, construction dust may be troublesome to construction workmen and to nearby land uses if established procedures, primarily wetting, are not followed.

Our subcontractor for the carbon monoxide analysis, Pacific Environmental Services, Inc., has responded to AQMD comment 3 in their letter, dated September 12, 1979. (See Attachment C.) The letter was prepared following their discussions with Mike Nazemi of AQMD.

In brief, the letter states that for the PAL model used in their analysis, differences in the inversion height input to the model results in only minimal changes in the carbon monoxide concentration, at or near the source. The inversion height is primarily used by the PAL model to determine the effects on a receptor at some distance from the source. The data was reevaluated with the 600 feet inversion height (see letter) with no substantial change in the analysis results.

To reflect the above mentioned discussions and the PES letter, the third paragraph on page 77 should be revised as follows:

A survey of hourly wind data averaged over the last 20 years indicated that the average wind at the project site during 4:00 to 5:00 P.M. was from the southwest at an average speed of 3 m/sec (7 miles/hr). These wind conditions were modeled in each case, assuming neutral atmospheric stability and an inversion height of 600 feet. (Note: In the PAL model the inversion height has only a minor effect on the local carbon monoxide concentration.)

In regards to AQMD comment 4a, Table 3-4 (pages 73-74) does include the emissions for the Headquarters building. The title on Table 3-4 should be changed to reflect the combined emission as follows:

"Central Maintenance/Administrative Headquarters Facility"

In addition, pages 73-74 are accidentally reversed in the text.

The electric usage rates on pages 74 and 87 are consistent with each other. Page 74 shows Alternatives 1, 2, and 3 in KWH per day, based on an average of 22 working days per month. Page 87 shows Alternatives 1, 2, and 3 in KWH per month. If the four figures shown for each alternative on page 87 are added and then divided by 22 days per month, they closely match the KWH/day rates on page 74.

In regards to AQMD comment 4b, the figure of 1272.7 BTU's/day mentioned on page 73 is based on the January-March, 1977 monthly average consumption rate for the office part of the South Park facility. The reference on page 73 should be changed as follows:

(b) Based on 1272.7 BTU's/day in the office section of the existing SCRTD maintenance facility at South Park, Jan.-Mar. 1977.
1052 BTU's/$Ft.^3$ = 1.21 $Ft.^3$/day.

In regards to the "No" designated under "Are Growth Inducing Effects Of Project On Pollutant Emissions Discussed?", the following should be added on page 79, second paragraph, immediately following the sentence ending "...less than 1 per cent."

> Any increase in area emissions resulting from growth induced by development of this facility will be minor.

Under the section "Growth Inducing Impacts" on page 102, the following should be added as a new paragraph following the last paragraph:

> Any increase in pollutant emissions which would result from local and regional growth induced by the development of this project are anticipated to be minor. Existing air quality in this area is not expected to improve or deteriorate significantly as a result of this facility.

I trust this response to the A.Q.M.D. comments is satisfactory to your needs. Please feel free to call if you have any questions or require additional information.

Very truly yours,
WILBUR SMITH AND ASSOCIATES

Bryant T. Brothers
Associate

#139581

BTB:ebm

South Coast
AIR QUALITY MANAGEMENT DISTRICT

CENTRAL OFFICE
9150 E. FLAIR DRIVE, EL MONTE, CALIFORNIA 91731

Mr. Jack R. Gilstrap
General Manager SCRTD
SCRTD 425 South Main Street
Los Angeles, California 90013

Date 8/20/79

File No. B90726C

COMMENTS ON: Air Quality Section - DEIR Central Maintenance/ Administrative Headquarters Facility for SCRTD

ADEQUACY OF AIR QUALITY ANALYSIS

	Adequate	Inadequate	NA
Existing Air Quality in Area	☐	☒ 1)	☐
Existing Emissions in Area	☒	☐	☐
Project Emissions:			
Construction Phase	☐	☒ 2)	☐
Completed Project Vehicular	☐	☒ 3)	☐
Stationary	☐	☒ 4)	☐
Project Impact on Air Quality	☐	☒	☐

ARE ADEQUATE MITIGATION MEASURES PROVIDED FOR PROJECT AIR POLLUTANTS?

☒ Yes ☐ No ☐ Incomplete ☐ NA

Due Date
SEP 2 1979

ARE GROWTH INDUCING EFFECTS OF PROJECT ON POLLUTANT EMISSIONS DISCUSSED?

☐ Yes ☒ No ☐ Partially ☐ NA

AQMD PERMIT

☐ Not required
☒ Required
☐ May be required, contact Zone office

POTENTIAL EFFECT ON AIR QUALITY (AQ)

☐ Beneficial: will probably tend to improve AQ
☐ No effect
☒ Impairment: probably no substantial adverse effect
☐ Unfavorable: may degrade AQ to a significant extent
☐ Adverse: will degrade AQ to a significant extent
☐ Indeterminate: due to lack of data

IS PROJECT CONSISTENT WITH THE ATTAINMENT AND MAINTENANCE OF THE NATIONAL AIR QUALITY STANDARDS? ☒ Yes ☐ No

COMMENTS:

1. More recent data and standards should be used. See attached sheets.

2. Not calculated.

3. Page 77, calculating carbon monoxide concentrations: Inversion heights much less than 1000 feet (representing winter months) should be used. This would lead to higher CO concentrations. These concentrations should be added to the existing ambient concentrations in order to determine the impact of the project.

4. a) Table 3-4: Stationary source emissions associated with the Headquarter building should be calculated and added to the emissions of the Central Maintenance Facility.

   The electric usage rates on pages 74 and 87 are inconsistent.

   b) Methodology leading to the derivation of 1272.7 BTU's/day should be mentioned (page 73).

If you have any further questions, please call Mike Nazemi at (213) 572-6427.

Very truly yours,

J. A. Stuart
Executive Officer

Mike Nazemi

for J. S. Nevitt
Director of Evaluation and Planning

MN:js

dBA with a chain-link fence on the east property line, and 58 dBA with a barrier wall. Therefore, the railroad activity would not increase site noise above acceptable Ldn level, even without an eastside barrier wall.

2.9 Air Quality

Air quality monitoring in the Los Angeles area is performed by the South Coast Air Quality Management District (AQMD), with the closest monitoring station to the project site located in downtown Los Angeles, approximately one and one-half miles southwest of the project site. Table 2-4 presents a summary of the measurements at this station and compares them to the ambient air quality standards promulgated by the California Air Resources Board and the U.S. Environmental Protection Agency. These standards do not represent danger levels, but rather the levels where it has been shown that more sensitive people begin to experience irritant symptoms.

The principal emission of interest to the analysis of the project is carbon monoxide (CO). As shown in Table 2-4, the maximum recorded 1-hour averaged CO concentration at the downtown Los Angeles station was 20 ppm. Thus both the State 1-hour CO standard (40 ppm) and the Federal 1-hour CO standard (35 ppm) were not exceeded in the vicinity of the project site. The Federal 8-hour CO standard of 9 ppm was exceeded on 42 days, and the State 12-hour CO standard of 10 ppm was exceeded on 15 days. The other major emissions are also compared to the standards in Table 2-4.

An air pollutant emission inventory for 1976 for the central Los Angeles area is presented in Table 2-5. As can be seen in Table 2-5, almost all of

Table 2-4

1978 AIR QUALITY

Central Los Angeles Station

South Coast Air Quality Management District

POLLUTANT	STANDARD (ONE-HOUR) State	STANDARD (ONE-HOUR) Federal (Primary)	MAXIMUM ONE-HOUR CONCENTRATION	NUMBER OF DAYS STANDARD EXCEEDED State	NUMBER OF DAYS STANDARD EXCEEDED Federal
Carbon Monoxide	40 ppm	35 ppm	20 ppm	0	0
Oxidant (Ozone)	10 pphm	8 pphm	30 pphm	113	136
Nitrogen Dioxide	25 pphm	-	42 pphm	26	-
Hydrocarbons (d)	-	0.24 ppm (a)	10 ppm	-	213
Sulfur Dioxide (d)	0.5 ppm	0.14 ppm (b)	0.12 ppm	0	0
Particulates (d)	100 ug/m^3 (b)	260 ug/m^3 (b)	215 ug/m^3 (c)	57	0

(a) 3 hours (6-9 a.m.)

(b) 24 hours

(c) Maximum Value

(d) 1976 concentrations shown

Figures are in parts per million (ppm; parts per hundred million (pphm); and micrograms per cubic meter (ug/m^3).

ATTACHMENT C

September 12, 1979

Mr. Bryant T. Brothers
Wilbur Smith and Associates, Inc.
5900 Wilshire Boulevard, Suite 2950
Los Angeles, California 90036

Dear Mr. Brothers:

This letter contains our reply to the comments made by the AQMD on our carbon monoxide modeling for the SCRTD Central Maintenance Facility. Specifically we are responding to their objections to our use of 1,000 ft (rather than 100 ft) as the inversion height for input to the PAL model and our choice of the evening traffic peak rather than the morning traffic peak as a basis for calculating pollutant emissions.

The evening traffic peak represents the maximum traffic for the day and was chosen to represent the absolute worst case. We chose 1,000 ft as a reasonable mixing height but have learned since from the meteorology group at the AQMD that 600 ft is the lowest inversion height measured in recent years. We show in the following paragraphs that our results would not be changed significantly by using 600 ft rather than 1,000 ft as the inversion height. An inversion height of 100 ft, as suggested by the AQMD, does not represent a real situation.

For small source-receptor distance, the mixing height generally will not affect the maximum ground level concentration (p. 51, User's Guide for PAL, 1978). According to Turner's Workbook of Atmospheric Dispersion Estimates (1971), which forms the basis of the PAL model, a plume will not be affected by the mixing height until the σ_z, (a parameter used to estimate the vertical spread of the plume), reaches 0.47L, where L is the mixing height. Since σ_z is a function of stabilities and receptor distances, it is possible to estimate the closest receptor which will be affected given a reasonable worst-case mixing height.

Figure 1 presents the σ_z curves developed by Pasquill and Gifford (1961) and used in PAL. Assuming a reasonable worst-case mixing height of 600 ft (183 m), which was reported as the lowest inversion lid found in 1976 by AQMD, the vertical spread of any pollutant source will then be restricted when σ_z = 0.47L = 86 meters. Examining the D-curve in Figure 1, representing neutral stability,

the receptor distance corresponding to such a σ_z is approximately 5 km. Since all concentrations computed for the project are well within 5 km of the source, it is concluded that lowering the mixing height from 1,000 ft to 600 ft will have no effects on the results of this analysis.

Sincerely,

Katherine W. Wilson

Katherine W. Wilson, Director
Chemistry and Meteorology Department

KWW:nh

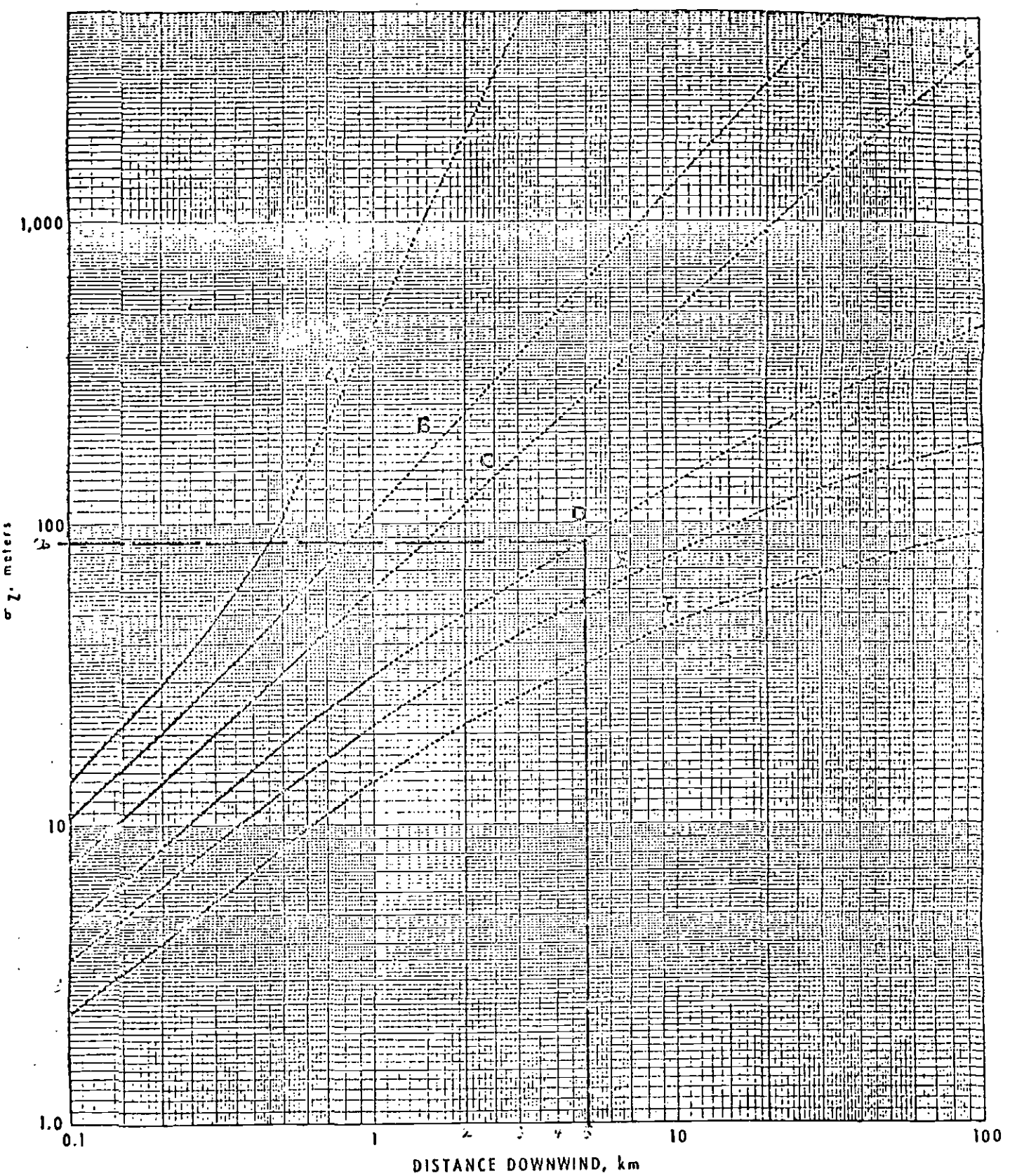


Figure 3-3. Vertical dispersion coefficient as a function of downwind distance from the source.

333-901 O - 66 - 2

Southern California Rapid Transit District • 425 So. Main St. • Los Angeles, Calif. 90013 • Telephone: (213) 972-6000

Jack R. Gilstrap
General Manager

October 26, 1979

Ms. Ileana Welch
Director
Cultural Heritage Divisions
Municipal Arts Department
City of Los Angeles
City Hall - Suite 1500
200 No. Spring Street
Los Angeles, CA 90012

Dear Ms. Welch:

SUBJECT: Draft EIR Comments -
Central Maintenance/Administrative
Headquarters Project

Thank you for your comments regarding the Draft EIR for the District's proposed Central Maintenance/Administrative Headquarters project, and for your efforts in getting the project reviewed by your Board.

Attached for your information is a copy of the Report of Archaeological and Historic Survey conducted by the Archaeological Resource Management Corporation for the proposed subject.

You can be assured that on future projects the District will consult with the Cultural Heritage Board in a timely manner.

Cordially,

Jack R. Gilstrap

KPM:BLP/ajv

Attachment

CITY OF LOS ANGELES

CALIFORNIA

TOM BRADLEY
MAYOR

August 29, 1979

Mr. K.P. Meyers
Senior Engineer - Project Control
Bus Facilities Department
Southern California Rapid Transit Dist.
425 South Main Street
Los Angeles, CA 90012

SUBJECT: Central Maintenance/Administrative Headquarters Facility - Draft Environmental Impact Report

Dear Mr. Meyers:

This is to confirm you attendance at the Cultural Heritage Board meeting of August 15, 1979 for discussion of the Draft Environmental Impact Report as referred to above.

In accordance with a motion adopted by unanimous vote of the members present the Cultural Heritage Board has determined, based on review of photographic material submitted, that there are no properties within the proposed project limits which appear to meet the criteria for eligibility for inclusion in the National Register of Historic Places. The Cultural Heritage Board has also recommended a change on Page 56 of your Draft E.I.R. in Section 3.2.6 that a qualified archaeologist be on site to inspect any archaeological findings during the grading and excavation operations for the project.

As you know, the Cultural Heritage Board was not consulted with sufficient time to make personal on site inspections on this project. We would strongly recommend that any future projects undertaken by the SCRTD allow sufficient time for proper consultation with our Board in order to assure that proper concern for historical and cultural resources are expressed and accounted for in the respective environmental document.

Very truly yours,

Rodney L. Punt, General Manager

Ileana Welch

Ileana Welch, Director
CULTURAL HERITAGE DIVISION

IW/rb

Archaeological Resource Management Corp.

August 27, 1979

Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013.

Attn : K. Phillip Meyers
Project Control Engineer.

Report of an Archaeological and Historical
Survey Conducted for 28 + Acre Parcel
Proposed for a New Central Maintenance/
Administration Headquarters Facility.

The following report presents the findings of an archaeological and historical survey conducted for a 28± acre parcel of land located north of Macy Street and the Los Angeles River. The study parcel is being proposed as the building site for a proposed Southern California Rapid Transit District Central Maintenance/Administration Headquarters Facility. At the request of Mr. K.P. Meyers, Archaeological Resource Management Corporation (ARMC) conducted the current study.

The survey was conducted in two phases. The first phase consisted of a record search which was performed by Professor Franklin Fenega (CSULB) who has an extensive knowledge of the area. Utilizing his library and previous knowledge of the archaeology, both historic and prehistoric of the area, he states:

> The entire area of the project is on an ancient meander and flood plain of the Los Angeles River. Such areas are rick in food resources and it would have been exploited seasonally for its botanical wealth by the Indians of Suanga. As a fertile plain, it was the site of the farms, orchards and vineyards of the Spanish pueblo and of the early years of the American town of Los Angeles. It is so shown on the maps and photos of the area which antedate 1890.

12918 Haster Street • Garden Grove, CA 92640 • (714) 750-0874

The second phase consisted of a walk-over field survey. Based on the information presented in the record search, stray finds of prehistoric and historic activities were expected to be found during the survey. No structural or major habitation features were expected as the study area appeared to have been an area of food exploitation rather than a habitation area.

On Thursday the 25th of August, Franklin Fenega and Marie Cottrell made an inspection of the proposed site for a central maintenance facility for the S.C.R.T.D. in downtown Los Angeles. The purpose of the inspection was to identify any features of the area which are of archaeological or historical importance, and which might be impacted by the development of the proposed facility.

The area is currently used for medium and heavy industrial purposes with rail road spurs, warehouses, factories and adjacent parking lots occupying some 80% of the acreage and making archaeological inspection impossible for that portion of the site. One lot, ca. 4 acres in extent, in the southwestern quadrant of the proposed site has not been developed and surface inspection of this 4 acres and each of the other minor undeveloped spots was carried out by the two archaeologists coursing the ground. It had been recently disced for weed control and such surface inspection was practical.

One possible prehistoric artifact was observed, a fragmented anvil or incipient metate, but its condition made positive identification as an artifact impossible. Around the margins of this open field and adjacent to the surrounding roads and buildings, artifacts derived from contemporary or very recent past times were observed; such as fragments of sewer tile, fragments of wine bottles and some other glass wares, fragments of bricks. Only the abundance of wine bottles suggested a potential for inferences about an historical function of the area. The principal portion of the area was devoid of artifactual materials.

Recommendations

Due to the historical and archaeological sensitivity of the study area, it is recommended that all earth moving activities be monitored by an archaeologist and/or historian. If any features of historical or archaeological significance are uncovered, grading should be diverted until evaluation and recovery can be completed.

If you have any further questions regarding this report, please contact this office.

Sincerely,

Marie Cottrell

Marie G. Cottrell
President
MGC:jh
Encl.

Southern California Rapid Transit District • 425 So. Main St. • Los Angeles, Calif. 90013 • Telephone: (213) 972-6000

Jack R. Gilstrap
General Manager

October 26, 1979

Mr. John Spalding
Director, Planning and Urban Design
Community Redevelopment Agency
727 West 7th Street
Suite 400
Los Angeles, CA 90017

Dear Mr. Spalding:

SUBJECT: Draft EIR Comment -
Central Maintenance/Administrative
Headquarters Project

Thank you for your review of the Draft EIR for the District's proposed Central Maintenance and Administrative Headquarters project.

I would like to assure you that the District has taken into serious consideration all alternatives to the proposed project and in particular the alternative recommended in your letter dated September 4, 1979. Your concerns were transmitted in the form of a supplemental report to the Southern California Rapid Transit District Board of Directors at the continuation of the public hearing on September 13 and will be considered by the Board as they make a decision on the project. A copy of this supplemental report is attached for your information.

Although we agree with you that all public agencies have a certain responsibility with regard to urban revitalization, we also recognize that the District has a major responsibility for the safety, well-being and morale of our employees; a responsibility which is clearly being compromised due to the existing environment. The District staff believes that this responsibility, as well as the obligation to provide the most efficient

and cost-effective public transit system as possible for Los Angeles, can be best served by implementation of the proposed project.

Cordially,

Jack R. Gilstrap

KPM:BLP/ajv

Attachment

of the City
of Los Angeles

727 West 7th Street
Suite 400
Los Angeles
California 90017

213 688 7520

G-9-58-E

Date AUG 31 19

File Code
P12.21.6

RECEIVED
SEP 4 1979
GENERAL MANAGER
S.C.R.T.D.

Mr. James R. Gilstrap
General Manager,
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

CRA
LA

Dear Mr. Gilstrap,

We have reviewed the draft Environmental Impact Report (EIR) for your proposed Central Maintenance and Administrative Headquarters Facility to be constructed at Macy and Lyon Streets. The project would result in moving the administrative headquarters from their present location at 425 S. Main Street in the Central Business District Redevelopment Project Area. The Agency is, of course, concerned about the implications of this action on its efforts to revitalize the east side of downtown.

The draft EIR has explored a number of alternatives to the proposed project. Included in your analysis as a viable alternative is the relocation of the administrative offices to another building in the downtown area. We recommend that the Rapid Transit District (RTD) choose this alternative. Both the Agency and the City of Los Angeles have committed to leasing space on Spring Street as a means of providing the needed impetus for eastside revitalization. We believe that, while the new consolidated facility may appear more immediately attractive, occupancy of vacant Spring, Hill and Broadway office space would be equally cost-efficient and reinforce other public commitments.

Agency staff is presently working with the State's Department of General Services and their consultant Architect to reevaluate two Spring Street properties as potential sites for consolidation of State Offices. Under analysis is the feasibility of developing a combined rehabilitation/new construction project, to house approximately 2,000 employees, that would satisfy both the State's

Due Date
SEP 15 1979

functional needs and fiscal objectives and have a positive social, economic and environmental impact on the Spring Street area.

To support this development proposal (alternative to all new construction) the Agency has proposed to acquire property and construct a centrally located parking facility for the use of State employees, visitors and other Spring Street tenants. While we recognize that the majority of RTD's employees use public transit, the lack of close-by and secure parking, particularly for night shift employees, is a problem shared by most east-side tenants and is a strong deterrent to space leasing in the area. The Agency is ready to assist RTD in any way appropriate to promote the retention of its 750 to 1,000 employees in the area. The potential infusion of 3,500 to 4,000 new government employees into the Spring Street area would have a significantly positive impact on the street environment.

CRA
LA

We appreciate the opportunity to comment on the draft EIR. It is a well prepared document both in its discussion of the proposed project and alternative project concepts. We believe that retaining the District's administrative offices downtown and building a new central maintenance facility at Macy and Lyon Streets presents the greatest potential for long-range positive impacts and urge the District to give it its serious consideration.

Sincerely,

John Spalding
Director, Planning
and Urban Design

CENTRAL MAINTENANCE/ ADMINISTRATIVE HEADQUARTERS FACILITY

Public Hearing Text
Supplemental Report - 9/13/79
Chief Engineer/Bus Facilities

This hearing is being continued today from August 23rd in order to give the public, and in particular individuals or firms which may be impacted by the proposed project, an additional opportunity to express their views on the proposed development of an SCRTD Central Maintenance/Administrative Headquarters facility on a 28 acre site at Macy and Vignes Streets.

Since the issue of what project alternatives are being considered is of particular interest to both the public and various local, state and federal agencies, the staff is taking this opportunity to expand the discussion of project alternatives previously presented on August 23, 1979.

This supplemental report is also in partial response to a letter from the Los Angeles Community Redevelopment Agency (CRA) dated August 31, 1979 which recommends that the District choose, for the administrative headquarters portion of the project, the alternative of relocating to another existing building in the downtown area.

At the initial public hearing on August 23rd, three general categories of alternatives to the proposed project were briefly discussed as follows:

1. The null or no project alternative which would require the District to continue central maintenance and purchasing and stores activities at the existing facility at 54th and Avalon, and also require the District Headquarters to remain at the existing leased facility at 425 South Main Street.

2. The second alternative would provide for expansion of the central maintenance activities at the existing site and would relocate the Headquarters offices to another existing downtown office building which would be either leased or purchased and modified for District use.

3. The third alternative would develop a combined facility at a location other than the proposed site.

Since the no project alternative would clearly restrict the District's ability to provide the required level of public transportation service to the region by not permitting the development of adequate maintenance and administrative support facilities and since there is extensive discussion of the alternative sites considered for the proposed combined facility in the Draft EIR, this report will focus on the alternative of relocating the Headquarters offices to another existing building in the downtown area.

Since early 1977, and particularly over the past several months, the District has been studying various options with regard to establishing a permanent headquarters facility. Among the options considered were several existing buildings in the downtown area. Although some of the original buildings considered have since been sold or leased, and are therefore not now available, there are currently available several vacant buildings which have been inspected and considered by staff.

Of all the buildings surveyed, the only building that is now available for lease or purchase and meets the District's basic space requirements is the Title Insurance Building and Annex at 433 South Spring Street.

This building has been inspected on several occasions by both District staff and a consultant hired to briefly evaluate the building from the standpoints of functional usability and the economics of either a lease or purchase arrangement. Relative to basic usability, the building contains adequate space for the District's currently estimated needs and presents no insurmountable obstacles to reasonably efficient space use. In addition, the economics of modifying and then leasing or purchasing this building for District use compare favorably, if the source of funding is not considered, with the alternative of constructing a new building as a part of the proposed Central Maintenance/Administrative Headquarters Facility project. The reasons, however, for not recommending this building for either lease or purchase are as follows:

1. Although relatively well-maintained and of generally sound construction, the building was built in 1927 prior to the existence of modern earthquake codes. Also, because it is now over 50 years old, it has a limited economic life and its mechanical and electrical systems might require considerable modification and upgrading.

2. Rather than being able to develop the most cost-efficient and effective layout, as would be done in a new facility designed specifically to meet the District's near term and long term needs, a considerable number of compromises would have to be made to conform to the existing 50 year old configuration and to make use of some of the space which is functionally marginal.

3. Because of its design and age the long term maintenance costs and energy consumption would be significantly higher than a new building designed consistent with current standards and energy saving features.

4. Although, as noted above, the buildings layout could be modified at reasonable cost to meet the District's basic space needs, the operational advantages of a combined central facility for the central maintenance, purchasing, administrative and rapid transit functions would be lost.

5. In discussing the proposed project with the CRA staff, the Agency noted that they are working to revitalize Spring Street and are currently proposing several definite improvements related to State consideration of two Spring Street properties as potential sites for consolidation of certain State offices. Although the District finds these efforts to revitalize the east side of downtown encouraging, at this time they are only possibilities and no firm commitments have been made. In addition, there is no certainty that these efforts will in fact significantly improve the immediate area which continues to deteriorate thereby directly impacting the safety and well-being of District employees.

With all these issues considered, the staff continues to conclude that relocating the District's headquarters to the Macy Street site as part of a combined facility is the preferred alternative.

Mr. President, this concludes my report.

Southern California Rapid Transit District
425 South Main St., Los Angeles, California 90013
Telephone: (213) 972-6000

JACK R. GILSTRAP
General Manager

October 31, 1979

Mr. Calvin S. Hamilton
Director of Planning
Department of City Planning
City of Los Angeles
561 City Hall
Los Angeles, CA 90012

Subject: Review of Draft EIR - Proposed SCRTD
Central Maintenance/Administrative Headquarters Facility

Dear Mr. Hamilton:

I would like to thank you and your Community Planning and Development Division staff for your thorough review of the Draft EIR for this important project. I can assure you that your staff's concerns will be taken into consideration when the District's Board considers a final decision on this project on November 8, 1979.

In order to facilitate a response to your department's rather numerous comments, both general and specific, a copy of your letter is attached with each substantive comment numbered. Our specific responses are cross referenced to these numbers and are attached. While we appreciate the spirit in which the review of the Draft EIR was carried out, several of the comments we feel are somewhat general and speculative and our response to these are included below under the heading "Responses to General Comments." All of your staff's comments, however, will be taken into consideration in preparation of the Final EIR.

RESPONSES TO GENERAL COMMENTS

The estimates used in the Draft EIR for a fleet expansion from the current level of 2,600 buses to 3,000 to 3,500 buses in the short term and up to 4,000

to 5,000 buses in the long term, are in the District's opinion the best estimates possible. To plan for less growth would require us to largely ignore the current and anticipated long term energy situation and the region's adopted Transportation Development Program. In addition, if ridership projections and the resulting fleet requirements were based primarily on the growth in ridership during the energy shortage experienced earlier this year, the assumptions used in the Draft EIR would be considerably low rather than high. The projection used does take into consideration, to the limited degree possible, various constraints such as limited resources, available funds and program priorities. We agree that there are considerable uncertainties associated with this kind of projection, particularly given the 50 to 60 year economic life of the proposed project, and therefore our projections are presented as ranges. In addition, the District does not agree that buying more land than initially seems necessary is seldom justified. To the contrary, it has been the District's experience that our inability to expand at our existing facilities because of land unavailability has imposed a considerable hardship on our ability to operate and maintain our bus fleet effectively.

With respect to the assumption in the Draft EIR that the People Mover Project and Rapid Transit Starter Line will be completed, it should be pointed out that both of these projects are in the advance planning stages, with state and federal environmental documents nearly complete, and are part of the area's adopted four part Regional Transportation Development Plan. It would be unrealistic for the District not to make the assumption that these projects will be implemented.

With regard to the availability of funding, it should be pointed out that the estimated cost of land acquisition for this project is included in the approved FAU program for L.A. County and that the design and initial phase of construction is included in the UMTA approved four year funding program for the SCRTD.

Justification for combining the Central Maintenance and Purchasing and Stores activities with the Administrative Headquarters Office's is not limited to merely convenience and the availability of land as stated in your staffs' comments. Construction of a single integrated facility is in the best interests of the District since there is an absolute need to simplify the interface between operational functions as the District grows and as its systems become more complex. Operational and Management integration at one location will provide for enhanced coordination, improved control and better communication between management and the staff of departments such as Maintenance and Equipment, Purchasing and Stores, Cash Counting, Telecommunications, Stops and Zones, Property Maintenance and Equipment Engineering.

In addition, a combined facility will reduce the inordinate amount of staff travel time (and related costs) currently being experienced by the District as staff travels between Purchasing, South Park Shops, Maintenance General and the Administrative Building for Purchasing Committee, Board of Directors,

Executive Staff, New Services Review Board, Design Review, other various meetings and staff discussions, equipment testing and inspections and mail deliveries. Combining all major operational activities in a single location will allow the District to meet these demands more efficiently and quickly and at less overall expense to the public. It is estimated that this savings would be over $130,000 per year based on 1979 salary and vehicle operation rates. Significant terminal and telecommunications cost reductions will be realized by locating the computer center in the Administration Building next to Maintenance General, Central Maintenance, Purchasing and Stores and Telecommunications. These departments (and their sections) are all prime users of the District's computer services.

A combined Central Maintenance and Administration facility is also necessary for the proper coordination of the District's new bus and equipment procurement efforts. This includes the coordination between the Grants, Purchasing, Central Maintenance and Accounting Departments for grant processing, specification writing, equipment acquisition and testing, warranty claim monitoring and processing of payments to manufacturers.

The efficiencies relating to providing this type of facility, which allows various departments to be housed in a combined facility, is apparently obvious to the City as evidenced by the completion of City Hall East within the last few years and the construction of the Piper Technical Plaza, which will house in a single facility many different City departments. With regard to the site location, please reference the attached letter from your office dated February 8, which states "that the general location appears very appropriate for the use intended."

Your statement that the District is creating office space 2-1/2 times greater than present needs dictate ignores the phased development of the facility which will, when the Rapid Transit related space is eliminated, provide an initial space increase of 80%. The space requirements were established as the result of an in-depth analysis completed by a private consulting firm in June, 1979. With regard to the site accessibility, our studies have shown that the proposed site would be adequate based on the existing bus system and will be significantly improved with the implementation of 1980 Sector Improvements.

The District agrees that there is the possibility that a move from the District's current location on Main Street could negatively affect the socioeconomic condition in the immediate area, but also feels that the District cannot correct the existing situation without the assistance of other responsible agencies. Recent discussions, however, with CRA have indicated that the thrust of their effort is the revitilization of Spring Street and that they have no specific plans to improve the situation on Main Street. They, in fact, have formally requested we adopt the alternative of relocating to Spring Street rather than remaining in our present location.

The extremely deteriorated environment at the present location is such that it directly impacts the safety and well-being of District employees. According to the Los Angeles City Police Department the general area around 425 S. Main Street has one of the highest crime rates in the Central Business District. This has had an extremely negative impact on the Districts employee morale as evidenced by the many complaints received from employees working at this location. Our Personnel Department has reported that on many occasions the most qualified person applying for an open position has refused employment primarily due to the headquarters office location. They also report that the office location has had some effect on employees decisions on continued employment with the District.

While we agree that public agencies do have some degree of responsibility with regard to assisting in the revitalization of urban areas, the District also believes that we have a primary responsibility to provide a safe working environment for our employees and the best possible public transportation system, and that this can best be accomplished by implementing the proposed project.

I hope that this response adequately addresses your concerns. If you have any questions, please do not hesitate to contact my staff.

Cordially,

Jack R. Gilstrap

JRG:klw

Attachments

SPECIFIC COMMENTS

(1) The provision of 500 parking spaces is based on the fact that over 70% of the Districts current headquarters staff use public transit.

(2) The relationship between the Administrative Building and the Starter Line is that the rapid transit control, communication, cash counting, and administrative center will be located in the basement of the proposed facility with direct underground access to the rapid transit station adjacent to Union Station.

(3) Comment to be considered in Final EIR.

(4) Traffic projections are based on the actual estimates of employees expected to use their private autos.

(5) Water, liquid waste and runoff collection systems will be incorporated in the project design as required. Detailed description of these types of systems are not appropriate or known at this time.

(6) Energy conservation will be a key factor in project design as required by State law.

(7) The District is now experimenting with modifications of work hours to lessen peak hour transportation demand such as the staggered work hours mentioned in the Draft EIR. The proposal of 4-10 hour days is a possible alternative and the District is currently testing a variation of this concept. The EIR however, is based on the more conservative concept of a 5-day work week.

(4a) See Section 3.2.4.

(8) Displacement is discussed on pages 52 & 96 and will be added to pg. 99.

(9) See General Comments.

(10) Please reference the attached response from the L. A. City Traffic Department. The District concurs in the fact that traffic impacts may occur as a result of the project and reconfirms our position that necessary street improvements will be included in the project as determined during the project design stages through close coordination with the Traffic Department.

(11) See comments by the SCAQMD and response (attached).

(12) See comment number 5.

(13) Electricity and gas consumption figures used in the EIR are based on

consumption rates for recent years and factored for the new building on the basis of increased building floor area and building volume.

(14) Revision will be made.

(15) The 4.5 MPG for diesel powered buses is based on District experience.

(16) The District does have its own security force, however, mention of this fact in this section of the EIR is not considered appropriate.

(17) See General Comments.

(18) See General Comments.

(19) Ongoing energy consumption is not considered in this section because energy consumption will continue regardless of this project implementation or not.

(20) The alternative of retaining the existing headquarter facility is discussed.

(21) See general comments regarding growth projections.

(22) See General Comments.

(23) This information came from a report by the City of Los Angeles Police Chief.

(24) This comment is evidently only an opinion of the reviewer. The concept of centralization of related activities is valid as evidenced by the City's new Technical Center.

(25) See General Comments.

(26) Rerouting traffic from 54th Street is considered a major problem by both the City Traffic Department and Councilman Lindsey.

(27) Complete documentation of the Alternative Site Study is included in the Referenced Phase I Report which has been transmitted to the City Planning Department in care of Ruben Lovret and is available for review at any time. Additional copies are available if required.

CITY OF LOS ANGELES

CALIFORNIA

TOM BRADLEY
MAYOR

DEPARTMENT OF
CITY PLANNING
561 CITY HALL
LOS ANGELES, CA 90012

CALVIN S. HAMILTON
DIRECTOR

FRANK P. LOMBARDI
EXECUTIVE OFFICER

September 12, 1979

Jack R. Gilstrap
General Manager
S.C.R.T.D.
425 South Main Street
Los Angeles, CA 90013

DRAFT ENVIRONMENTAL IMPACT REPORT - PROPOSED CENTRAL MAINTENANCE/ ADMINISTRATIVE HEADQUARTERS FACILITY

Transmitted herewith for your review and response are City of Los Angeles Planning Department, Community Plans Division questions and comments on the Draft Environmental Impact Report for the proposed Central Maintenance/Administrative Headquarters facility for which the continued public hearing is scheduled on September 13, 1979.

We appreciate the opportunity to review this proposal which will significantly alter present conditions in the Civic Center North Plan area. Karin Hodin of our staff will be happy to clarify or explain any of the comments contained herein and may be reached at 485-3744.

CALVIN S. HAMILTON
Director of Planning

Jack D. Crouch

JACK D. CROUCH
Principal City Planner
Community Planning and
Development Division

JDC:KLH:rmd

Enclosure

- ☐ DESIGN SECTION
- ☐ CONSTRUCTION
- ☐ PROJECT CONTROL
- ☐ REAL ESTATE
  - ☐ FOR ACTION
  - ☐ FOR INFORMATION
  - ☐ FILE

Pages 2, 10, 13, 22, etc.

General Comments

Throughout the report, numerous assumptions are made regarding bus fleet expansion (to nearly twice present size), and construction and operation of people mover and rapid transit facilities. Realistically, as government revenues decrease, costs increase and competition for subsidies and funding heightens, the probability of such expansions and projects on the scale discussed seems unlikely at best. A more moderate increase may seem justified, but only to a portion of the degree proposed. Space, whether used or not, requires the commitment of land, money, materials, maintenance and energy; carrying costs of excess space are seldom, if ever, justified in the long term.

Justifications for the combining of administrative and maintenance functions seem limited to the fact that land is available and that such a joining would be more convenient. The new administration facility would be less accessible to the general public, is likely to negatively effect Main Street's socioeconomic conditions thereby undercutting City effort to reverse the situation, and involves the creation of office space nearly 2½ times greater than present needs dictate.

Page 3

Specific Comments

(1) The provision of only 500 parking spaces for both employee and visitor parking seems insufficient, even for the present 1050 personnel working at RTD headquarters. Expansion of operations is likely to necessitate additional parking facilities.

Pages 3 & 9 (2) It is unclear how the proposed people mover, rapid transit and headquarters/maintenance facilities will interface. Incorporating Union Station as a "transportation center" for bus, DPM and rapid transit (if built) does not seem to require an adjacent location of RTD headquarters for efficient operations, nor would it seem desirable to intensify pedestrian and vehicular activity in the area further, by integrating these various transportation facilities and operations.

Pages 11 & 12

Impact Summary Table

(3) Changes should be made to reflect textual modifications.

Socioeconomic Environment

(3) 1. The project constitutes intensification of the land use, rather than alteration of its "profile".

(3) 2. Displacement should address the relocation and/or future plans for firms and their employees in question.

Physical Environment.

(4) 1. Traffic figures of 2870 daily vehicle trips (whether for present of future employment levels is not stated) it seems very low cosidering the number of employee and RTD vehicles involved. Standard City EIR factors for office uses (only a portion of activity in this case) show a low of 14 daily vehicle trips per 1,000 square feet office space times 300,000 square feet = 4,200 trips daily generated by this project.

(5) 4. Water, liquid waste and runoff collection systems are necessary to decrease water degradation.

(6) 5. Energy requirements can be greatly decreased through limited air conditioning of facilities and various design modifications.

Page 22
Paragraph 5 (3) Comment
Applicable also to Traffic, Energy and Mitigations (p. 57), AQ(72), (85).

(7) Administrative Work Schedule
Consideration might be made of alternative scheduling - such as 4-10 hour work days, which could/would lessen peak-hour traffic congestion, demand for employee parking spaces, and conserve fuel used by employees for transportation to and from work, while providing extended business hours for better service to the public.

Page 48 2.10 Public Facilities
(3) No mention is made of police personnel or facilities currently providing protection for the site and adjacent areas.

b. Fire Stations -- No detail is given regarding equipment and facilities at Station No. 4, which is located northwesterly of the project site. Too, no indication is made as to the presence of hydrants on and adjacent to the property.

Page 49 (3) After Section 2.10, a section briefly outlining existing service systems (utilities) would provide a more complete baseline perspective.

Pages 49-50
2.11 Economic Activity
(4a) Section provides no tax nor revenue figures for current development and activities on the site from which to establish baseline data for comparative purposes.

Page 51 3.1 (3) Introduction - -might include a page number reference to Impact Summary Table (pp. 11 and 12).

3.2.1 Land Use and Urban Growth
Paragraph 1 (3) The subject isn't the project's physical profile but, rather, the change in the intensity and type of land use (as skimmed over in Paragraph 2). Some magnitude of these changes, including data for the Plaza Technical Center and best-guess projections from the responsible agencies for the DPM and Sheriff's Headquarters projects, should be given, to more clearly document the scale of change anticipated for both the site and the/its immediate area.

Page 52 3.2.2 Displacement
(8) No mention is made on the subject of impacts (i.e. displacement costs) to the four firms, nor to their viability as well as the feasibility of their relocation, either nearby or to more distant locations. Included should be information on the firms' future plan, if any, and anticipated personnel layoffs or transfers.

Page 54 5.2.4 (9) Economic and Fiscal Impacts, a. Employment

As already stated in the "General Comments", the assumption is made as to a "near term" increase in RTD personnel from 1050 to 1650 individuals, a 36.4% increase. Such a major increase without equivalent subsidy and fare-increase guarantees seems unrealistically optimistic. Likewise, while in absolute numbers, the present on-site employment would rise from 250 to 1050, the project merely shifts the 1050 persons away from downtown, (negatively impacting that neighborhood) as well as potentially eliminating or, at best, relocating the industrial jobs/employment opportunities. Too, any new employment opportunities are likely to require different skills and training.

Page 55 b. (3) Tax Base

Number 6, pp. 98 to 99, should be included here (and further documented, as appropriate) since such impacts could be/are attributable to this project and are not elsewhere mentioned in Chapter 3, Project Impacts.

Page 57 3.3.1 (10) Traffic and Transportation Impacts Future Vehicle Traffic

Page 58

Paragraph 3

The cited Table 3-2 presents only percentages of employee approach routes, without certification as to the number of employees involved (i.e. 1050, the current level, or 1650, the anticipated number). In this instance, to assure a clearer look at possible capacity impacts, it seems appropriate to assume that 80-90% of the employees will be arriving to work in private cars. Specific data (instead of or in addition to the present table) would be helpful for a more accurate assessment of future traffic levels and project impacts.

Page 64 (top)

ICU assumed condition #2 (1984 local traffic with no new development in the area) is not a useful assumed condition because the Plaza Technical Center is approaching completion (occupancy in late 1980), while the DPM and Sheriff's Headquarters facilities lack formal political and funding commitments for their construction.

A data set for local 1984 traffic with the Technical Center (only) included, would be more useful. Condition #4 should state any other developments that were included in the calculations (i.e. Plaza Technical Center, DPM). Textual alterations resulting from these changes and their outcomes should also be made.

Page 66

Paragraphs 3 & 4

The City's 1979-80 Five-year Capital Improvements budget indicates only two programmed projects in the area of the proposed RTD facility: the Macy Street-Mission Road intersection is set for straightening in 1982-83, and Mission Road northeasterly from Macy Street to Gallardo Street will be improved over the interval 1979-83. The Plaza Technical Center EIR indicates (p. A 11) that one traffic mitigation measure involves the widening and realignment of Ramirez Street at its approach with Center Street, so this improvement may occur at some future date. It is likely that the City will require the RTD to widen Macy and Vignes Streets to half-sections along project frontages, in keeping with standard development policies.

Page 72 (3) Air Quality
First sentence should more accurately read, "when emissions from these sources are produced in any quantity, degraded air quality results."

Pages 73, 74 & 76

(11) Tables 3-4 and 3-5, text p. 75

Paragraph 2

(3) Numerous qualifying data are necessary for utilization of numbers given: the date for which the data are estimated (i.e. 1978, 1984), the number of employees and their means of transportation to the sites, the numbers of private, public, RTD, vendor and other vehicles from which calculations were made, the travel distances involved, and whether parking lot movement and idling emissions were included (a valid factor for a project of this size).

Page 77 (top) (3) Conditions 2 and 3 should include the Plaza Technical Center traffic figures.

Page 79 (3) Construction Impacts
Impacts for site preparation should include those related to buildings removal activities; p. 32 indicates a fair number are involved.

Pages 82-83

3.3.4 Water Resources -- Runoff

Paragraph 1 (3) For a 27.9-acre site with a runoff coefficient of 0.2 receiving about one inch of rainfall per hour, the site's hourly total should be ±20,255 cubic feet, rather than the figures shown.

Page 83

Paragraph 2 to the end of p. 84 (12) It should be clearly stated that all site runoff whether the street, into storm drains or into the Los Angeles River Channel, goes untreated into the ocean (per phone conversation with the Regional Planning -- EIR Section, Los Angeles City Wastewater Systems Engineering, on August 21, 1979 at 10:30 a.m.). An efficient drain collection system with water clarifier and related treatment to handle chemical fuel spillage, and runoff from most of the project area will clearly reduce the introduction of site-generated pollutants, thereby lessening its impacts.

Pages 85 & 89

3.3.5 Energy Impacts

(13) No consumption factors (with documented sources), or calculations are provided for verification of electrical and natural gas consumption estimates. The totals given reflect vast differences from standard city environmental impact analysis factors, which suggest gas usage at exactly 25 times the rate given, and electrical usage at approximately four times the given figures.*

---

* Gas (Administration only) = 3.5 cu. ft./sq. ft./month x 300,000 sq. ft. = 1,050,000 cu. ft./month
Electricity (Administration only) = 2.85 KwH/sq. ft./month x 300,000 sq. ft. = 855,000 KwH/month.

be given to implementation of the first air conditioning alternate. The tremendous increase in power required for air conditioning nonadministrative facilities coupled with rising energy costs and depleting supplies suggest the use of fans for air circulation in such areas.

Page 87 (14) Table -- Line 2, Alternative 1 - Shouldn't the 109,000 KwH figure given be 100,000 as in the other two columns?

Page 88 (15) Vehicular -- Computation figures and assumptions should be provided, along with breakdowns of vehicles by type and size (the 45 mpg figure for diesel-provided vehicles seems especially low). distance traveled, and uses of these vehicles.

Page 90 (3) Geology, Soils and Seismicity -- This too-brief and vague section should have been more thoroughly treated and integrated under Section 3.3.5 Energy Impacts, as a major subheading and/or incorporated within the respective subject areas.

Pages 93-97 (3) Construction Impacts -- This section might more appropriately be titled "Construction - Specific Mitigations." The list of "mitigations" given (p. 94-95) reflect basic legal and technical requirements rather than project-specific procedural modifications, hence it could readily be omitted with no factual loss.

Page 96 (3) Relocation Assistance -- Anticipated plans of the four firms involved should be included and related sections on Employment, Costs, etc. should be modified as necessary to reflect these changes.

(3) Operational Impacts -- (mitigations?) -- Subheadings would facilitate referencing (i.e. Paragraph 1 -- Noise, 2 -- Aesthetics, 3 -- Energy Conservation, and 4 -- Traffic and Circulation).

Pages 98-99 (16) Adverse Effects -- No. 3 -- The size of this facility suggests provision of a private security force to assure adequate policing of the site and to supplement LAPD coverage.

(3) No. 5 -- "Resulting visual disruption..." seems an unnecessary negative impact to document.

(17) No. 6 -- This is an important and valid concern; the departure of RTD headquarters from the Main Street neighborhood will hasten and intensify existing problems in the area. Continued RTD operation, encouragement of other agencies and firms to locate there, and civic improvement and low-interest loan programs for rehabilitation could assist in the reversal of present conditions.

Page 100

Paragraph 2 (18) Short Term Uses... -- Regardless of the building shell's age, current RTD headquarters facilities are very modern and efficient. While a combination administration-maintenance facility is a desirable situation, the value and cost-savings of combining them has not been documented in this report. A centralized maintenance facility seems justified, but not necessarily (or even beneficially) in conjunction with an administrative headquarters.

Page 101 (19) 7. Irreversible Changes . . . -- The topics of land and energy commitments (in the form of construction and on-going operational energy consumption) should also be addressed.

Page 102 (3) 8. Growth-Inducing Impacts -- Paragraph 2. To more specifically address the topic, the second paragraph should be reduced to a single statement, "On a regional basis it is unlikely that the facility will have any meaningful impact upon regional population or economic growth."

Page 103 (20) 9. Alternatives . . . -- Alternatives not considered in this analysis include the centralizing of maintenance activities with retention of present headquarters facilities, as well as variations in the overall density/intensity/size of both combined and separate operational facilities.

Page 104 (3) 5. Paragraph 3, 4 and SCRTD System -- These paragraphs contribute no new factual material and are based on projection to attempt to "substantiate" the desired findings.

Page 106

Paragraph 2 (3) Mechanical buffering could reduce noise spillovers.

Page 107

Paragraph 1 (21) Increasing office space from 125,000 square feet to 300,000 square feet, or nearly 2½ times the present amount seems excessive, even should personnel increase the projected 36% from 1050 to 1650 persons. Subsequent expansion to 400,000 square feet (or over three times the present area) seems most unwarranted.

Page 108 (22) No. 2 Location in the civic center area, while desirable, is not a critical consideration for efficient business interactions. For example, the Southern California Association of Governments, the region's governmental clearinghouse, is located in Westlake, nearly 2½ miles west of the downtown area.

No. 3 "Thirteen c ramifications" should be outlined and discussed.

Page 109

Paragraph 3 (23) Documentation of the data on the 19 businesses cited would help establish a better context for analysis.

Pages 111-112

3. (3) Purchase . . . Reasons and considerations are identifical to those of Leasing; perhaps the sections could combined.

Page 113

Pargraphs 2 & 3 (3) The necessity of public access to RTD headquarters is very limited. Route information is generally available in public buildings as well as at the RTD information center in the heavily utilized ARCO Plaza. Too, the proposed site would further remove the facility from most downtown patrons, thereby decreasing the likelihood of public use of the facility.

Paragraph 4 (3) Cost effectiveness of the options discussed has not been clearly demonstrated.

Page 114-115 (24) Reconstruct Existing South Park Site -- Paragraph 2 and 3. Dispersal of sites should reduce the vehicle miles travelled of buses and increase the efficiency and repair turnover.

Page 115

Paragraph 2 (3) That the alternative wouldn't offer construction of a combined facility is irrelevant and should be eliminated, (as on p. 116, Paragraph 2).

Paragraph 4 (25) No direct clarification is given for the necessity for facility proximity to RTD headquarters.

Page 116

Paragraph 1 (26) Rerouting traffic from 54th Street is a minor problem and should not hinder consideration of this alternative.

Page 116

9.3 (27) Alternative Sites--How these were selected seems unclear--some are so built up and/or have so many owners or uses, they should have been eliminated in preliminary assessments.

4560C/0167A

CITY PLANNING COMMISSION
SUZETTE NEIMAN
PRESIDENT
DANIEL P. GARCIA
VICE-PRESIDENT
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☐ DIVISION
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EXECUTIVE OFFICER

RECEIVED
FEB 14 1979
SCRTD
OFFICE OF CHIEF ENGINEER
BUS FACILITIES

February 8, 1979

Brian Pearson, Chief Engineer
Bus Facilities Engineering
Department
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, Ca 90013

CENTRAL BUS MAINTENANCE CENTER AND SCRTD HEADQUARTERS

Summarizing our recent discussion on the above subject, I submit the following:

The general location (north of Macy, east of Vignes) appears very appropriate for the type of use intended. There are certain problems as well as possibilities regarding ingress and egress which I would like to discuss further with you and your architects, before your plans are finalized:

As to the location of the headquarters building, I would strongly recommend that it be located at the northeast corner of Macy and Vignes. If it is located farther east and the corner is left in private ownership, the land use most predictable for that corner is that of a cluster of small bail bond houses with billboards on top, which would be a detriment to all the surrounding land uses. There is also the possibility that the City, the RTD and the developers of the Transportation Center might get together in developing the triangle bounded by Vignes, Macy and Lyon Street for a park. This last would greatly enhance all the surrounding building, especially the RTD headquarters as seen from the freeway off-ramp, and is one of the features that could be included in the Civic Center North Plan which is presently in preparation.

I greatly appreciate the spirit of cooperation which you and your staff have shown and I feel confident that our combined efforts will produce a very successful project.

CALVIN S. HAMILTON
Director of Planning

Ruben Lovret

RUBEN LOVRET
City Planner

CSH:RL:mv

Southern California Rapid Transit District
425 South Main St., Los Angeles, California 90013
Telephone: (213) 972-6000

JACK R. GILSTRAP
General Manager

October 26, 1979

Mr. Bruce J. Altshuler
Attorney at Law
9301 Wilshire Boulevard
Suite 504
Beverly Hills, CA 90210

Dear Attorney Altshuler:

SUBJECT: Southern California Rapid Transit District - Proposed Central Maintenance/Administrative Headquarters Project

Thank you for the comments contained in your letter dated September 21, 1979 regarding the District's proposed Central Maintenance/Administrative Headquarters project, and the possible effects it may have on your client, the Colton Metalex Company. Your letter will be attached to the final Environmental Impact Report which in turn will be included in the application for funding submitted to the Urban Mass Transportation Administration. In addition, your comments will be considered by both the Southern California Rapid Transit District and other appropriate government agencies prior to a final decision on the project.

With regard to your statement concerning the cost of relocation, the District is required under the "Uniform Relocation and Real Property Acquisition Policies Act of 1970" to provide adequate compensation for relocation of both businesses and residences for any federally funded project. At the time the independent property appraisals are prepared, should the project be approved, appropriate relocation compensation will be considered.

With regard to your statement concerning the high occurrence of crime experienced by your client, the District feels that with the full development of

the North Civic Center area, including the completion of the Los Angeles Technical Plaza, the Union Station Transportation Center and the Los Angeles County Sheriff's Headquarters, the area will be sufficiently upgraded to reduce considerably the property related crime problem outlined in your letter.

Cordially,

Jack R. Gilstrap

KPM:BLP/ajv

LAW OFFICES
OF
Brown and Altshuler

Leo Altshuler
James J. Brown
Bruce J. Altshuler

☐ FOR ACTION
☐ FOR INFORMATION
☐ FILE

September 21, 1979

9301 WILSHIRE BOULEVARD, SUITE 504
Beverly Hills, California 90210
(213) 275-4475 OR 272-5339

Southern California Rapid
Transit District
Board of Directors
425 So. Main Street
Los Angeles, Ca 90012

Re: Public Hearing of September 13, 1979.
Written Submission of Colton Metalex Company
on the proposed Administrative Headquarters
site

Gentlemen:

We are counsel for the Colton Metalex Company, a California corporation doing business at 805 East Macy Street in Los Angeles, California. I addressed the Board on this matter on September 13, 1979, and we wish to submit written data to supplement and authenticate the information supplied at that hearing.

The Colton Metalex Company is a metal recycling company which has conducted business at that site since 1959. The company has a written lease with S & P Company, a California corporation, the lessor, which runs to December 15, 1983.

The leased premises consists of an office building and warehouse, four other warehouses, a scrap processing yard, and the surrounding areas consisting of approximately 4-1/2 to 5 acres. Several photographs of our premises are attached collectively as Exhibit "1", with identifying captions. A plot plan of Colton Metalex Company is attached as Exhibit "2" for reference purposes only.

Colton Metalex Company recycles valuable metals such as nickel, titanium and cobalt for sale to several metal consumers in California, and throughout the world. For the fiscal year ending in October, 1979, Colton Metalex Company will have sales of approximately $32-$34 million. The company employs 50 persons, most of whom are minority employees.

I. Summary of Opposition to Macy Street Site

Our opposition to the proposed move to the site on which Colton Metalex Company (hereinafter sometimes referred to as "Colton" or "the company") is situated is based on two primary considerations: First, the direct and indirect cost to the company, as specified below, will be (using current costs as an indicator) $1,475,000 for direct moving costs, approximately $2,230,000 for new location requirements, and an estimated business loss caused by business interruption, moving, depletion of inventory and attendant loss of sales estimated at $1,300,000, for a total loss of over $5 million.

Secondly, we are aware that the Southern California Rapid Transit District (hereinafter referred to as "SCRTD") is obviously motivated, in part, by a desire to relocate its premises to a safer location for its employees and patrons. Although we do not quarrel with the Directors' legitimate concerns in this regard, our own experiences, as documented herein, indicate that the SCRTD may be moving from one high-crime area to another. Aside from the security problem as it relates to employees and patrons of the SCRTD, the experience of Colton indicates that the criminals who operate out of the vicinity adjacent to the railroad tracks would also pose an additional security risk for the safety of the SCRTD's fleet of busses and equipment parked or stored on the proposed site.

II. Moving Costs of Colton

The following moving expenses have been obtained by securing written or oral estimates from various reputable heavy equipment moving companies. Written documentation can be obtained for each item if necessary:

A. List of Colton's Moving Expenses

Item	Cost of Move	Description
Baler #1	$60,000	20 ft. underground base foundation
	9,000	Moving, installation, setting it up, reassembly
	3,000	Electricity
	4,000	Piping and plumbing

Item	Cost of Move	Description
Baler #2	$75,000	Underground cement foundation - 25 ft.
	11,000	Dismantling, moving and assembly in new location
Crusher #1	$45,000	10 ft. deep and 2 ft. thick cement underground foundation
	16,000	Dismantling, moving and assembly in new location
Crusher #2	$45,000	10 ft. deep and 2 ft. thick cement underground foundation
	16,000	Dismantling, moving and assembly in new location
Degreaser #1 and #2, Boiler Water Towers and Storage Tank	$ 5,000	Storage Tank
	11,000	Foundations for degreasers
	15,000	Foundations for 2 boilers and 2 water towers
	4,000	Roof over the boilers
	26,000	Moving 2 degreasers, 2 boilers, water towers and support equipment
	7,000	New electricity hook-up
	9,000	New plumbing and pipe connection
	8,000	Foundation and a dyke for a tank storage
Shear #1	$ 7,500	Heavy duty cement foundation
	2,000	Moving and installation plus electricity
Briquetter	$ 7,500	Heavy duty foundation
	4,000	Dismantling, moving and reinstallation, including electricity
Spectographs	$20,000	For electricity to reconnect all spectographs in various warehouses

Item	Cost of Move	Description
Shotblasting Machine	$18,000	New heavy duty foundation to hold 100,000 lbs. pressure
	6,000	Dismantling and assembly
	4,000	Piping and smoke hog
	8,000	Air ventilation
	11,000	Redesigning support of equipment in a new location
Truck scale	$50,000	One 60 ft. truck scale - 6 ft. deep x 60 ft. long x 10 ft. wide foundation
	15,000	Smelting, moving and installation to a new site
Scale #1	$12,000	6 ft. x 6 ft. foundation
	1,500	Moving and installation
Scale #3	$ 3,000	5 ft. x 5 ft. foundation
	1,500	Moving and installation
Scale #4	$ 3,000	5 ft. x 5 ft. foundation
	1,500	Moving and installation
Scale #5	$ 4,000	8 ft. x 8 ft. foundation
	2,000	Moving and installation
Scale #6	$ 4,000	6 ft. x 6 ft. foundation
	1,500	Dismantling, moving and installation
Paving	$303,750	This is to pave the entire yard - 5 acres at $1.50 per sq. ft.
Blacktop	$150,000	
General Info.	$ 15,000	To fill all the pit holes from the crushers and balers and removing the fence to bring it properly to the original condition

Item	Cost of Move	Description
General Info.	$ 15,000	Security for every 45,000 sq. ft. or one acre and building a fence
General Info.	$ 20,000	Moving of close circuit T.V. monitors and reinstallation
Inventory	$ 58,800	Transportation of inventory (as per Cal Cartage Co. estimate) approx. 7 million lbs.
Sub-total	$1,114,550	

B. Other Moving Costs

Description	Cost
Removal and reinstallation of gasoline tank and pump	$ 5,000
Move and reconnect telephone system and P.A. system	10,000
Install electrical power for entire plant	200,000
Foundation for second degreaser	11,000
Exterior lighting removal and reinstallation	15,000
Security fence for exterior	105,000
Moving office equipment and records	15,000
Total list B	$ 361,000
Total list A	1,114,550
Total Direct Moving Expense (A&A)	$1,475,550

C. New Location or Relocation Expenses

Building construction 100,000 sq. ft. at $20	$2,000,000
Railroad connection and spur	200,000
Concrete loading docks 2 at $15,000 each	30,000
Total Relocation Costs	$2,230,000

D. Loss of Business (business interruption): $1,300,000

NOTE: Loss of business due to moving, inability to accept new shipments, disruption of processing material and from inability to make shipments. Layoff costs or cost of unproductive labor during move; loss of some sales because of time delay. Cost of money to finance move. Supervision and indirect costs. Advertising program to notify customers of new location, and unforeseen expenses. It should be considered that this estimate is conservative in that the company is currently doing approximately $3 million in sales per month and this figure represents only a part of a month's gross for the company. Thus, the actual loss may be considerably higher than this estimate.

E. Total Estimated Costs to Colton: $5,000,000.

III. Security Background

This part of our report focuses on the security factor in the indicated area. Significant crime is an unfortunate cost of doing business in the metal recycling business, and unfortunately, such crime is prevalent in all scrap and recycling businesses in Los Angeles County. The area under consideration by SCRTD is a high-crime area, located between major railroad track systems, which serve as arteries for transients, conduits for criminals seeking open railway cars, trucks and trailers, loading docks and industrial transport and equipment.

The Los Angeles County Jail is located within a few hundred yards and the Los Angeles Central Jail within one mile of the area, and consequently this area is used by many released inmates as a transit and loitering area.

Due to the proximity of several bridges and access tunnels to the Los Angeles River basin, the area is frequented by seasonal and permanent transients and derelicts for refuge and shelter.

Colton has suffered enormous property damage as well as intimidation of employees as a result of this situation, and has been obligated to spend considerable sums of money for security of property and person. The criminal incidents have continued on a regular basis notwithstanding a full-time security patrol, an expensive advanced alarm system, the installation of high, barbed wire fencing to protect its inventory, a closed-circuit television network, excellent service from the Los Angeles Police Department and vigorous prosecution of suspects by the District Attorney.

A. Crime Reports at Colton During Previous Year

We have just received a list of all of our crime reports from the Los Angeles Police Department from June 15, 1978 to the present. Of course, these reports do not include minor incidents, unknown thefts and unsuccessful attempted crimes.

Date of Report	Report #	Arrests	Estimated Loss
6/15/78	78-626509	-	$ 3,000.00
6/16/78	78-627803	-	1,040.00
7/5/78	78-645623	-	1,065.00
9/19/78	78-659585	-	1,200.00
7/7/78	78-648046	-	600.00
7/24/78	78-664647	-	600.00
8/8/78	78-678939	-	
10/9/78	78-742400	-	700.00
10/11/78	78-744137	2	
2/4/79	79-440106	1	
3/29/79	79-502477	-	840.00
5/14/79	79-043334	1	15,000.00
6/18/79	79-589515	2	10,836.00
7/29/79	79-634237	3	23,645.00
	Total Loss:		$58,526.00

There are also two felony prosecutions pending involving thefts at our premises:

1. Case #A-352402. Theft of July 29, 1979, in the amount of approximately $28,000. The trial is set for 10/31/79.

2. Juvenile Case #J-543352. August 4, 1979 - approximately $5,300. Defendant has pleaded guilty. Sentencing is pending Probation Report.

B. Security Expenses of Colton During Past Year

Morse Signal Alarm System - $37.50/mo	$ 450.00
American Protection - one hourly patrolman - $400/mo	4,800.00
American Protection - one hourly patrolman at $7.50/hr from 6:00 P.M. Friday to 6:00 A.M. Monday - 60 hours - $450/weekend	23,400.00
U.S. Burglar Alarm - 59.05/mo.	708.60
In 1979 we added heavy corrugated steel around the plant (175,000 sq. ft.)	36,000.00
J & D Welding - Repairs of damage to fence by thieves during 1979 year	7,000.00
Additional security device from Morse Signal, Infra-red buzzers - This device was added 8/79	4,000.00
A-1 Fence Company - Razor blade accordion type wire on top of existing fence	6,000.00
Closed circuit T.V.	20,000.00
Total Security Expenses in 1979	$102,358.60

We also submit as Exhibit "3" a letter dated September 17, 1979, from Morse Signal Devices, our alarm installer, and as Exhibit "4", a letter dated September 20, 1979, from our patrol company, American Protection Industries.

As the letters indicate, we have experienced an average of two alarm dispatches a week, and our premises are subjected to an average of four burglary attempts per week during the past nine months. (Copies of our security patrol's reports on each incident will be produced upon request if documentation is desired on this point).

IV. Conclusion

Obviously, Colton will suffer substantial losses in relocating for which we will have to be compensated fairly. Our expenses, estimated conservatively at $5 million on 1979 estimates and projections, may be a greater expense than the SCRTD staff may have anticipated in estimating the costs to the SCRTD. As the record indicates, Colton is a major metal recycler with substantial sales. It will be difficult as well as expensive for our client to be relocated, nor can such a move be made without disruption of the company's operations or profits.

More importantly, the SCRTD, partially motivated by a desire to provide a more secure environment for its employees and for its valuable equipment and machines, is considering moving onto a site that, if anything, may be as much of a security problem as its present administrative site. As the Board will note from the types of crime reports submitted just by Colton, the types of criminals in this area tend to work out of the nearby railroad tracks and river basins, and, despite extraordinary security measures, take enormous risks to steal and pilfer precious metals or scrap. This same criminal element would certainly find the prospect of looting several hundred busses and thousands of bus parts to be even more alluring to them than the materials stored on Colton's premises.

In determining the "hidden costs" of the SCRTD's move to this site, the Board should consider, among other things, the additional security costs in protecting the employees, patrons and equipment of the SCRTD, just as Colton's expenses for security protection are now over $100,000 a year.

In view of the foregoing information, we respectfully request the Board to withdraw this area from consideration in its plans for the Administrative Headquarters facility. This

area will not adequately serve the needs of the SCRTD and the costs of acquiring the land, and fairly compensating the occupants will be prohibitive for the SCRTD.

Respectfully submitted,

BROWN AND ALTSHULER

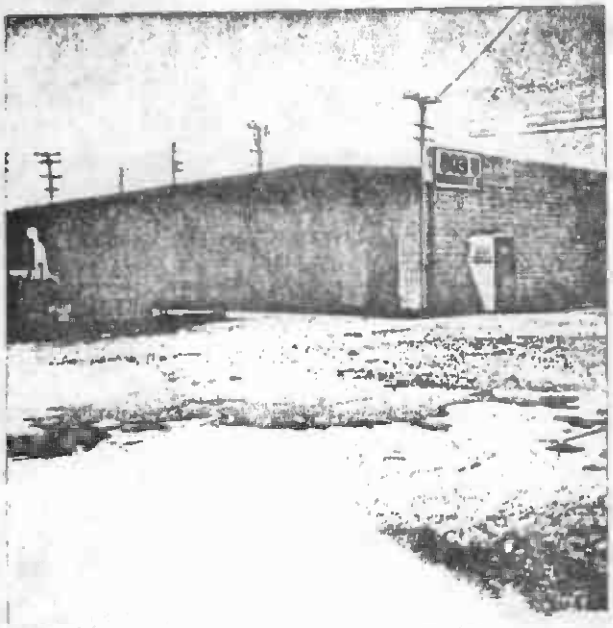
By Bruce J. Altshuler

BJA/cic

Encls.

WAREHOUSE 4

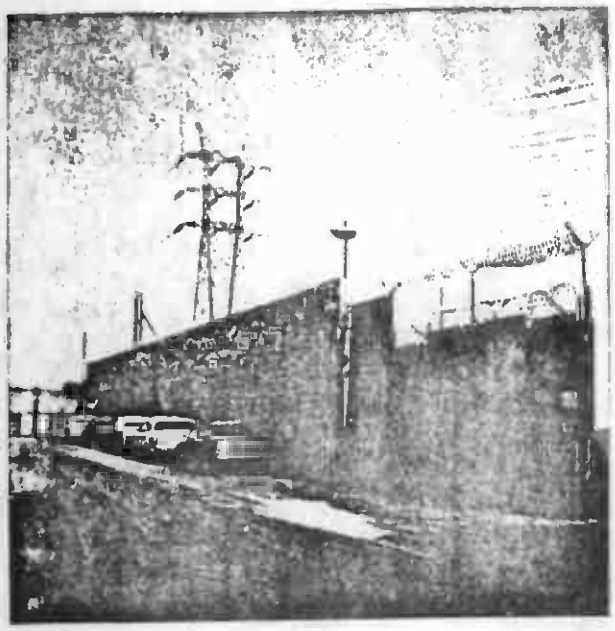
WAREHOUSE 4 - FROM MACY ST. BRIDGE



WAREHOUSE 5

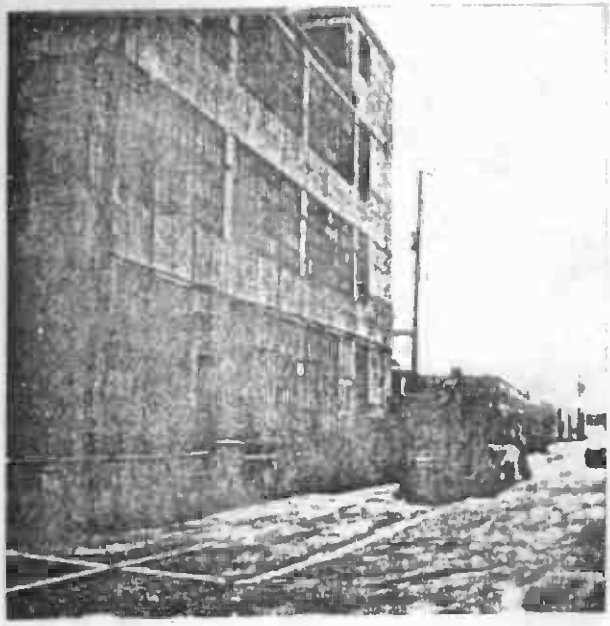
WAREHOUSE 5 - FROM MACY ST. BRIDGE

EXHIBIT 1

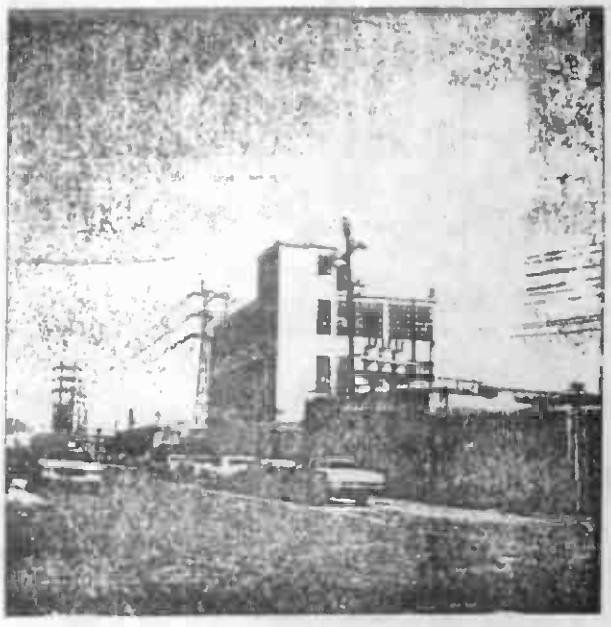


OFFICE AND WAREHOUSE 1

WAREHOUSE 2 - INTERIOR PLANT VIEW

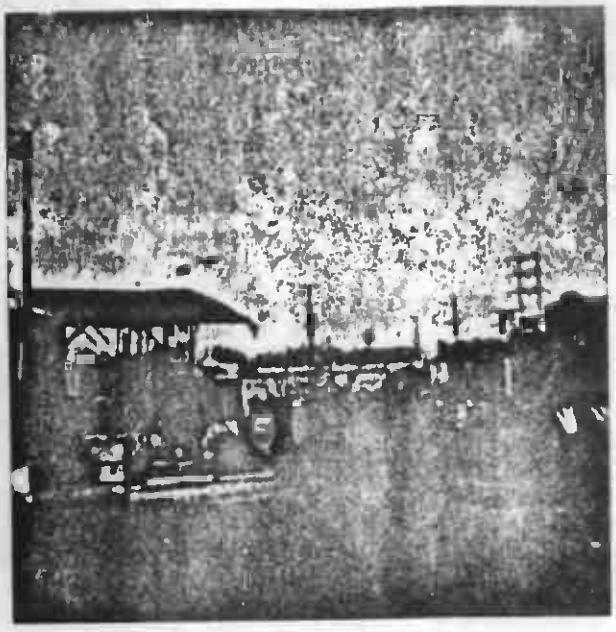


WAREHOUSE 2 - EXTERIOR VIEW



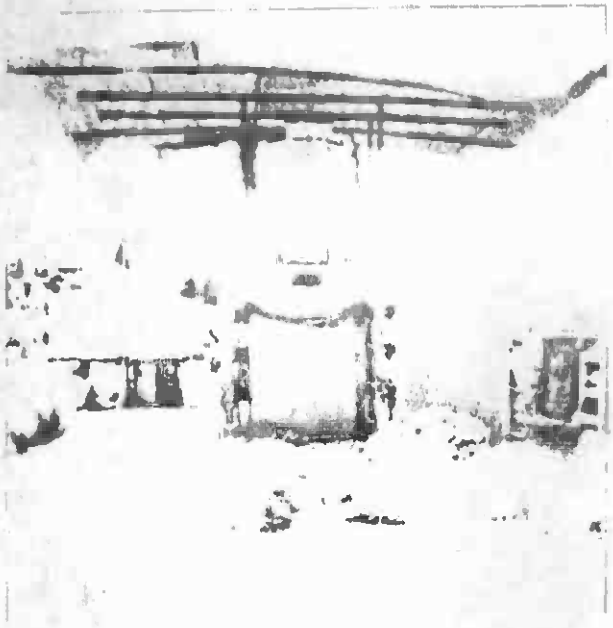
WESTERN SIDE OF COLTON PLANT

EXHIBIT 1



INTERIOR OR PLANT LOOKING NORTH

WEST SIDE SHOWING CALUSA CHEMICAL AND COLTON TO THE REAR (LOOKING NORTH)



BALER WITH DEEP CONCRETE PIT BELOW SURFACE

COLTON TRUCK SCALE

EXHIBIT 1

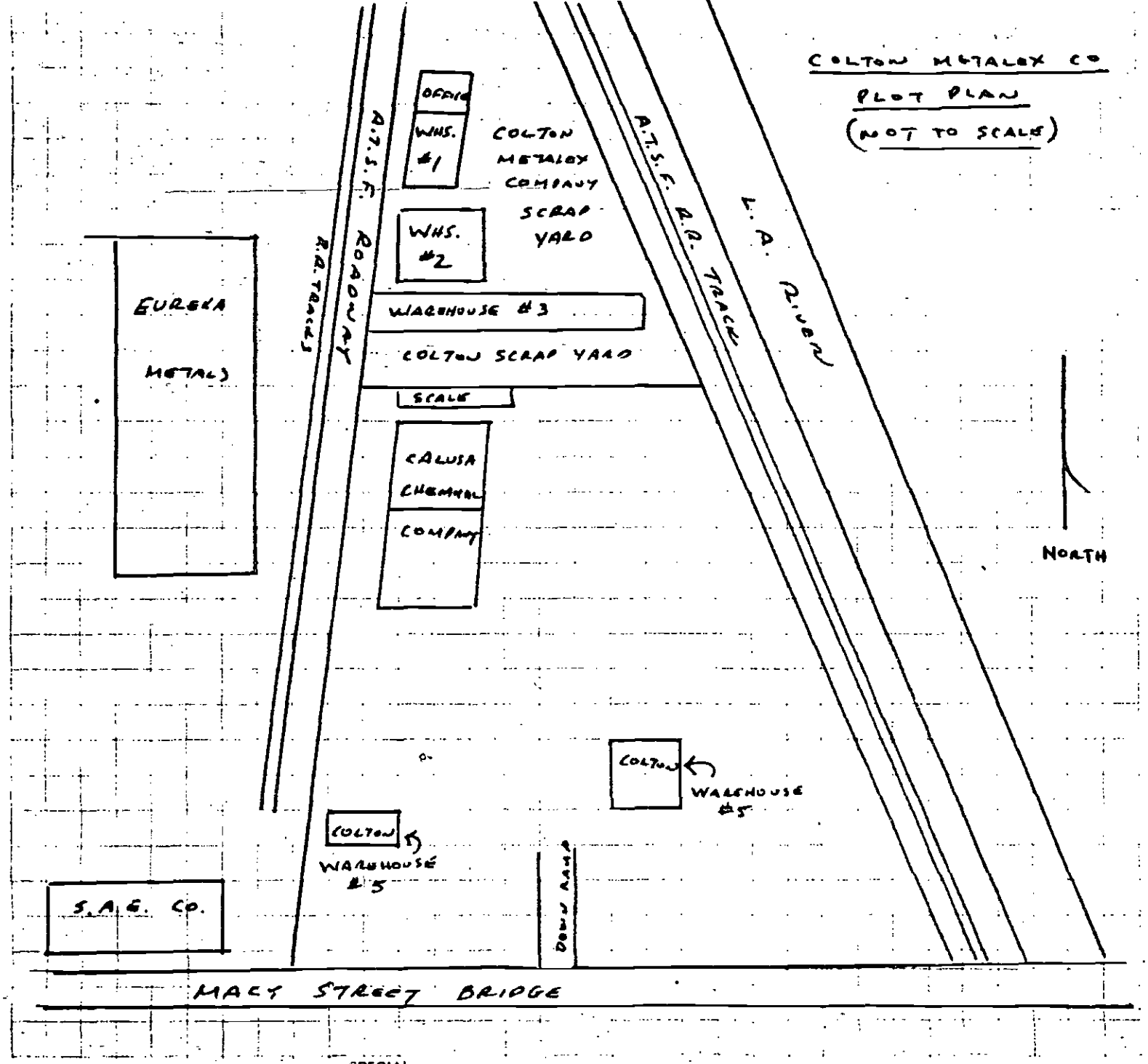

COLTON METALOX CO
PLOT PLAN
(NOT TO SCALE)
OFFICE
WHS. #1
COLTON METALOX COMPANY SCRAP YARD
WHS. #2
WAREHOUSE #3
COLTON SCRAP YARD
SCALE
EUREKA METALS
CALUSA CHEMICAL COMPANY
A.T.S.F. R.R. TRACKS
ROADWAY
A.T.S.F. R.R. TRACK
L.A. RIVER
NORTH
COLTON WAREHOUSE #5
COLTON WAREHOUSE #5
S.A.G. CO.
MACY STREET BRIDGE

EXHIBIT 2

BURGLARY · HOLDUP · FIRE · MONITORING
COMMERCIAL / RESIDENTIAL ALARM SYSTEMS

MORSE
SIGNAL DEVICES

6601 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA 90038
(213) 466-7141 (213) 781-1234

Since 1928

MICHAEL R. GARNET
VICE PRESIDENT / SALES MANAGER

September 17, 1979
Our 51st Year

Item C-d

COLTON METALEX COMPANY
805 East Macy Street
Los Angeles, California 90012

Attention: Mr. Larry Oettinger
Vice President

Dear Mr. Oettinger:

Pursuant to our phone conversation of Monday, September 17th, 1979, please be advised that Morse Signal Devices considers the area in which your company is located a high risk area.

Over the past year, records substantiate the fact that on an average we dispatch the police department to that area a minimum of two times per week.

Other accounts we have in the area also experience a high number of alarm dispatches.

It is important to maintain a good security system along with a good security program so as to minimize any problems due to this high risk area.

If I may be of further service, please do not hesitate to contact me personally.

Thank you,

MORSE SIGNAL DEVICES

Michael R. Garnet
Vice President
Sales Manager

MRG/bjb

AMERICAN PROTECTION INDUSTRIES

Alarm Division
2323 West Olympic Boulevard
Los Angeles, California, 90006

Phone:
(213) 487-0600

SEPTEMBER 20, 1979

MR. ELI BAKSHI
COLTON METALEX CO.
805 E. MACY
LOS ANGELES, CALIF. 90012

RE: BURGLARYS AT COLTON METALEX

DEAR MR. ELI BAKSHI

REGARDING THE AFOREMENTIONED PREMISE THERE HAS BEEN APPROXIMATELY FOUR (4) ATTEMPTED BURGLARYS PER WEEK. SINCE JANUARY 1, 1979, TO SEPTEMBER 20, 1979.

AMERICAN PROTECTION INDUSTRIES WAS RESPONSIBLE FOR THE APPREHENSION AND ARREST OF FIVE (5) SUSPECTS ON AUGUST 3, 1979, NOW PENDING IN SUPERIOR COURT.

IF THERE IS NEED FOR FURTHER INQUIRY, PLEASE DON'T HESITATE TO CONTACT ME.

RESPECTFULLY

Eugene McDaniel

EUGENE MC DANIEL
OPERATIONS MANAGER
AMERICAN PROTECTION INDUSTRIES

EXHIBIT 4

Southern California Rapid Transit District • 425 So. Main St. • Los Angeles, Calif. 90013 • Telephone: (213) 972-6000

Jack R. Gilstrap
General Manager

November 1, 1979

Mr. Keith E. McKean, Chief
Environmental Planning Branch
California Department of Transportation
120 S. Spring Street
Los Angeles, CA 90012

Dear Mr. McKean:

SUBJECT: Southern California Rapid Transit District - Proposed Central Maintenance/Administrative Headquarters Project

Thank you for your comments regarding the Draft EIR for the Southern California Rapid Transit District's proposed Central Maintenance/ Administrative Headquarters project.

Please reference the attached letter from Wilbur Smith and Associates, the District's consultants, who were responsible for the preparation of the EIR. The changes recommended in this letter will be incorporated in the final EIR.

Cordially,

Jack R. Gilstrap

KPM:ajv

Attachment

Wilbur Smith and Associates

CABLE WILSMITH
TELEX 57-3439

5900 WILSHIRE BOULEVARD
SUITE 800
Los Angeles, Calif. 90036
PHONE (213) 938-2188

November 1, 1979

Mr. K. P. Meyers
Senior Engineer - Bus Facilities
Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013

Dear Mr. Meyers:

We have reviewed the California Department of Transportation project review comments regarding the Draft EIR for the SCRTD Central Maintenance/Administrative Headquarters Facility. In response, we submit the following discussion and proposed revisions to the EIR.

* * *

As part of the traffic analysis, the Department reviewer suggested that the Intersection Capacity Utilization be reviewed also for the intersections of Macy Street with Mission Road and with Alameda Street. These intersections were examined during the impact analysis, but were not discussed since only a minimal amount of site traffic would travel through either intersection during the peak traffic periods.

At Mission Road, the site would increase the Macy Street traffic by 40 vehicles during the afternoon peak, an insignificant amount compared to the 6,000 plus vehicles entering the intersection during the 1984 peak hour. Intersection conditions in 1984, with traffic from all of the new developments, and the present physical characteristics, would be Level of Service "E". The City of Los Angeles presently has a roadway improvement project scheduled for 1982-83 to widen Mission Road at Macy Street. The project would widen Mission from the present 60' width to a 80' width, and would eliminate the problem jog northbound. The widening

would provide left-turn lanes and increase the lane width of the six existing 10-foot through lanes. The project would improve the anticipated 1984 peak hour service level to "D".

The site traffic was not expected to affect the Macy/Alameda intersection during the congested peak conditions, since eastbound and northbound traffic would likely use Vignes/Alpine instead of congested Macy/Sunset.

* * *

The reviewer recommended that the carbon monoxide concentration be predicted for an eight-hour time period as well as the one-hour period documented in the draft EIR. The prediction of the CO concentration (one-hour period) for existing 1978 traffic, for 1984 without project, and for 1984 with project was prepared to identify the relative effects of the project traffic on area CO levels. The findings indicate that project traffic increase would not significantly effect the 1984 CO levels, in that the CO point readings and isopleths remained relatively unchanged with or without the site traffic. (Site traffic comprises a maximum 6 per cent of the traffic on either Macy or Vignes, before subtracting out the traffic generated by the displaced land uses.) Therefore, the eight-hour period was not predicted using the diffusion model since the ratio of the projected site to non-site traffic volumes for the eight-hour period approximates the peak hour ratio, and therefore would yield similar comparative results.

* * *

The noise effects of a bus engine run-up was reexamined in response to the questioning of the attentuation characteristics of the proposed project 6-foot perimeter wall,and the references used in the analysis are listed herein. The reception site for the analysis is the County Court Building, which at its closest point would be almost 500 feet from the nearest bus stall in the surface parking lot.

The peak noise level of an engine run-up is 88 dBA as measured 80 feet from the source. The same source will produce a noise level of 74 dBA as measured at a distance of 400 feet, rather than the 75 dBA stated in the draft EIR. The construction of a 6-foot wall around the bus parking area would result in a barrier attentuation of approximately 6 dBA.

Therefore the peak noise level at the closest face of the Court Building due to a bus engine run-up, assuming only a 400-foot distance, would be approximately 68 dBA with a 6-foot barrier wall and 74 dBA if the wall was not constructed. With the wall constructed, the exterior noise level is below the 70 dBA considered to be the acceptable maximum for public buildings such as the Court Building. Reference sources for this analysis are:

Report No. FHWA-HHI-HEV-73-7976-1
"Fundamentals and Abatement of Highway Traffic Noise", Table 1.3 pg. 5-32.

Report No. FHWA-HHI-HEV-73-7976-1
"Fundamentals and Abatement of Highway Traffic Noise", Barrier Nomograph, pg. 5-37.

* * *

If there are further questions regarding the California Department of Transportation comments or the above response, please don't hesitate to contact me.

Very truly yours,
WILBUR SMITH & ASSOCIATES

Bryant T. Brothers
Associate

#139581

BTB:ebm

EDMUND G. BROWN JR.
GOVERNOR

State of California
GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814
(916) 445-0613

October 4, 1979

Jeff Carpenter425 South Main Street
Los Angeles, CA 90013

SUBJECT: SCH# 79080106P - CENTRAL MAINTENANCE/ADMINISTRATIVE HEADQUARTERS FACILITY

Dear Mr. Carpenter:

The enclosed comments were prepared by Department of Transportation regarding your project. These comments were not included in the package you received dated September 13, 1979 certifying State review of your draft environmental document.

To ensure compliance with the intent of the California Environmental Quality Act you should attempt to incorporate these additional comments into the preparation of your final environmental document.

Sincerely,

Terry Roberts
for Stephen V. Williamson
State Clearinghouse

SVW/lla
Attachment
cc: Ken Fellows, DWR

Memorandum

79-3

To : JIM BORDEN, DEPUTY DIVISION CHIEF - DOTP
Department A-95 Coordinator
1120 N Street
Sacramento, California 95814

Attention: Mr. A. C. Lichtman

Date: September 5, 1979

File : A-95

RECEIVED
OCT 11 1979
JEFF CARPENTER

From : DEPARTMENT OF TRANSPORTATION
KEITH E. McKEAN - District 07

Subject: Project Review Comments

SCH NUMBER

79080106 P

Southern California Rapid Transit Distr
Central Maintenance and Administrative
Headquarters Facility

As discussed in the Draft Environmental Impact Report for the SCRTD Headquarters Facility, traffic in the area of the proposed project - particularly at the intersection of Macy and Vignes Streets - is expected to reach capacity levels within the next few years as a result of the completion of the SCRTD Headquarters Facility and other adjacent projects (including the Los Angeles City Plaza Technical Center and the Union Station Transportation Center). Congestion is likely to occur not only on area surface streets but on nearby freeway access ramps as well (the operationally deficient Vignes Street ramps are particularly vulnerable). With many transportation projects planned for the area (e.g. Downtown People Mover, El Monte Busway Extension, etc.), SCRTD should continue to participate with the other involved agencies in developing a cohesive and integrated program of needed transportation improvements to relieve network deficiencies.

We agree that cumulative increases in background traffic and traffic from planned developments would result in peak period congestion at the intersection of Vignes and Macy Streets. From level of service B to E. In view of this, it is difficult to believe that the Vignes and Macy intersection is the only significantly affected intersection. It may be worthwhile to review the Intersection Capacity Utilization at the intersections of Macy Street with Mission Road and with Alameda Street.

It is our understanding that the busway corridor is no longer a preferred location for a rail rapid transit station. But if there is still a proposal to locate a station on Macy St. between Vignes & Lyon St. the surface street traffic generated by this should also be evaluated in this EIR.

Pg. 45 The Federal 1-hour CO Standard (35ppm) was not exceeded . . . the Federal 8-hour CO Standard of 9 ppm was exceeded on 72 days . . .

Pg. 75 The "sophisticated mathematical diffusion model" predicts roadway co tribution only for the 1-hour CO standard. We recommend that the more stringent 8 hour standard (see pg 45) also be addressed. The prediction for the 8-hour time period should include the 1-hour peak traffic (1600 to 1700 hrs).

As noted, the model predicts only roadway contribution. In order to determine whether or not the Ambient Air Quality Standards (AAQS) are exceeded for either the 1-hour or 8-hours, one must add the roadway contribution to the baseline or ambient conditions. This total can then be compared to the appropriate AAQS.

Pg. 69 "peak noise level - - - due to engine runup - - - 67 dBA with a 6 foot barrier wall and 75 dBA if wall is not constructed."

A 6 foot barrier wall which will attenuate 8 dBA is extremely efficient. We recommend that the project proponent verify the information presented. Methodology to determine the attenuation levels should be referenced.

Please contanct George Boyle on (213) 620-3785 if there are any questions

KEITH E. McKEAN, CHIEF
Environmental Planning Branch
Transportation District 07
Clearinghouse Coordinator
For information. contact Jim Danley
(ATSS) 640-5567 or (213) 620-5567

GJB:rl

Attachment

cc: Kermode
Amos
Marshall Young
Ratzlaff

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

RECEIVED
AUG 24 1979
GENERAL MANAGER
S.C.R.T.D.

DEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERING
DONALD C. TILLMAN
CITY ENGINEER
ROOM 800, CITY HALL
LOS ANGELES 90012

DATE August 21, 1979

Mr. Jack R. Gilstrap
General Manager
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, CA 90013

Draft EIR - Central
Maintenance/Administrative
Headquarters Facility

G-8-001725 -E

Dear Mr. Gilstrap:

Thank you for the opportunity to review the draft EIR for this project. The Bureau of Engineering has reviewed the document and found it sufficient in its examination of the environmental impacts.

Sincerely,

DONALD C. TILLMAN
City Engineer

By

Lloyd D Paulsen
LLOYD D. PAULSEN
Deputy City Engineer

LDP/JPS:bp

cc: Mr. Warren Hollier, President, Board of Public Works
w/Communication Referral Slip No. 98523 (8-9-79) with
transmittal

RECEIVED
AUG 28 1979
SCRTD
OFFICE OF CHIEF ENGINEER
BUS FACILITIES

☐ DESIGN SECTION
☐ CONSTRUCTION
☑ PROJECT CONTROL
☐ REAL ESTATE
☐ FOR ACTION
☑ FOR INFORMATION
☐ FILE