

**STUDY OF THE ALTERNATIVES
TO THE CURRENT OPERATION OF DIVISION 6**

FIRST LEVEL EVALUATION REPORT

July 1986

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Southern California Rapid Transit District

SCRTD
1986
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STUDY OF THE ALTERNATIVES TO THE CURRENT OPERATION OF DIVISION 6

- FIRST LEVEL EVALUATION REPORT -

1.0 INTRODUCTION

The Southern California Rapid Transit District (SCRTD) is considering alternatives for operation of a westside bus maintenance and operating facility. The current operating division (Division 6) is located on a 3.25 acre site in Venice. This facility was originally established in 1902 as a streetcar maintenance and storage yard for the Los Angeles Pacific Railway, a predecessor of the Pacific Electric Company (PE). In 1951, a portion of the rail yard was converted to a maintenance and storage garage by Pacific Electric Company. This was sold in 1953 to the Metropolitan Coach Lines, a private company. The remaining property was sold to other developers. Metropolitan Coach Lines was acquired by the Los Angeles Metropolitan Transit Authority (LAMTA) in 1958. The LAMTA subsequently became the SCRTD in 1964.

Over the years, the City of Los Angeles has allowed construction of apartments and other residents on the immediate adjacent property. The two major factors which have led to the SCRTD's current efforts to relocate or improve the current site are (1) the closeness of residential developments to the bus facilities, with the associated nuisances, and (2) the need for a more modern facility to serve the fast growing westside demand for transit service.

The SCRTD is currently considering relocating the facility, buying adjacent property to create a buffer zone to reduce the impacts of the existing division on the adjacent residents, or closing the facility and absorbing the operation at other currently owned facilities. This report describes the results to date of efforts to locate a suitable alternative to the current operation of Division 6. The remainder of this section describes the function of an operating division and the process which has been undertaken to identify alternative locations. Section 2 identifies the alternatives that are currently being considered and provides a general description of site-specific and surrounding land use and demographics. Section 3 summarizes and describes the site evaluation data gathered to date, including land use and development, cost, and environmental quality data, as well as the major community concerns. The final section, Section 4, identifies the future milestones associated with the Study through April, 1987.

1.1 PURPOSE AND FUNCTION OF AN OPERATING DIVISION

An operating division is a facility which provides essential support functions for a fleet of buses operating a network of service routes. These functions include areas for bus storage, maintenance and servicing, administrative office for driver reporting, materials storage, and employee parking.

Typically, a division's employee complement includes bus operators, mechanics, and administrative personnel. The size of the facility and the operator/personnel support required by each division largely depend on the number of buses assigned to the area. The existing Division 6 facility, for instance, has a total of 205 employees supporting the operation of 77 buses. Of this, 132 are bus operators, 59 are mechanics, and 14 are administrative personnel. The largest projected Division 6 facility is based on the operation of 140 buses and requires approximately 240 bus operators, 107 mechanics, and 26 administrative personnel.

BUS STORAGE - The need for bus parking and overnight storage exert the largest demand for space in any division. During the late evening and early morning hours, a majority of buses are parked until the following day's operation begins.

OFFICE/ADMINISTRATIVE FUNCTIONS - Each division includes a structure where bus operators report for work assignments and where all administrative functions related to the operation of buses in that division are undertaken. It includes an operators' lounge, locker rooms, classroom, and offices for administrative personnel.

BUS MAINTENANCE AND SERVICE FUNCTIONS - Servicing and maintenance of vehicles are done daily and include all necessary activities to prepare a bus for the following day's operation. The bus service cycle begins at the time a bus completes a day's operation, usually in the mid-afternoon until early evening. Initially, the cash from the farebox is removed and kept in a vault, then the bus is driven to the service island where refueling and internal cleaning are simultaneously done. The process can take from 3 to 15 minutes after which the bus is taken through the exterior washer and then parked. Most maintenance activities, including running repairs and related mechanical work, are done during the day, although some maintenance work is done in the evening when necessary.

All SCRTD operating divisions have the full capability for handling preventive maintenance service such as oil, fluid, coolant level, tire, and brake checks, adjustments, and running repairs. Heavy maintenance work, such as engine, transmission, and body rebuilds, are normally done at the Central Maintenance Facility.

EMPLOYEE PARKING - A separate, designated space for employee parking is provided within or adjacent to each division.

MATERIALS STORAGE - Fuel at each operating division is stored in underground tanks in the vicinity of the service island, the capacity of which varies from one division to another depending on its daily use rate and size. Divisions operating approximately 250 buses usually store 120,000 gallons of diesel fuel. The existing Division 6 facility stores 20,000 gallons of diesel fuel while the planned Division 6 facility would store between 60,000 and 80,000 gallons.

NORMAL MITIGATION MEASURES - SCRTD operating divisions built over the past five years include a bus washer recirculation system for water

re-use, an oil collector system, and a water clarifier system. A more detailed description of these systems is presented in Section 3.0.

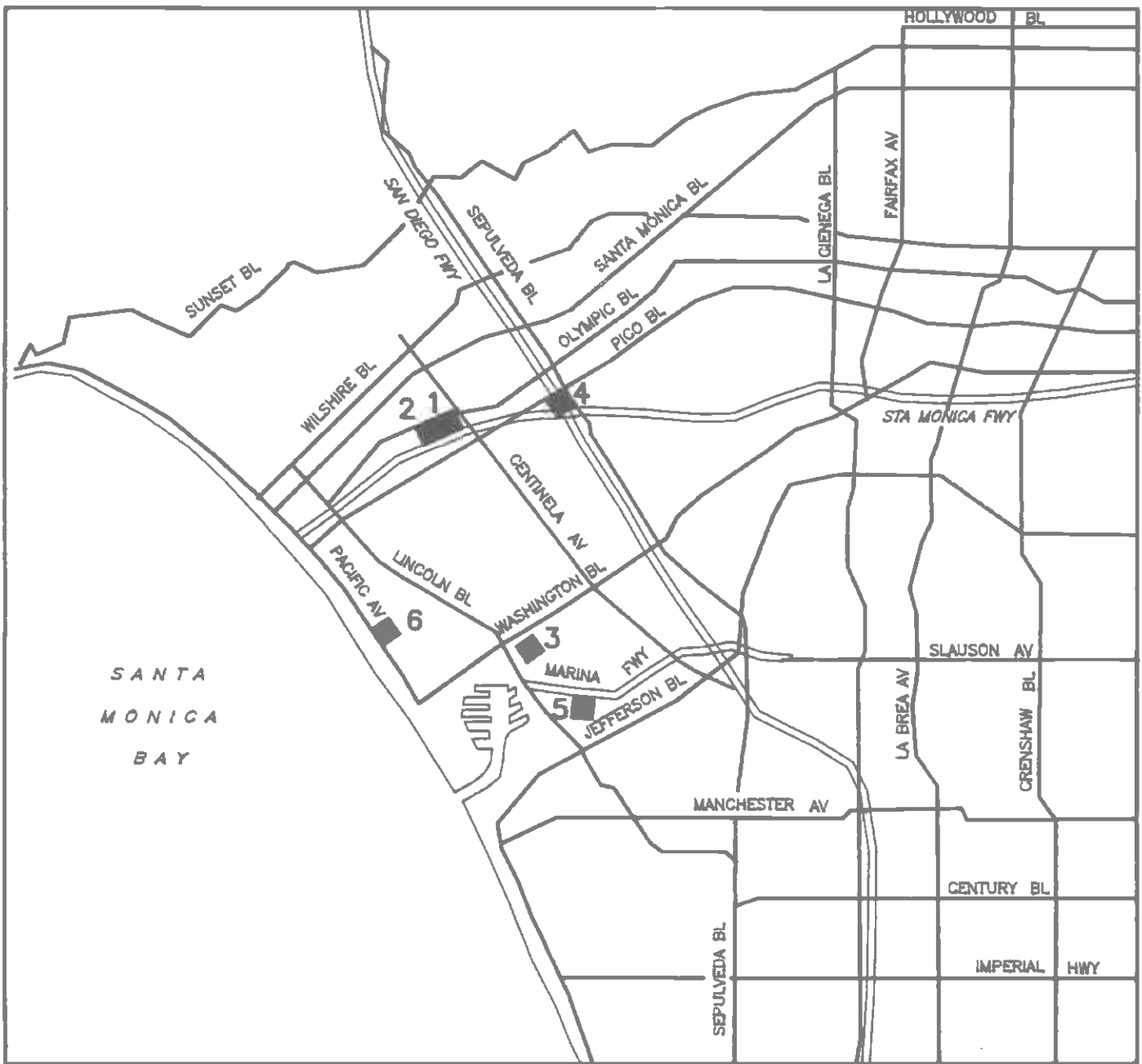
1.2 DESCRIPTION OF STUDY PROCESS

As a result of the long-standing community concerns associated with SCRTD's existing westside operating division (Division 6), a study was initiated in early 1984 to locate a suitable replacement site for Division 6. In October, 1984, a report was prepared by the District which presented the site selection activities through that date. Based on the initial concept to build a "typical" size facility which could accommodate between 200-250 buses, site selection criteria were established. With the usable site area criteria set at 8-10 acres, fourteen potential sites were initially identified. However, due to either land use, zoning, or land availability conflicts, as well as environmental problems and poor access, all of the initial fourteen sites were eventually eliminated.

After careful review of the original site selection criteria, it was determined that a replacement site similar to the size currently operating at Division 6 (approximately 125 buses) would meet the District's long-range needs. Projections associated with the District's rail operations were weighed against projected westside passenger demand and bus capacity as part of the evaluation process. As a result, the initial site selection criteria were modified to include sites of 4 1/2 to 6 acres. Based on the modified criteria, nine additional sites were identified. Each site was reviewed against such issues as:

- o access
- o proximity to residential uses
- o usable site area
- o current use and ownership
- o acquisition and relocation costs
- o availability
- o current zoning
- o adjacent land uses.

After an initial screening of the nine additional sites, five sites were ultimately selected as candidate Division 6 relocation sites. This report contains a further evaluation of these sites, shown in Figure 1. In addition to the five relocation sites, the following three alternatives are also under consideration: (1) use of current bus facilities operated by Culver City, Torrance, and/or Santa Monica bus companies, (2) the closing of the existing facility with operations transferred to other SCRTD bus divisions, or (3) purchase of a buffer zone at the existing Division 6 location.



ALTERNATE SITE LOCATIONS



0 10,000
SCALE IN FEET

- | | |
|---------------------|-------------------------------|
| 1 OLYMPIC/CENTINELA | 4 PICO/SAWTELLE |
| 2 OLYMPIC/STEWART | 5 CULVER BL/MARINA EXPRESSWAY |
| 3 GLENCOE/MAXELLA | 6 DIVISION 6 WITH BUFFER |

DIVISION 6 STUDY
PLANNING DEPARTMENT

FIGURE 1

2.0 DESCRIPTION OF ALTERNATIVES

Of the eight alternatives currently under consideration, six are discussed in detail within this report. The remaining two alternatives, which involve either the transferring of Division 6 operations to available space at existing SCRTD facilities or available space associated with existing Culver City, Torrance, and/or Santa Monica bus system facilities, are briefly described. The following section (Section 2.1) summarizes all eight alternatives. Section 2.2 describes the existing conditions at the five relocation sites under consideration, as well as the conditions associated with the current Division 6 location in Venice.

2.1 SUMMARY OF ALTERNATIVES

Eight alternatives are evaluated in this report. A brief description of each alternative, including the existing Division 6 location (Figures 2 and 3), is summarized below. Alternatives 1 through 5 are comprised of possible sites for a relocated bus division, as shown in Figures 4 through 13. Alternative 6 involves the existing Division 6 location with the addition of a buffer (Figures 14 and 15). The remaining two alternatives involve the relocation of the District's current operations to other locations without the acquisition of additional property.

EXISTING DIVISION 6: The current 3.25 acre site between Pacific Avenue and Main Street in Los Angeles (Figures 2 & 3).

ALTERNATIVE 1: Olympic/Centinela. A 4.71 acre parcel at the southwest corner of Olympic and Centinela Boulevards in Santa Monica (Figures 4 & 5).

ALTERNATIVE 2: Olympic/Stewart. A 6.98 acre parcel at the southeast corner of Olympic and Stewart Street in Santa Monica (Figures 6 & 7).

ALTERNATIVE 3: Glencoe/Maxella. A 4.41 acre parcel fronting Maxella on the north and bordered by Del Rey and Glencoe Avenues in Los Angeles (Figures 8 & 9).

ALTERNATIVE 4: Pico/Sawtelle. A 6.50 parcel bounded by Sawtelle, Pico, Sepulveda and Exposition Boulevards in Los Angeles (Figures 10 & 11).

ALTERNATIVE 5: Culver Boulevard/Marina Expressway. A 7.72 acre parcel at the southwest corner of Culver Boulevard and the Marina Expressway in Los Angeles (Figures 12 & 13).

ALTERNATIVE 6: Current Division with the addition of a buffer. Expansion of the current site between Pacific Avenue and Main Street with acquisition of a buffer, in Los Angeles (Figures 14 & 15).



EXISTING DIVISION 6

AERIAL

DIVISION 6 STUDY
PLANNING DEPARTMENT

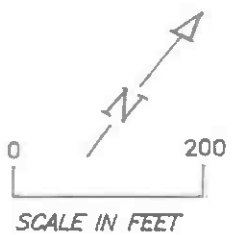


FIGURE 2

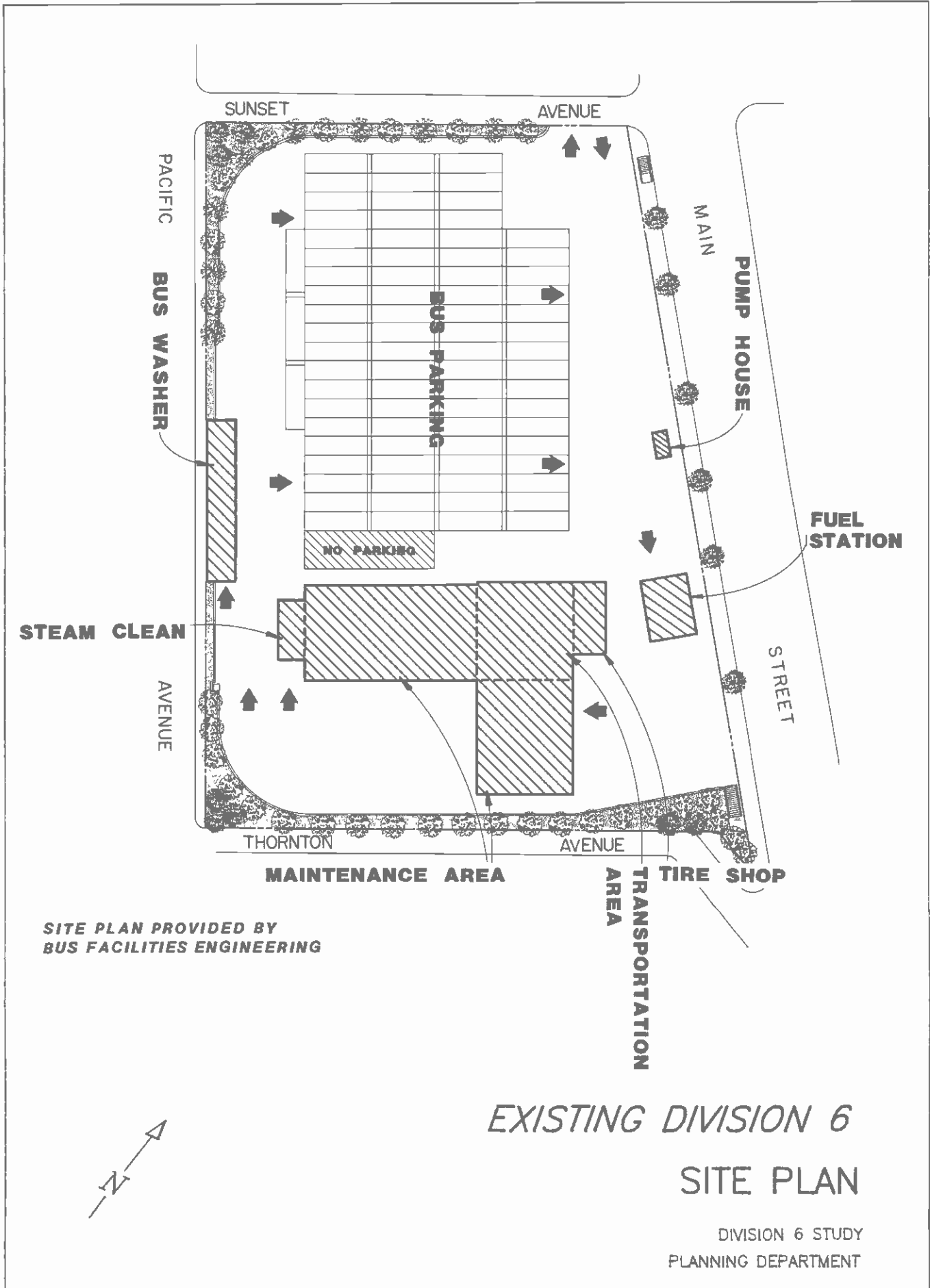
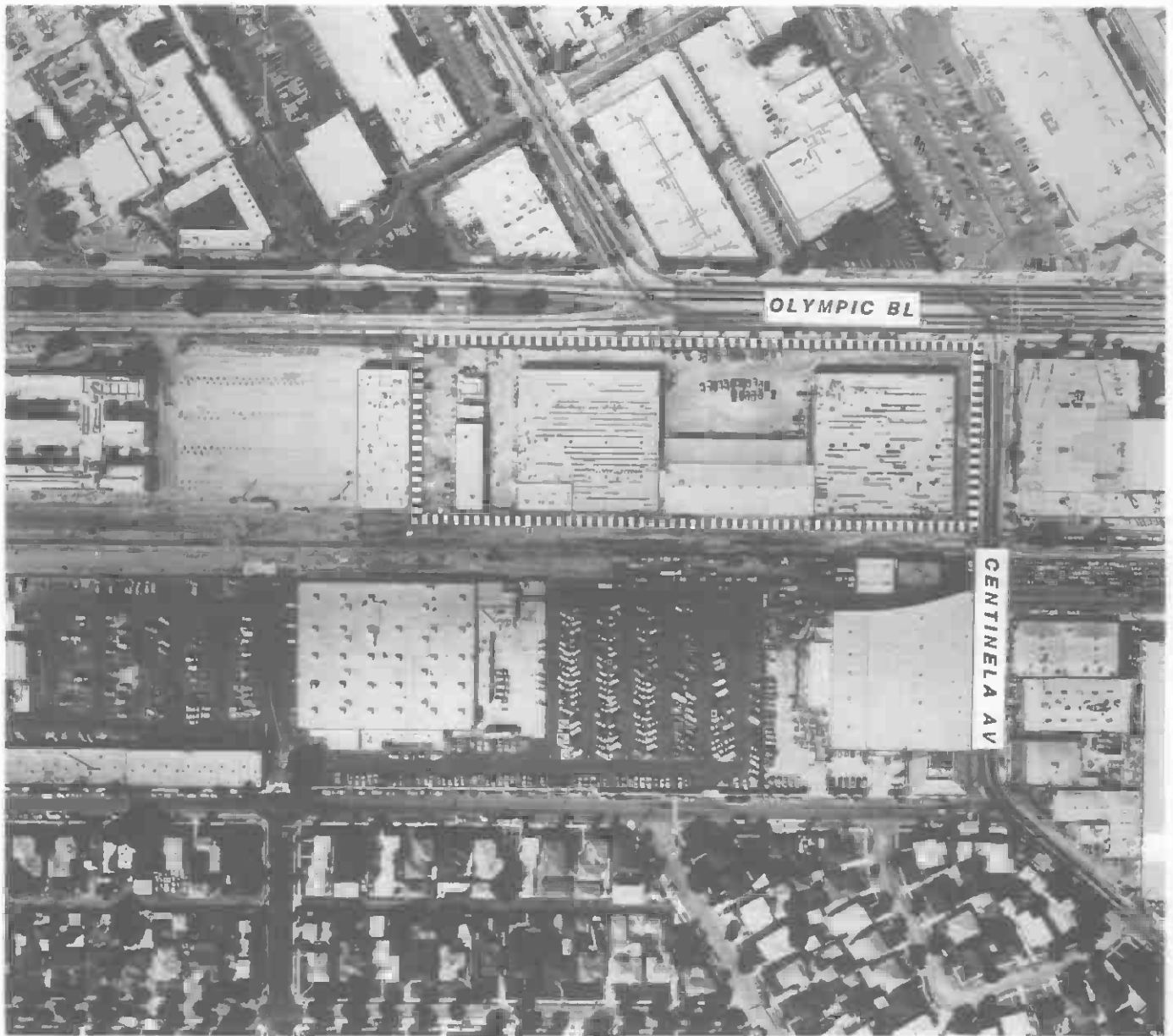


FIGURE 3



ALTERNATIVE 1
OLYMPIC/CENTINELA

AERIAL

DIVISION 6 STUDY
PLANNING DEPARTMENT

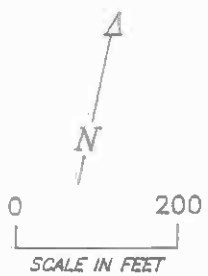
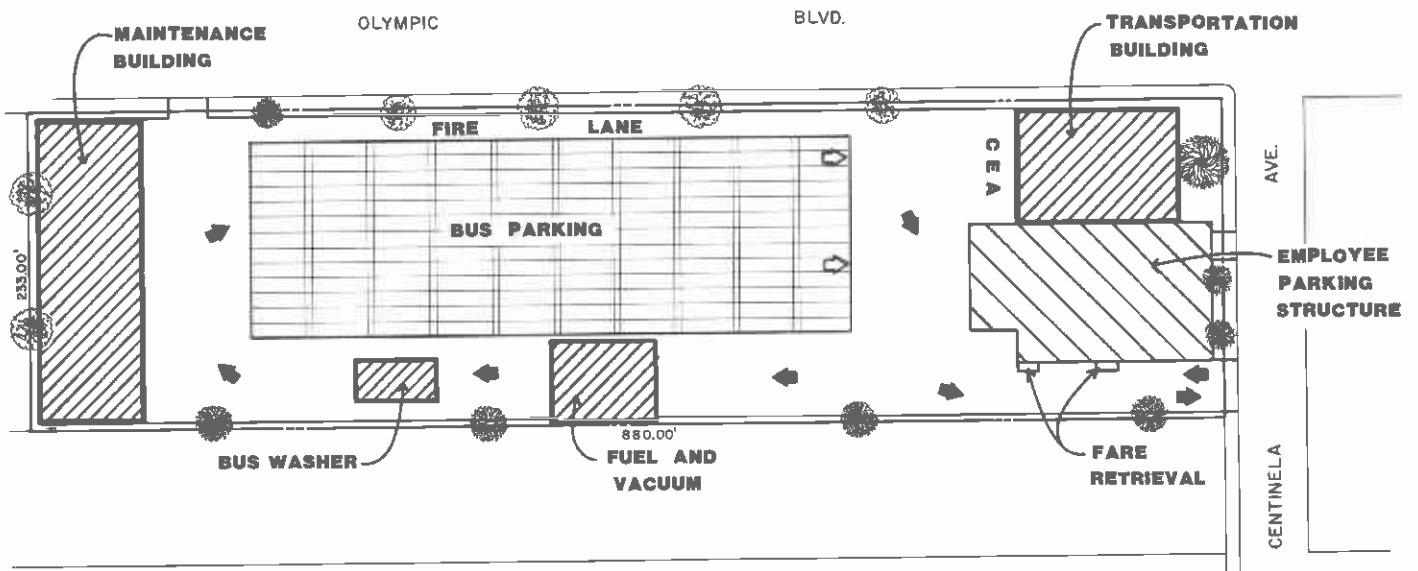


FIGURE 4



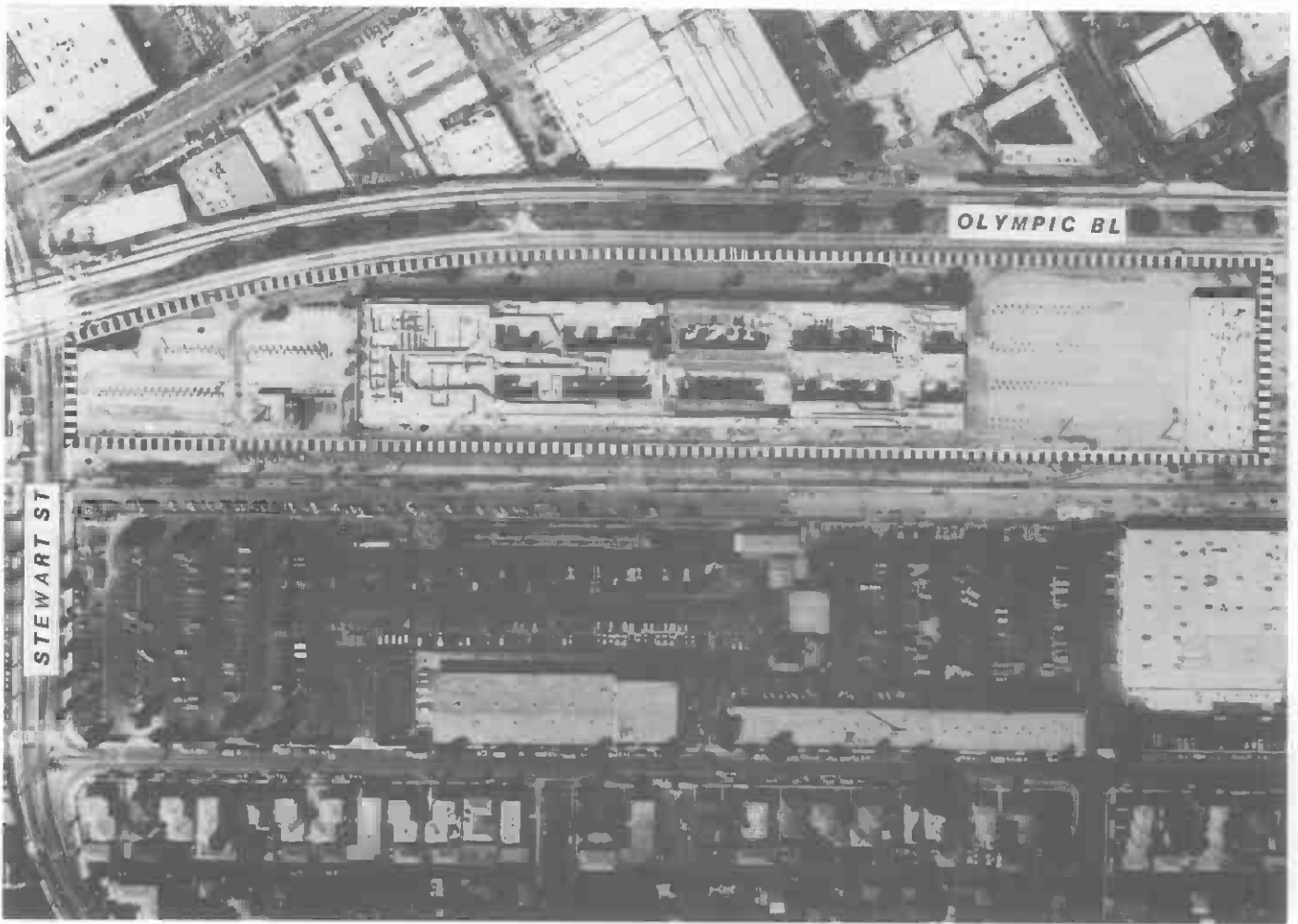
SITE PLAN PROVIDED BY
BUS FACILITIES ENGINEERING

ALTERNATIVE 1
OLYMPIC/CENTINELA
PROPOSED SITE PLAN



DIVISION 6 STUDY
PLANNING DEPARTMENT

FIGURE 5



ALTERNATIVE 2
OLYMPIC/STEWART

AERIAL

DIVISION 6 STUDY
PLANNING DEPARTMENT

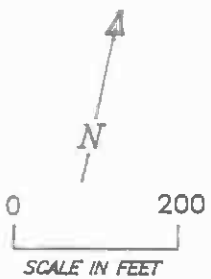
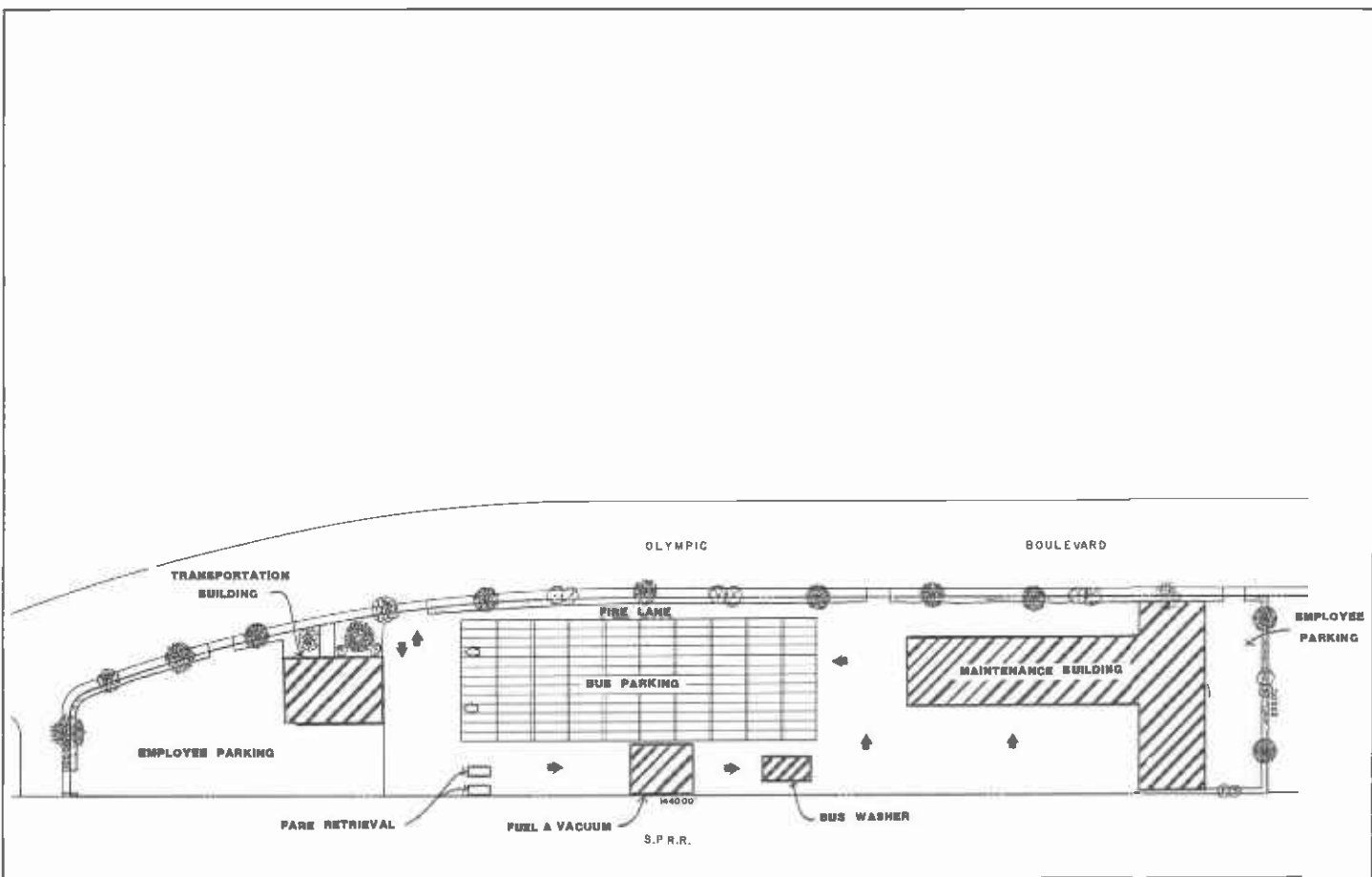


FIGURE 6



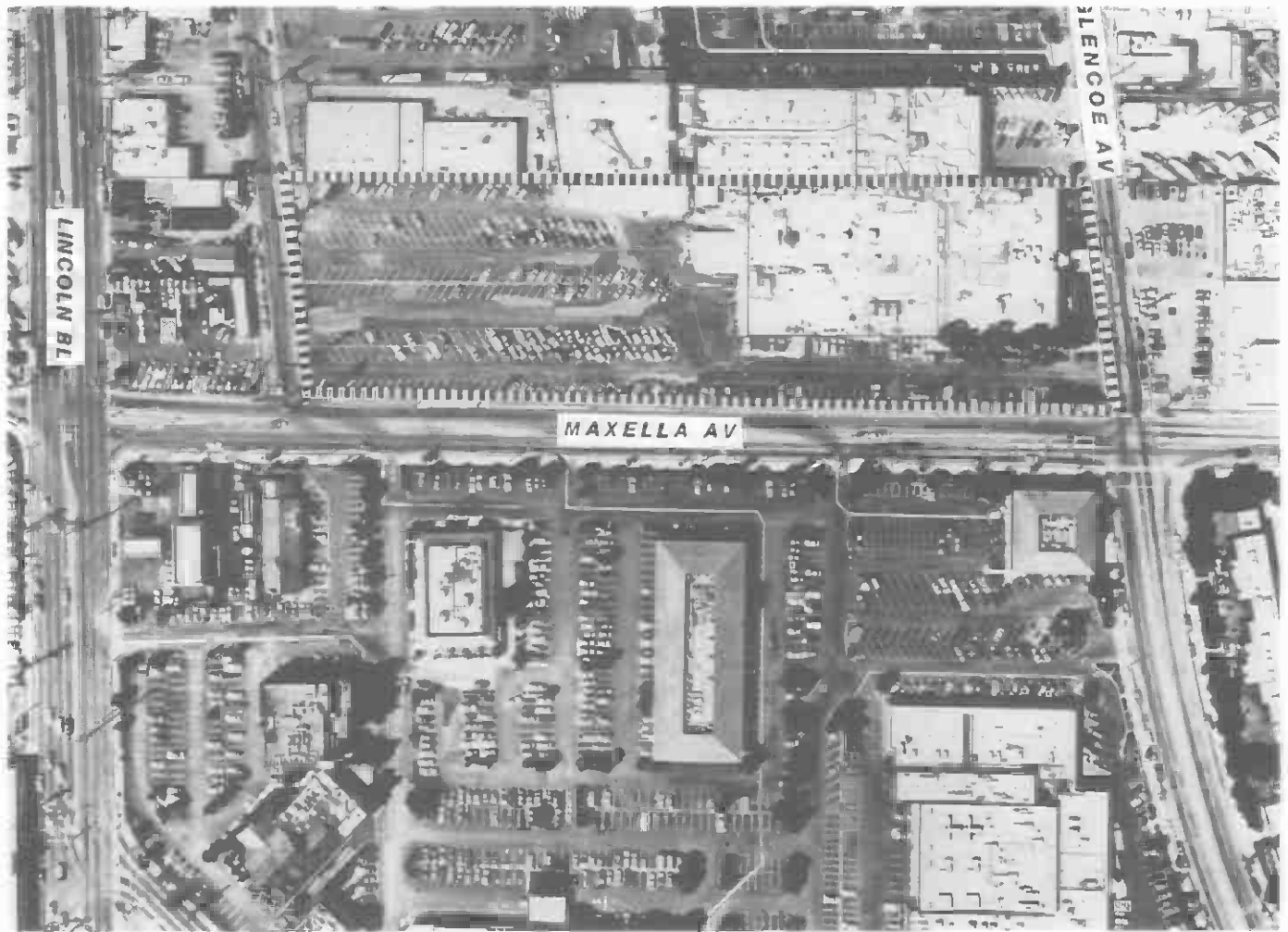
**SITE PLAN PROVIDED BY
BUS FACILITIES ENGINEERING**

**ALTERNATIVE 2
OLYMPIC/STEWART**

PROPOSED SITE PLAN

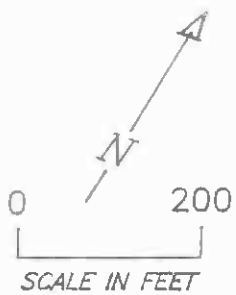


DIVISION 6 STUDY
PLANNING DEPARTMENT



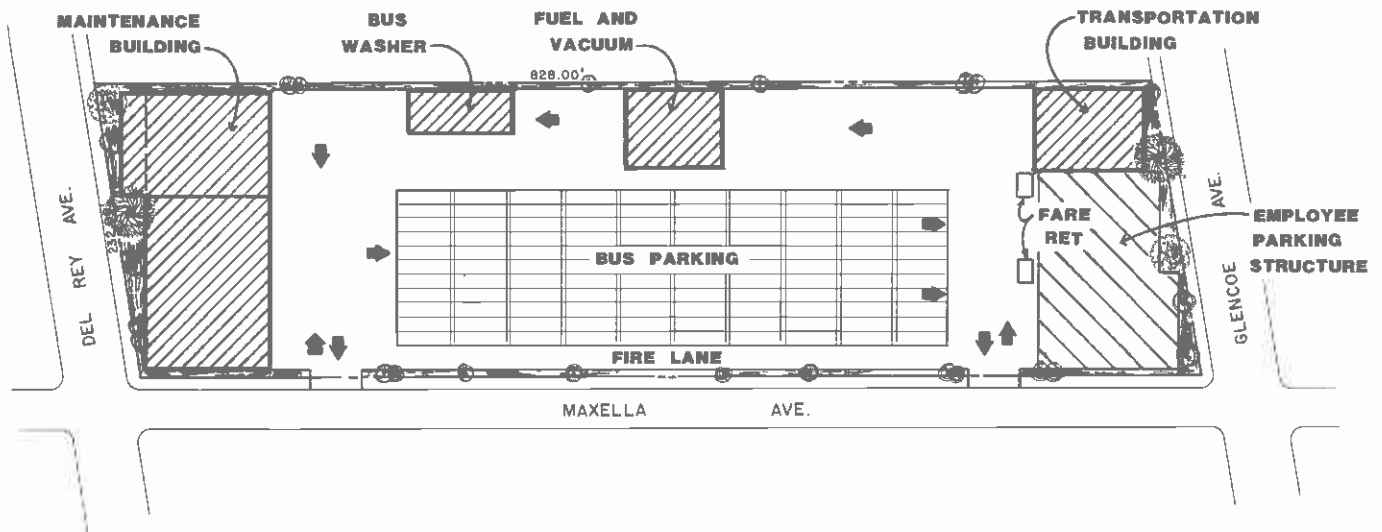
ALTERNATIVE 3
GLENCOE/MAXELLA

AERIAL



DIVISION 6 STUDY
PLANNING DEPARTMENT

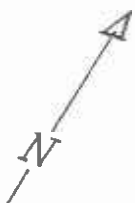
FIGURE 8



**SITE PLAN PROVIDED BY
BUS FACILITIES ENGINEERING**

ALTERNATIVE 3 GLENCOE/MAXELLA

PROPOSED SITE PLAN



DIVISION 6 STUDY
PLANNING DEPARTMENT

FIGURE 9



ALTERNATIVE 4
PICO/SAWTELLE

AERIAL

DIVISION 6 STUDY
PLANNING DEPARTMENT

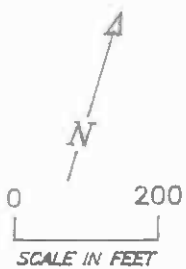
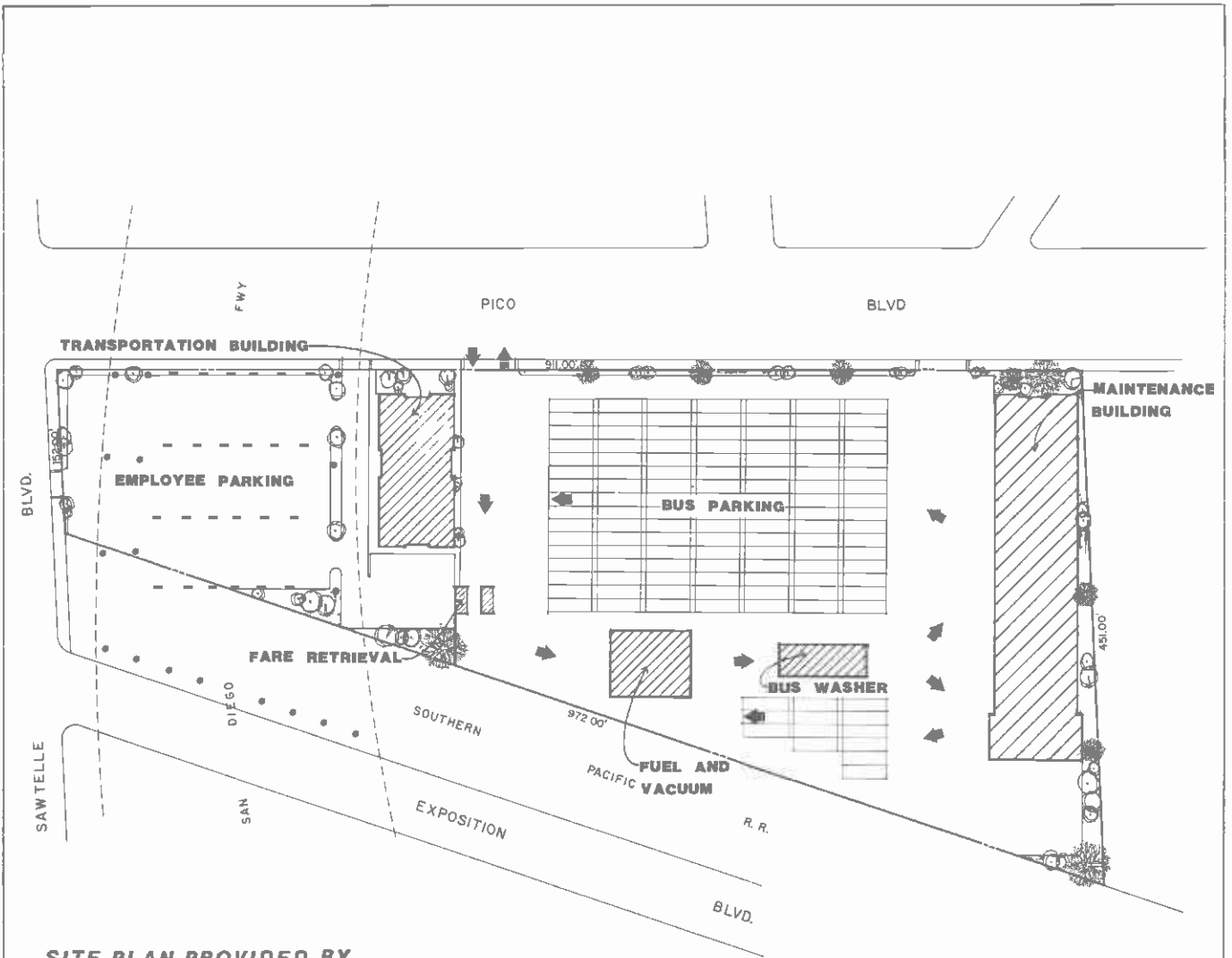


FIGURE 10



**SITE PLAN PROVIDED BY
BUS FACILITIES ENGINEERING**

**ALTERNATIVE 4
PICO/SAWTELLE**

PROPOSED SITE PLAN



DIVISION 6 STUDY
PLANNING DEPARTMENT

FIGURE 11

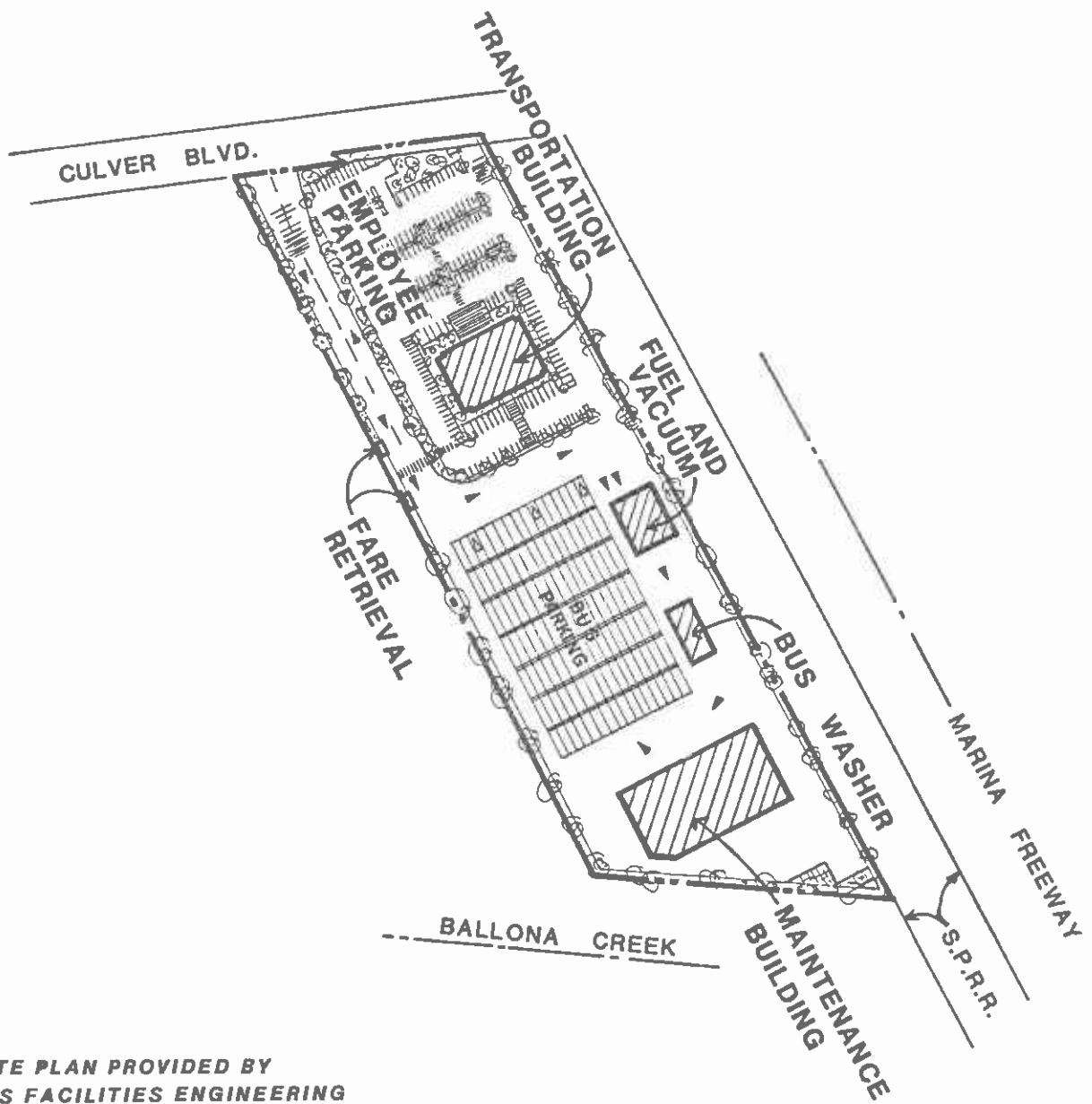


ALTERNATIVE 5
CULVER BL/MARINA EXPRESSWAY

AERIAL

DIVISION 6 STUDY
PLANNING DEPARTMENT

FIGURE 12



SITE PLAN PROVIDED BY
BUS FACILITIES ENGINEERING

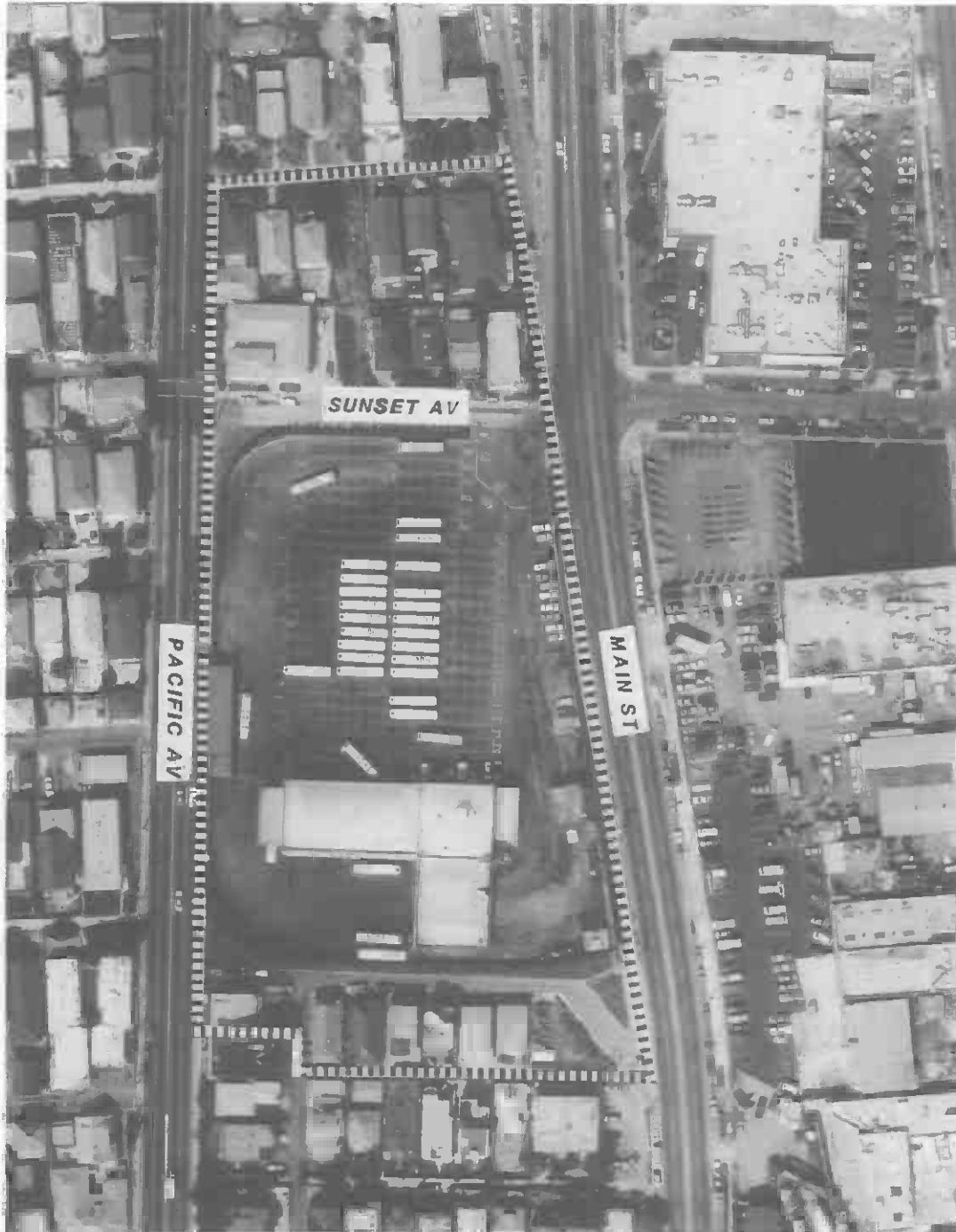
ALTERNATIVE 5
CULVER BL/MARINA EXPRESSWAY

PROPOSED SITE PLAN



DIVISION 6 STUDY
PLANNING DEPARTMENT

FIGURE 13



ALTERNATIVE 6
DIVISION 6 WITH BUFFER

AERIAL

DIVISION 6 STUDY
PLANNING DEPARTMENT

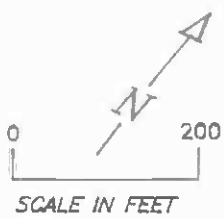
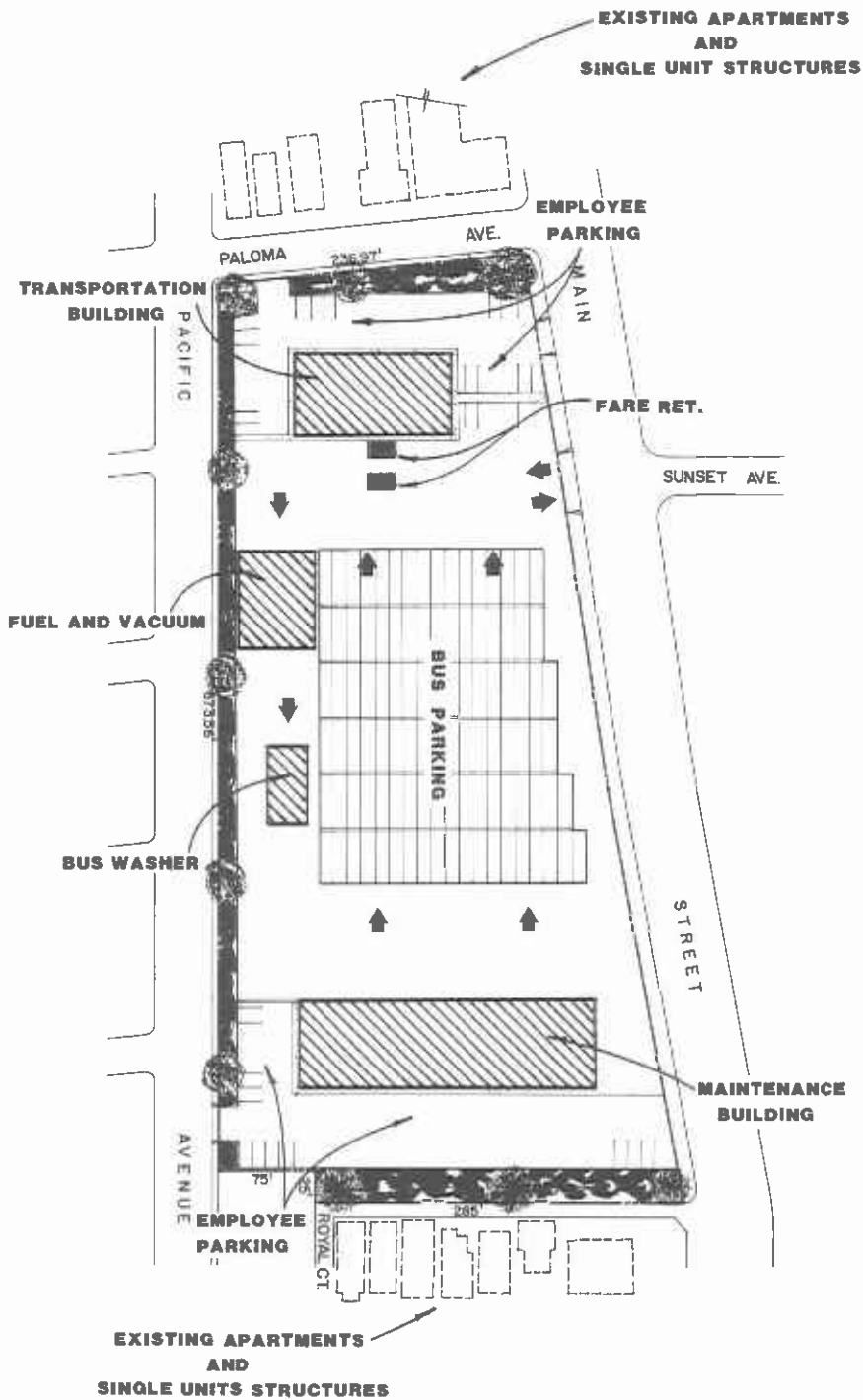


FIGURE 14



**SITE PLAN PROVIDED BY
BUS FACILITIES ENGINEERING**

ALTERNATIVE 6 DIVISION 6 WITH BUFFER PROPOSED SITE PLAN

DIVISION 6 STUDY
PLANNING DEPARTMENT

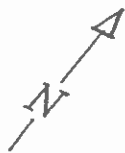


FIGURE 15

ALTERNATIVE 7: Move operations to other SCRTD Divisions. The transferring of the current westside facility bus operations to other SCRTD facilities.

ALTERNATIVE 8: Use Culver City, Torrance, and/or Santa Monica bus system facilities. The use of any available space at the facilities of other bus operators in the area.

2.1.2 DESCRIPTION OF ALTERNATIVES 7 AND 8

As an alternative to retaining a West Los Angeles operating facility, the closure of the existing facility was considered. All operations at the existing Division 6 location would cease, and Division 2, located at 16th and San Pedro Streets, south of the Los Angeles Central Business District, would be reopened (Alternative 7). In this regard, two scenarios were considered. In Scenario A, all eight lines and 77 buses that now operate out of Division 6 were moved to Division 2. This resulted in an increase of approximately 1,500 daily vehicle miles, and \$1.8 million in annual operating cost. Scenario B assumed a general reassignment of lines involving ten divisions, 27 lines and 361 buses. This action resulted in an increase of nearly 1,000 daily vehicle miles and \$1.2 million in annual operating cost.

As a variation to the closure alternative, the impacts of merging Division 6 operations with those of certain municipal carriers located in the southwest quadrant of the county were also evaluated (Alternative 8). Three carriers were considered. Consolidation at the Culver City garage increased daily vehicle miles by approximately 500 miles, and annual operating costs by nearly \$600,000. Merger at the Santa Monica garage reduced vehicle miles by 78 miles per day, and annual operating costs by almost \$100,000. Operation from the Torrance garage increased daily vehicle miles by nearly 2,600 miles, and annual operating cost by \$3.2 million. The Torrance option, however, was immediately discarded, as it was almost three times greater in annual operating cost than Alternative 7. The Culver City and Santa Monica options, although less expensive, were found to not be viable due to the lack of space available for any significant increase in bus operations at either location.

2.2 EXISTING CONDITIONS

The purpose of this section is to provide a site-specific inventory of the existing site as well as immediately adjacent land uses associated with each Division 6 relocation alternative. In addition, a general description of the demographics associated with residents living within 1/4 mile from each alternative is presented. This section focuses on providing data to evaluate the District's proposals in conjunction with existing community land use plans and patterns of development, and the possible impacts on surrounding land uses given the construction/expansion of Division 6 at any one site.

Alternative 1: Olympic/Centinel - Located on the eastern edge of the City of Santa Monica within a 4 to 5 mile east/west corridor of light

industrial facilities and professional buildings, Alternative 1 is bordered by Olympic Boulevard to the north and Centinela Avenue to the east. Existing on-site land uses associated with the 4.71 acre site include warehouses and professional buildings. Current tenants of the site include Happyjack Firewood and Brouwer Industries (which produces metal sawing machines). Adjacent land uses to the north of Alternative 1 include Commerce Park (Professional), the Medical Chemical Corp., Richney Western Electronics, Discovery International, and Teledyne Controls. Southwest (Automobile) Leasing and Rental is located to the east of the site. Immediately adjacent to the south of the site is American Shower Door Company and GTE Facilities. Property to the west of Alternative 1 consists of professional offices and vacant light industrial buildings. South of the GTE Facilities (approximately 440 feet south of the border of Alternative 1) is a residential neighborhood consisting of single family homes at the corner of Centinela Avenue and Exposition Boulevard and apartment buildings bordering Exposition Boulevard to west of the single family dwellings.

As defined by the U.S. Bureau of Census (1980), the total population within a 1/4 mile radius of Alternative 1 consists of approximately 1,300 residents, of which 17% are from 5 to 19 years old and 12% are 65 years old or older. Of the estimated 522 households within a 1/4 mile radius of Alternative 1, approximately 16% do not have access to an automobile.

Alternative 2: Olympic/Stewart - Similar to Alternative 1, Alternative 2 is also located on the eastern edge of the City of Santa Monica within a 4 to 5 mile east/west corridor of light industrial facilities and professional buildings. Located immediately adjacent to the western edge of Alternative 1, Alternative 2 is bordered by Olympic Boulevard to the north and Stewart Street to the west. Existing on-site land uses associated with the 6.98 acre site include a vacant light industrial facility and a vacant professional building. Adjacent land uses to the north of the site include Commerce Park (Professional), Hot Tub Fever, Wildwood Elementary School, Santa Monica Hospital (Business Office/Administration), and a light industrial park at the northeast corner of Olympic Boulevard and Stewart Street. Professional office buildings are located to the west of the site (west of Stewart Street). Immediately adjacent to the south of the site are GTE facilities which border the entire southern edge of Alternative 2. Brouwer Industries borders the eastern edge of the site. Similar to Alternative 1, apartment complexes are located approximately 440 feet to the south of the site, parallel to Exposition Boulevard.

The total residential population with a 1/4 mile radius of Alternative 2 is estimated to be just over 2,000 people, of which 19% are from 5 to 19 years old and 11% are 65 years old or older. Of the 787 households within a 1/4 mile radius of Alternative 2, approximately 18% do not have access to an automobile.

Alternative 3: Glencoe/Maxella - Located in the City of Los Angeles, approximately 2 miles southeast of the City of Santa Monica and 1 1/2 miles northeast of Dockweiler State Beach, Alternative 3 was, until

recently, occupied by Transco Products, Inc., a light industrial facility. Bordered by Glencoe Avenue to the northeast and Maxella Avenue to the southeast, adjacent land uses of the 4.41 acre site include: Revell Corporation, MDR Self Storage, and the Computer Aided Design Group to the northwest; Transco Products Inc. and Magnetika to the northeast; Fred Sands Realty, Villa Marina Center (offices, shopping, grocery store, and UA Cinemas), TGI Friday's restaurant, and Meiji-Kan restaurant to the southeast; and the future site of Oak Ridge Shopping Center to the southwest. A large condominium complex (Villa Velletri) is located approximately 175 feet to the east of Alternative 3 at the southeast corner of Glencoe Avenue and Maxella Avenue.

The total population within a 1/4 mile radius of Alternative 3 is estimated to consist of approximately 1,800 residents, of which approximately 13% are from 5 to 19 years old and 12% are 65 years old or older. Of the 858 households within a 1/4 mile radius of Alternative 3, approximately 10% do not have access to an automobile.

Alternative 4: Pico/Sawtelle - Located in the City of Los Angeles partially beneath the San Diego (405) Freeway, Alternative 4 is bordered by Pico Boulevard to the northwest and Sawtelle Boulevard to the west. The Southern Pacific Railroad and Exposition Boulevard parallel the southeastern edge of the 6.50 acre site. Existing on-site land uses include a Caltrans storage yard, a concrete batch plant, a car wash, and the Arriba Restaurant. Adjacent land uses include: Tomy's Restaurant, Adray's warehouse, Camping Outfitters, and Flakey Jake's Restaurant to the northwest; Anawalt Lumber and the Frame-Up Art Gallery to the northeast; the Aerogroup Corp and Aeroquip Marmon Plant to the southeast; and various retail/commercial stores to the southwest. Apartment complexes are located on the southwest corner of Sawtelle Boulevard and Exposition Boulevard (approximately 90 feet from the southern corner of Alternative 4). Single family residences are located approximately 300 feet to the east of the site, eastward beyond the Aerogroup Corp and paralleling Sepulveda Boulevard to the southeast of Alternative 4.

The total population within a 1/4 mile radius of Alternative 4 is estimated at just under 1,600 residents, 16% of which are 5 to 19 years old and 17% of which are 65 years old or older. Of the 638 households within a 1/4 mile radius of Alternative 4, approximately 16% do not have access to an automobile.

Alternative 5: Culver Boulevard/Marina Freeway - Located in the City of Los Angeles, approximately 1/2 mile north of Hughes Airport and 1 1/2 miles east of the entrance channel to Marina Del Rey, Alternative 5 consists of "open space" except for a few small retail shops located on the northwestern edge of the site. Bordered by a Southern Pacific Railroad right-of-way and the Marina Freeway to the northeast, Ballona Creek Flood Control Channel to the southeast, and Culver Boulevard to the northwest, the 7.72 acre site is currently considered vacant. Adjacent land uses include the J. S. Marina (Baseball) Field to the west, and a large light industrial park to the south of the Ballona Creek Flood Control Channel. The closest residential land uses are approximately 1,000 feet to the north of Alternative 5 (northeast of

the Marina Freeway). Located at the eastern edge of the Ballona Wetlands, the site is currently zoned "medium residential".

The total population within a 1/4 mile radius of Alternative 5 (primarily located to the north and east of the site) is estimated at just under 800 residents. Approximately 8% of the residents are between 5 and 19 years old, and 13% are 65 years old or older. Of the 434 households within a 1/4 mile radius of Alternative 5, approximately 13% do not have access to an automobile.

Existing Division 6 - Located in Venice, approximately 1/4 mile south of the City of Santa Monica and 1/8 mile from Venice City Beach, the existing Division 6 location is bordered by Main Street to the east and Pacific Avenue to the west. The District's 3.25 acre (light industrial) bus division is the only on-site land use. Currently zoned residential, the site is surrounded by low to medium residential land uses as close as 20 feet to the north, south, and west. Adjacent land uses to the east include Tri-Star Electronics, Hammond Lumber, Auto Interiors, and various retail shops.

The existing division location has approximately 3,900 residents within a 1/4 mile radius, of which approximately 12% of the residents are between the ages of 5 and 19, with 8% age 65 or older. Of the 2,240 households within a 1/4 mile radius, approximately 30% have no access to an automobile.

3.0 SUMMARY OF SITE EVALUATION DATA

As part of the first-level evaluation process, a significant amount of existing site-specific information has been gathered and analyzed. Grouped into four categories, i.e., Land Use and Development, Costs, Environmental Quality, and Major Community Concerns, fifteen evaluation areas were studied. A summary of the site-specific data gathered in each evaluation area is presented in Figure 16.

Although a majority of the information presented in Figure 16 is self-explanatory, for clarity, a more detailed discussion of nine of the evaluation areas is presented in the following section. Generally, each discussion is provided to either elaborate on the data presented in Figure 16 or clarify technical information.

3.1 DEFINITION OF TERMS

Zoning

Of the five alternative relocation sites currently under consideration, plus existing Division 6, Alternatives 1 and 2 are located in the City of Santa Monica and Alternatives 3 through 6 are located in the City of Los Angeles. Although the zoning ordinances for Santa Monica and Los Angeles are similar in many respects, the following differences between each city's zoning ordinances should be noted:

- Alternatives 1 and 2, on adjacent parcels in Santa Monica, are currently zoned M2-light industrial. Permitted uses within the existing M2 district include "bus yards, public/private." However, on October 23, 1984, the Santa Monica City Council adopted new Land Use and Circulation Elements for the City's General Plan. In the revised General Plan, Alternatives 1 and 2 are designated "special office" which is inconsistent with the current M2 zoning. In an effort to bring the existing zoning into conformity with the recently adopted Land Use Element of the General Plan, a revised zoning ordinance was submitted to the City Council on January 28, 1986. Though the Draft Zoning Code has not been adopted yet, Alternatives 1 and 2 are zoned C5--Special Office Commercial in this document. Bus yards are a conditional use in districts zoned C5. (Santa Monica Draft Zoning Code, January 1986, p.358 to end.)
- Alternatives 3 through 6 are located in the City of Los Angeles. Alternatives 3 and 4 are zoned M1-limited industrial and M2-light industrial. "Bus storage or operating yards" are permitted uses in the M1 and M2 districts (City of Los Angeles Zoning Code, 1986, p.638). Alternatives 5 and 6, however, are currently zoned for residential uses, and industrial uses such as bus storage or operating yards are not permitted in residential areas.

EVALUATION AREA

EXISTING DIVISION 6

ALTERNATIVE 1
OLYMPIC/CENTINELA

ALTERNATIVE 2
OLYMPIC/STEWART

AREA (IN ACRES)		3.25 ACRES	4.71 ACRES	6.98 ACRES
DESIRABLE BUS CAPACITY		85	130	130
I. LAND USE & DEVELOPMENT				
A. EXISTING AND SURROUNDING LAND USE		APARTMENTS TO THE NORTH, SOUTH, AND WEST, NEAREST IS APPROX. 20 FEET. RETAIL AND LIGHT INDUSTRIAL TO THE EAST.	LIGHT INDUSTRIAL AND PROFESSIONAL/OFFICE BUILDINGS SURROUND SITE. SINGLE FAMILY RESIDENTIAL AND APARTMENTS APPROXIMATELY 400 FEET SOUTH. ELEMENTARY SCHOOL APPROXIMATELY 400 FEET WEST.	LIGHT INDUSTRIAL AND PROFESSIONAL/OFFICE BUILDINGS SURROUND SITE. APARTMENTS APPROX. 440 FEET SOUTH. ELEMENTARY SCHOOL APPROX. 142 FEET NORTH. STATE PARK APPROX. 500 FEET SOUTH.
B. ZONING		CITY OF LOS ANGELES. CURRENTLY ZONED RD1.5-1 (RESIDENTIAL LOW-MEDIUM DENSITY). BUS FACILITIES ARE NOT A PERMITTED USE.	CITY OF SANTA MONICA. CURRENTLY ZONED M2 (LIGHT INDUSTRIAL). PERMITTED USE INCLUDES BUS YARDS - PUBLIC/PRIVATE. PROPOSED ZONING, C5 (SPECIAL OFFICE COMMERCIAL DISTRICT). CONDITIONAL USE INCLUDES BUS YARDS-PUBLIC/PRIVATE	CITY OF SANTA MONICA. CURRENTLY ZONED M2 (LIGHT INDUSTRIAL). PERMITTED USE INCLUDES BUS YARDS - PUBLIC/PRIVATE. PROPOSED ZONING, C5 (SPECIAL OFFICE COMMERCIAL DISTRICT). CONDITIONAL USE INCLUDES BUS YARDS-PUBLIC/PRIVATE
C. STRUCTURAL DISPLACEMENTS (EXCLUDES VACANT STRUCTURES)		1. RESIDENTIAL UNITS 2. COMM./BUSINESS 3. INDUSTRIAL 4. TOTAL SQUARE FEET	0 3 1 71,880	0 1 0 40,000
II. COSTS				
A. SITE ACQUISITION		\$0	\$7,360,000 - \$8,700,000	\$10,000,000 - \$13,000,000
B. SITE DEVELOPMENT AND CONSTRUCTION		\$0	\$7,734,000	\$7,194,000
C. RELOCATION		\$0	\$261,000 - \$314,000	\$6,000 - \$7,000
D. OPERATIONS SAVINGS (COST) VS. EXISTING SITE		\$0	(\$470,000)	(\$581,000)
III. ENVIRONMENTAL QUALITY				
A. AIR		1. DAILY BUS POLLUTANT BURDEN REDUCTION 2. DIESEL FINES (FROM EDGE OF BUS PARKING AREA)	TOTAL KILOGRAMS ALL POLLUTANTS (NO CHANGE) NO CHANGE. RESIDENTIAL ON NORTH, SOUTH, AND WEST AT APPROX. 80, 215, AND 140 FEET RESPECTIVELY.	TOTAL KILOGRAMS ALL POLLUTANTS -12.1 (REDUCTION) GOOD BUFFER ZONE -- SINGLE-FAMILY AT APPROX. 500 FEET.
B. TRAFFIC (1990)		1. RTD PEAK FACILITY HOUR (5-6 AM) 2. RTD TRAFFIC DURING PM STREET PEAK HOUR (4:30-5:30 PM AT PEAK INTERSECTION) 3. BACKGROUND STREET TRAFFIC DURING PM PEAK HOUR 4. INTERSECTION LEVEL OF SERVICE DURING PM PEAK (LEGEND) 1. NO FACILITY 2. W/FACILITY 3. CHANGE IN VOLUME/CAPACITY RATIO	RTD AUTOS 33 RTD BUSES 27 RTD AUTOS 5 RTD BUSES 0 MAIN 1,530 PACIFIC 1,000 NO CHANGE	RTD AUTOS 58 RTD BUSES 50 RTD AUTOS 9 RTD BUSES 0 OLYMPIC 3,890 CENTINELA 2,600 1. 2. 3. -- -- -- OLYMPIC BLVD./STEWART ST. F F .00 OLYMPIC BLVD./CENTINELA AVE. WEST D D .00 OLYMPIC BLVD./CENTINELA AVE. EAST F F .00 CENTINELA AVE./1-10 WEST ON- AND OFF-RAMPS F F .00 CENTINELA AVE./1-10 EAST ON-RAMP A A .00 BUNDY DRIVE/OLYMPIC BLVD. F F .00 BUNDY DRIVE/PICD BLVD. F F .00
C. NOISE		1. PEAK ROADWAY BUS PASSBYS 2. IDLE AND CIRCULATION NOISE * 3. SINGLE EVENT IMPULSE NOISE *	NO CHANGE FROM EXISTING. NO CHANGE FROM EXISTING. EXPOSED DWELLING UNITS WITHIN APPROX. 500 FEET -- 25 SINGLE-FAMILY, 37 APARTMENTS.	42 -- MINOR IMPACT, PM FACILITY PEAK. 7 SINGLE-FAMILY WITH FRONTAGE ON CENTINELA. NO LOCAL ORDINANCE. WITHIN LA CITY CRITERIA (59 dBA AT NEAREST RESIDENCE, APPROX. 500 FEET. EXPOSED DWELLING UNITS WITHIN APPROX. 500 FEET -- 4 SINGLE-FAMILY, 10 APARTMENTS.
FOOTNOTE: * FROM EDGE OF BUS PARKING AREA.				42 -- MINOR IMPACT, PM FACILITY PEAK. 7 SINGLE-FAMILY WITH FRONTAGE ON CENTINELA. NO LOCAL ORDINANCE. WITHIN LA CITY CRITERIA (58 dBA AT NEAREST RESIDENCE, APPROX. 500 FEET. EXPOSED DWELLING UNITS WITHIN APPROX. 500 FEET -- 31 APARTMENTS.
D. WATER		1. WATER QUALITY 2. DRAINAGE 3. SEWAGE--TREAT TO pH 5.5 TO 10.5	MEETS REQUIREMENTS OF CITY OF L.A. BUREAU OF SANITATION & REGIONAL WATER QUALITY CONTROL BOARD. STORM DRAINS INADEQUATE. MEETS REQUIREMENTS SET BY THE CITY OF LOS ANGELES BUREAU OF SANITATION.	MEETS REQUIREMENTS OF CITY OF L.A. BUREAU OF SANITATION & REGIONAL WATER QUALITY CONTROL BOARD. ADEQUATE STORM DRAIN CAPACITY. MEETS REQUIREMENTS SET BY CITY OF L.A. BUREAU OF SANITATION.
E. ECOLOGICALLY SENSITIVE AREAS -- INCLUDES SENSITIVE AND ENDANGERED SPECIES, HABITAT NECESSARY FOR SPECIES' SURVIVAL, AND WETLANDS AREAS			SUBJECT TO COASTAL ZONE PERMIT PROCESS.	N/A
F. IMPACTS ON HISTORICAL PROPERTIES AND PARKS			0	STEWART STATE PARK APPROX. 500 FEET TO SOUTH.
G. AESTHETICS		1. VISUAL IMPACT/LIGHT AND GLARE	LANDSCAPING IMPROVED TO ENHANCE VISUAL IMPACTS. IMPACT ON RESIDENTIAL UNITS ALONG THORNTON ST.	PROPOSED DESIGN STANDARDS ENSURE COMPATIBILITY WITH LOCAL SETTING, MINIMIZE GLARE, AND INCLUDE BUFFERS TO MINIMIZE NOISE.
IV. MAJOR COMMUNITY CONCERNS				
		NOISE/AIR POLLUTION, AIR QUALITY, TRAFFIC CONGESTION, SAFETY OF SCHOOL CHILDREN, WATER POLLUTION (DRAINAGE OF DIESEL FUEL, OIL, AND SOLVENTS), REDUCTION OF PROPERTY VALUES, USE OF EMINENT DOMAIN.	NOISE/AIR POLLUTION, AIR QUALITY, TRAFFIC CONGESTION, SAFETY OF SCHOOL CHILDREN, WATER POLLUTION (DRAINAGE OF DIESEL FUEL, OIL, AND SOLVENTS), REDUCTION OF PROPERTY VALUES, USE OF EMINENT DOMAIN, AFFECTS OF CITY WATER SUPPLY.	NOISE/AIR POLLUTION, AIR QUALITY, TRAFFIC CONGESTION, SAFETY OF SCHOOL CHILDREN, WATER POLLUTION (DRAINAGE OF DIESEL FUEL, OIL, AND SOLVENTS), REDUCTION OF PROPERTY VALUES, USE OF EMINENT DOMAIN, AFFECTS OF CITY WATER SUPPLY.

ALTERNATIVE 3
GLENDE/MAVELLA

ALTERNATIVE 4
PICO/SAVELLE

ALTERNATIVE 5
CULVER BLVD./MARINA EXPRESSWAY

ALTERNATIVE 6
DIVISION 6 WITH BUFFER

4.41 ACRES	6.50 ACRES	7.72 ACRES	4.82 ACRES
126	125	140	105
LIGHT INDUSTRIAL AND COMMERCIAL RETAIL/SERVICE SURROUND SITE. CONDOMINIUMS APPROXIMATELY 175 FEET EAST.	SAN DIEGO (405) FREEWAY PASSES OVER SITE. LIGHT INDUSTRIAL AND RETAIL/COMMERCIAL SURROUND AREA. S.P.R.R. RIGHT-OF-WAY TO THE SOUTH. APARTMENT COMPLEX APPROX. 90 FEET SOUTH. SINGLE-FAMILY RESIDENTIAL APPROX. 300 FEET EAST.	BALLONA CREEK FLOOD CONTROL CHANNEL TO SOUTH. MARINA FREEWAY TO NORTH AND NORTHEAST. OPEN SPACE TO WEST. BALL DIAMONDS APPROX. 250 FEET WEST. SINGLE-FAMILY RESIDENTIAL APPROX. 1000' NORTH. APARTMENT COMPLEX 1/4 MILE NORTHEAST.	APARTMENTS TO THE NORTH, SOUTH AND WEST AS CLOSE AS APPROX. 20 FEET. RETAIL AND LIGHT INDUSTRIAL TO THE EAST.
CITY OF LOS ANGELES. CURRENTLY ZONED M1-1 (LIMITED INDUSTRIAL) AND M2-1 (LIGHT INDUSTRIAL). PERMITTED USE INCLUDES BUS FACILITIES.	CITY OF LOS ANGELES. CURRENTLY ZONED M2-1-0 (LIGHT INDUSTRY/PARKING). PERMITTED USE INCLUDES BUS FACILITIES.	CITY OF LOS ANGELES. CURRENTLY ZONED R1-1 (RESIDENTIAL). BUS FACILITIES ARE NOT A PERMITTED USE.	CITY OF LOS ANGELES. CURRENTLY RDI.5-1 (RESTRICTED DENSITY MULTIPLE DWELLING) AND R3-1 (RESIDENTIAL-MEDIUM). BUS FACILITIES ARE NOT A PERMITTED USE.
0	0	0	22 (45 OWNERS/TENANTS)
0	3	2	0
1	1	1	0
66,200	10,000	38,000	N/A
\$12,300,000 - \$14,800,000	\$11,000,000 - \$13,200,000	\$20,200,000 - \$24,300,000	\$4,400,000 - \$5,300,000
\$7,620,000	\$7,433,000	\$7,011,000	\$6,855,000
\$144,000 - \$175,000	\$240,000 - \$289,000	\$273,000 - \$327,000	\$292,000 - \$356,000
(\$124,000)	(\$236,000)	\$92,000	(\$445,000)
TOTAL KILOGRAMS ALL POLLUTANTS -3.2 (REDUCTION)	TOTAL KILOGRAMS ALL POLLUTANTS -6.1 (REDUCTION)	TOTAL KILOGRAMS ALL POLLUTANTS +2.4 (INCREASE)	TOTAL KILOGRAMS ALL POLLUTANTS -11.7 (REDUCTION)
MODERATE BUFFER ZONE -- CONDOMINIUMS AT APPROX. 340 FEET.	MODERATE BUFFER ZONE -- APARTMENTS AT APPROX. 306 FEET.	NO SENSITIVE RECEPTORS.	SLIGHTLY INCREASED BUFFER. RESIDENTIAL ON N, S, AND W AT APPROX. 270, 200, AND 180 FEET RESPECTIVELY.
RTD AUTOS 54 RTD BUSES 48	RTD AUTOS 56 RTD BUSES 41	RTD AUTOS 42 RTD BUSES 54	RTD AUTOS 47 RTD BUSES 48
RTD AUTOS 8 RTD BUSES 0	RTD AUTOS 8 RTD BUSES 0	RTD AUTOS 9 RTD BUSES 0	RTD AUTOS 6 RTD BUSES 0
LINCOLN 4,910 MAVELLA 620 GLENDE 1,710	PICO 3,400 SAVELLE 2,200 SEPUVEDA 2,560	CULVER 3,930 MARINA FREEWAY 5,670	MAIN 1,530 PACIFIC 1,000
1, 2, 3.	1, 2, 3.	1, 2, 3.	1, 2, 3.
WASHINGTON BLVD./LINCOLN BLVD. F F .00 WASHINGTON BLVD./DEL REY AVE. A A .00 WASHINGTON BLVD./GLENDE AVE. D D .00 MAVELLA AVE./LINCOLN BLVD. C C .01 MAVELLA AVE./GLENDE AVE. B B .00 LINCOLN BLVD./MARINA EXPR. E E .00 MINDANAO WAY/MARINA EXPR. WESTEND D D .00 MINDANAO WAY/MARINA EXPR. EASTEND B B .00	TENNESSEE/COTNER/1-405 N. ON-RAMP A A .00 TENNESSEE/COTNER/1-405 S. ON-RAMP B B .00 PICO BLVD./GATEWAY BLVD. E E .00 PICO BLVD./SAVELLE BLVD. F F .01 PICO BLVD./COTNER AVE. C C .00 PICO BLVD./SEPUVEDA BLVD. F F .00 NATIONAL BLVD./SAVELLE BLVD. E E .00 NATIONAL BLVD./1-405 S. ON-RAMP C C .00 NATIONAL BLVD./1-405 N. ON-RAMP D D .00 NATIONAL BLVD./SEPUVEDA BLVD. F F .00	CULVER BLVD./JEFFERSON BLVD. F F .00 CULVER BLVD./MARINA EXPR. EASTEND F F .01 CULVER BLVD./MARINA EXPR. WESTEND F F .00 CULVER BLVD./CENTINELA AVE. E E .00	ROSE AVE./MAIN ST. B B .00 SUNSET AVE./PACIFIC AVE. A A .00 SUNSET AVE./MAIN ST. A A .01 SUNSET AVE./HAMPTON DRIVE A A .00 WASHINGTON BLVD./MAIN ST./BROOKS A A .00
18 -- MINOR IMPACT, AM FACILITY PEAK. 60 CONDOMINIUMS WITH FRONTAGE ON GLENDE.	19 -- INCREASE OF 4 DBA DURING AM FACILITY PEAK. 40 SINGLE-FAMILY, 02 APTS, 14 MOTEL ROOMS WITH FRONTAGE ON SEPUVEDA.	NO SENSITIVE RECEPTORS. MITIGATION MEASURES REQUIRED IF SENSITIVE RECEPTORS DEVELOPED NEAR SITE.	NO SIGNIFICANT CHANGE FROM EXISTING.
WITHIN LA CITY CRITERIA. 550 DBA AT NEAREST CONDOMINIUMS. APPROX. 340 FEET.	WITHIN LA CITY CRITERIA. 48 DBA AT NEAREST APARTMENTS. APPROX. 300 FEET.	NO SENSITIVE RECEPTORS, EXCEEDS LA COUNTY STANDARDS ON S. SIDE OF SITE W/OUT ADDITIONAL MITO.	COULD BE MITIGATED TO WITHIN LA CITY CRITERIA ASSUMING A NOISE BARRIER WALL.
EXPOSED DWELLING UNITS WITHIN APPROX. 300 FEET -- 36 CONDOMINIUMS.	EXPOSED DWELLING UNITS WITHIN APPROX. 300 FEET -- 14 APARTMENTS.	EXPOSED DWELLING UNITS WITHIN APPROX. 300 FEET -- NO EXISTING SENSITIVE RECEPTORS.	EXPOSED DWELLING UNITS WITHIN APPROX. 500 FEET -- 33 SINGLE-FAMILY, 30 APARTMENTS.
MEETS REQUIREMENTS OF CITY OF L.A. BUREAU OF SANITATION & REGIONAL WATER QUALITY CONTROL BOARD.	MEETS REQUIREMENTS OF CITY OF L.A. BUREAU OF SANITATION & REGIONAL WATER QUALITY CONTROL BOARD.	MEETS REQUIREMENTS OF CITY OF L.A. BUREAU OF SANITATION & REGIONAL WATER QUALITY CONTROL BOARD.	MEETS REQUIREMENTS OF CITY OF L.A. BUREAU OF SANITATION & REGIONAL WATER QUALITY CONTROL BOARD.
ADEQUATE STORM DRAIN CAPACITY.	ADEQUATE STORM DRAIN CAPACITY.	DRAIN SYSTEM REQUIRES UP-GRADING.	STORM DRAINS INADEQUATE.
MEETS REQUIREMENTS SET BY CITY OF L.A. BUREAU OF SANITATION.	MEETS REQUIREMENTS SET BY CITY OF L.A. BUREAU OF SANITATION.	MEETS REQUIREMENTS SET BY CITY OF L.A. BUREAU OF SANITATION.	MEETS REQUIREMENTS SET BY CITY OF L.A. BUREAU OF SANITATION.
N/A	N/A	SUBJECT TO COASTAL ZONE PERMIT PROCESS. POTENTIAL NEGATIVE IMPACTS TO WETLANDS AND HABITAT NECESSARY FOR SPECIES' SURVIVAL, AND TO ENDANGERED AND POTENTIALLY ENDANGERED SPECIES.	SUBJECT TO COASTAL ZONE PERMIT PROCESS.
0	0	ABUTS J.S. MARINA LITTLE LEAGUE FIELD HIDDEN, MARINE SHELL DEPOSIT.	0
PROPOSED DESIGN STANDARDS ENSURE COMPATIBILITY WITH LOCAL SETTING, MINIMIZE GLARE, AND INCLUDE BUFFERS TO MINIMIZE NOISE.	PROPOSED DESIGN STANDARDS ENSURE COMPATIBILITY WITH LOCAL SETTING, MINIMIZE GLARE, AND INCLUDE BUFFERS TO MINIMIZE NOISE.	PROPOSED DESIGN STANDARDS ENSURE COMPATIBILITY WITH LOCAL SETTING, MINIMIZE GLARE, AND INCLUDE BUFFERS TO MINIMIZE NOISE.	PROPOSED SITE DESIGN INCLUDES BOTH AESTHETIC AND ENVIRONMENTAL ELEMENTS TO IMPROVE VISUAL APPEARANCE AND REDUCE GLARE.
NOISE/AIR POLLUTION, AIR QUALITY, TRAFFIC CONGESTION, SAFETY OF SCHOOL CHILDREN, WATER POLLUTION (DRAINAGE OF DIESEL FUEL, OIL, AND SOLVENTS), REDUCTION OF PROPERTY VALUES, USE OF EMINENT DOMAIN.	NOISE/AIR POLLUTION, AIR QUALITY, TRAFFIC CONGESTION, SAFETY OF SCHOOL CHILDREN, WATER POLLUTION (DRAINAGE OF DIESEL FUEL, OIL, AND SOLVENTS), REDUCTION OF PROPERTY VALUES, USE OF EMINENT DOMAIN.	NOISE/AIR POLLUTION, AIR QUALITY, TRAFFIC CONGESTION, SAFETY OF SCHOOL CHILDREN, WATER POLLUTION (DRAINAGE OF DIESEL FUEL, OIL, AND SOLVENTS), REDUCTION OF PROPERTY VALUES, USE OF EMINENT DOMAIN, ENVIRONMENTAL QUALITY.	NOISE/AIR POLLUTION, AIR QUALITY, TRAFFIC CONGESTION, SAFETY OF SCHOOL CHILDREN, WATER POLLUTION (DRAINAGE OF DIESEL FUEL, OIL, AND SOLVENTS), REDUCTION OF PROPERTY VALUES, USE OF EMINENT DOMAIN, QUALITY OF LIFE.

FIGURE 16

Site Acquisition and Relocation Costs

Acquisition costs include both the costs of land and improvements at the respective sites, and represent Fair Market Value as determined by Generally Accepted Appraisal Principles. In the valuation of vacant sites, the Market Data Appraisal Approach was employed since this valuation technique is generally considered most reliable relative to the value of vacant land. The relocation study methodology applied was governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Air Quality

Because the Division 6 Relocation Study represents a shift in activity from one location to another, rather than new growth, there will be little effect on regional air quality. The traffic generated by all alternatives would occur, for the most part, during off-peak travel periods. This would not cause an increase in traffic at any intersection approach of more than forty vehicles during an off-peak hour for any of the alternatives. Traffic volume increases are so slight for the alternatives that there would be only a negligible increase in carbon monoxide concentrations (less than 0.1 parts per million for the peak facility hour compared to the State standard of twenty parts per million).

An analysis was performed to determine the total bus mileage travelled per day to and from each site. This analysis allowed for a comparison of the bus "pollutant burden" of each alternative. The pollutant burden is the total amount of pollutants (in kilograms) emitted per day. Figure 16 shows the daily sum of hydrocarbons, carbon monoxide, nitrogen oxides, total organic gases, and particulates for each alternative in comparison to the existing Division 6 location in Venice.

Diesel fumes are an undesirable by-product of diesel engines used by most buses. The sites under consideration vary in their suitability, in part, because of these fumes with respect to the location of the nearest receptor. A broad range of receptors were identified initially for consideration, e.g., schools, churches, hospitals and dwelling units. Of these, residences were identified as the most sensitive receptors in the vicinity of each alternative site. Figure 16 presents the extent of buffering around each site and the presence or absence of sensitive receptors.

Traffic

The nature of bus service is such that traffic into and from maintenance facilities is outside the normal auto travel peaks. Bus drivers arrive before peak travel hours to move their buses out to provide service during the normal peak. Consequently, impacts on local intersections at the proposed sites are minor. Figure 16 shows bus and other (mostly employee auto) traffic (total ins and outs) at each alternative facility, when activity at the

maintenance facility is highest (5-6 a.m.) and when the streets are busiest in the afternoon (generally between 4:30-5:30 p.m.). More vehicles move in and out of the maintenance facilities in the morning peak than in the afternoon peak. For comparison, afternoon background traffic volumes on major nearby streets are shown. The minimal impact on intersections is further demonstrated by the final category, which shows the level of service at critical intersections in the year 1990 without the facility, and with the facility, along with the total change in the traffic volume to traffic capacity ratio for these intersections. Overall traffic demand is projected to increase by no more than one percent at any one intersection (see Figure 16).

Level of service is a concept often used to describe traffic operations. A scale of A to F is used, with level of service "A" representing optimum flow conditions and "F" representing stop-and-go congestion. As defined in the Highway Capacity Manual, operating characteristics of these levels of service are:

<u>Level of Service</u>	<u>Interpretation</u>
A & B	Uncongested operations; all vehicles clear intersection in a single signal cycle.
C	Light congestion; occasional backups on critical approaches to intersection.
D	Congestion on critical approaches, but intersection is functional. Vehicles required to wait through more than one cycle during short peaks. No long standing lines formed.
E	Severe congestion at intersection with some long standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.
F	Total breakdown with stop-and-go operation.

Noise

A maintenance facility generates noise on site and on nearby roadways. Noise monitoring allows for measurement of the potential noise impacts of the facility on the surrounding environment. Noise is generally measured in decibels (dB). A decibel is a quantity which allows different noise levels to be expressed relative to a threshold. This threshold level is represented by the level of the weakest sound that can be heard by a person with very good hearing in an extremely quiet location. There are a number of different scales which are used to express different noise levels as they are interpreted by individuals. One of these, the A-weighted sound level, incorporates a frequency weighting of the sound signal which simulates the sensitivity of the human ear

to sounds of different frequencies and is considered to be best for evaluating the response of people to the noise created by transit facility operation and construction. Measurements from the A-weighted sound level scale are expressed as dBA. For instance, under this scale, a soft whisper at a distance of 5 feet from the speaker measures approximately 30 dBA, normal speech 1 foot from the speaker approximately 70 dBA, and a pneumatic hammer approximately 100 dBA.

For a bus maintenance facility, roadway noise is generated by buses and automobile traffic moving in and out of the facility. With respect to noise produced by local automobile traffic, a 100 percent increase in traffic volume will increase the resulting noise by approximately 3 dBA. A change in noise level of 2 to 3 dBA is considered the minimum necessary to be noticeable. Since it is unlikely that any alternative will result in a doubling of automobile traffic, employee auto traffic will have a negligible effect on roadway noise levels. Generally, a perceptible increase in roadway noise will be created by buses. As a result, Figure 16 shows the maximum number of bus passbys near sensitive receptors under each alternative. These would occur in the morning between 5 and 6 a.m.

Noise generation is regulated in Los Angeles City and County, but is not regulated (except for nuisance noise) in Santa Monica. Two kinds of noise associated with the operation of Division 6 have been considered: (1) continuous or longer-term noise, and (2) single event, impulse noises. The former primarily results from bus engine noise while warming up, circulating on site, or undergoing maintenance. It is generally a background "hum" and is particularly evident in the early a.m. hour as buses warm up for ten to fifteen minutes before departure. Impulse noises are brief, loud noises from such things as power tools, bus horns and backup beepers, clanging of hand tools, yelling, or loudspeaker use.

Noise barriers/sound walls would be incorporated as a matter of policy into any site as required to mitigate noise. In Figure 16, a 10 dBA reduction in noise levels is assumed to be the mitigation which would result at all sites from the noise barrier, even though noise reductions of greater than 10 dBA are achievable. Distance, intervening buildings, and topography also reduce noise levels. Figure 16 indicates projected continuous noise at the nearest sensitive receptor and the type of receptor. The impulse noise category shows the number of dwelling units by type within 500 feet of the facility that would experience direct exposure to noise uninterrupted by intervening buildings.

Water Quality

The Regional Water Quality Control Board requires that all water leaving a site meet certain standards before entering the storm drain. These standards would apply to runoff from lots in a bus division. Currently, water entering storm drains from District bus divisions meets all standards, and no treatment before leaving the

site is required.

Sewage

Before entering the sewer system, the City of Los Angeles Bureau of Sanitation requires that water associated with bus washing, engine cleaning, and bus maintenance attain an acid/base balance (pH) between 5.5 and 10.5. This is accomplished at SCRTD with a 3-4 staged clarifier system. This method physically separates substances by density. The pH of the water is tested regularly, and acids are added when necessary to neutralize the water. Clean water, separated from other fluids and within the proper pH range, is then pumped into the sewer system.

Waste Disposal

Solid materials and petroleum-based materials are physically separated from water in a clarifier system. The solid materials form a sludge which is disposed of as solid waste. The petroleum-based materials are skimmed off the top and placed in a waste oil tank from which it is recycled. Other substances, such as solvents and paints, are placed in their respective waste drums from which they too are recycled. If any of these substances enter the clarifier, it is cleaned and all materials, whether hazardous or not, are disposed of as potentially hazardous solid waste.

Cultural Areas

There are two parks which are located near alternative sites. Stewart State Park lies approximately 500 feet to the south of Site 2, and Site 5 abuts the J. S. Marina Little League Field. Furthermore, Site 5 contains 2 archaeological sites--a midden (an old village refuse heap) and a marine shell deposit. Other cultural areas in or near the sites have not been determined.

Aesthetics

The aesthetic impact of the Division 6 facility at its present location has been partly mitigated by landscaping along the perimeter of the property. Plans for the improved Division 6 facility, at a site to be identified, include mitigating measures that would both enhance the facility's visual compatibility with adjacent development and provide effective mitigation of sound, light, and other disturbances.

Aesthetic-related issues have been successfully addressed in the design and construction of four recently constructed bus division maintenance facilities, Divisions 8, 10, 15 and 18, completed during the last five years. The designs have appropriate massing and scale of the facility to achieve compatibility with the scale of adjacent land uses. The building facility itself has been designed to blend as closely as possible to the local architectural setting. The use of high walls when practicable within the facility and the construction of concrete fencing act as effective

noise barriers. More extensive perimeter landscaping has been introduced to serve both aesthetic and environmental functions while the height of lightpoles has been kept as low as possible to provide adequate lighting for security without intruding into adjacent land uses. Figure 17 illustrates the District's current architectural and landscaping design concepts.



ADMINISTRATION BUILDING ENTRANCE AT DIVISION 15



LANDSCAPED VISUAL SCREENING WALL AT DIVISION 8



LANDSCAPED ENTRANCE TO DIVISION 8



EMPLOYEE PARKING LOT AT DIVISION 18

4.0 NEXT STEPS

In late 1985, the SCRTD began the formal process for the environmental review of the Division 6 Study by issuing a "Notice of Preparation". This notice stated SCRTD's intent to prepare an Environmental Impact Report in compliance with the California Environmental Quality Act (CEQA). Consistent with SCRTD's intent to involve the community in the process of reviewing alternatives for the westside bus operating division, the data compiled for this report will be discussed with the community at a series of meetings during the week of July 21, 1986. A decision as to which alternatives should be carried into the second-level analysis will be made by the SCRTD Board of Directors in mid- to late August, with a preferred alternative selected in late September or early October of this year. Community meetings will be held to discuss the recommended alternative. The types of data presented in this report (e.g., traffic, air, noise, land use) will form the basis for each of the major decision points (e.g., selection of alternatives for more detailed review, selection of a preferred alternative). The alternatives will be evaluated in terms of both their adverse impacts and their advantages. Community consultation clearly will play an important role in these decisions.

A public hearing will be held in mid- to late January regarding the draft Environmental Impact Report (EIR) followed by approval and final certification of the environmental document in April, 1987.