METRO UNION DIVISION BUS MAINTENANCE & OPERATIONS FACILITY PROJECT DRAFT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

VOLUME I

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

AUGUST 2008

METRO UNION DIVISION
BUS MAINTENANCE & OPERATIONS FACILITY PROJECT
DRAFT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
One Gateway Plaza
Los Angeles, CA 90012

August 22, 2008

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LEAD AGENCY: Los Angeles County Metropolitan Transportation Authority

TITLE OF PROPOSED ACTION: Metro Union Division Bus Maintenance and Operations Facility

ABSTRACT: This report documents the environmental impacts of the Metro Union Division Bus Maintenance and Operations Facility Project. The report is a combined Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) satisfying the California Environmental Quality Act (CEQA). This document includes an Environmental Assessment (EA) that would be considered for National Environmental Policy Act (NEPA) clearance once federal funding is available for the proposed project. The EA section is included in this document for reference purposes only. This Draft IS/MND focuses on the environmental impacts of the Metro Union Division Bus Maintenance and Operations Facility Project, an approximately 358,575-square-foot public facility development including the construction of a three-story parking structure, an upward spiral circular structure and vehicle bridge, and the reuse and expansion of the existing Metro Regional Rebuild Center Building 1.

This Draft IS/MND examines potential areas of impact for the proposed project, including aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, utilities and service systems, and cumulative impacts. Mitigation measures for the impacts of the proposed project are identified.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT, PLEASE CONTACT:

Mr. Manuel Gurrola, Project Manager, Tel: 213-922-2889
Ms. Gwynneth Doyle, Senior Environmental Specialist, Tel: 213-922-7305
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

TABLE OF CONTENTS

Page No.

VOLUME I

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

TABLE OF CONTENTS

Page No.

LIST OF TABLES (CONTINUED)

VOLUME II - APPENDICES (Under Separate Cover)

VOLUME III - APPENDICES (Under Separate Cover)

1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

This report analyzes the potential environmental effects of the proposed Metro Union Division Bus Maintenance and Operations Facility Project (proposed project). The proposed project consists of an approximately 358,575-square-foot public facility development, including the construction of a three-story parking structure, a circular structure and vehicle bridge, and the reuse and expansion of an existing building. The project site is located in northeast Downtown Los Angeles on the northeast and southeast corners of the intersection of Vignes Street and Cesar E. Chavez Avenue.

This report is prepared as a joint document for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The purpose of this joint document is to inform the City, public agencies, adjacent property owners, and the general public of the potential environmental effects resulting from the implementation of the proposed project. However, federal funding for the proposed project is not available at this time and, as such, only the CEQA portion of the document is under consideration. The NEPA portion of the document is included for reference purposes and would be considered once federal funding is determined to be available for the proposed project.[1]

This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at equally informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.2 PROJECT PURPOSE AND NEED

The Los Angeles County Metropolitan Transportation Authority (hereafter referred to as Metro) functions in several capacities, including transportation planning and coordination, transportation system design and building, as well as transit operations. Metro serves a 1,433-square-mile area of Los Angeles County. Metro is divided into five bus service sectors with the project site being located in the Westside/Central sector. This sector encompasses large portions within the City of Los Angeles, as well as the cities of Beverly Hills, Culver City, Malibu, Santa Monica and West Hollywood and includes some of the most heavily traveled bus lines in Los Angeles County. Bus operations and maintenance facilities (Divisions) provide the necessary bus transit services to the residents of the County. Metro's Westside/Central sector is responsible for the bus operations of Division 6 in Venice, Division 7 in West Hollywood, and Division 10 in Boyle Heights, which is located approximately one mile east of the project site.[2]

According to Metro staff, as of June 2006, each of the 11 Metro bus operations and maintenance facilities in Los Angeles County was operating with bus fleet sizes in excess of its individual facility capacities. Therefore, an immediate need exists to provide increased capacity. The proposed project would reduce the inefficiency of transit service in Central/Downtown Los Angeles by reducing pressure on existing overburdened Divisions.

[1]Therefore, the term"Environmental Assessment (EA)" is not included on the title page and headings included within this document.

[2]*Metro Service Sectors Information*, Metro, 2006, Available at: http://www.mta.net/about_us/service_sectors/default.htm, Accessed August 14, 2008.

1.3 ENVIRONMENTAL CLEARANCE REQUIREMENTS

The proposed project would require environmental review under NEPA, due to potential federal funding for various project elements. CEQA clearance is also required due to the local funds that would be used. The environmental clearance requirements for the proposed project are as follows:

- To obtain a Finding of No Significant Impact (FONSI), in compliance with NEPA, from the Federal Transit Administration (FTA) once federal funding is available; and

- To obtain an environmental clearance for the proposed project in the form of a Mitigated Negative Declaration (MND), in compliance with CEQA from Metro.

1.4 ACTIONS AND AGENCIES INVOLVED

An Environmental Assessment (EA) is required by NEPA to determine the effects of the proposed project, as detailed in Section 2.0 Project Description, on the quality of the human environment. The EA portion of this joint document is prepared for consideration by the FTA once federal funding is available. The EA provides the basis for a FONSI. Section 15063(a) of the State CEQA Guidelines requires the Lead Agency to prepare an Initial Study (IS) to determine if the proposed project may have a significant effect on the environment. The IS portion of this joint document is prepared for consideration by Metro, acting as the lead agency in accordance with CEQA. The Initial Study provides the basis for the declaration that, with the implementation of mitigation measures as prescribed herein, the proposed project would not have a significant adverse effect on the environment (i.e., MND).

Both NEPA and CEQA require environmental review; however, the significance of potential changes to the environment are addressed from different perspectives. NEPA typically focuses on environmental and socioeconomic changes of regional importance, while CEQA focuses on the environment, local, and regional issues.

Discretionary Actions

Discretionary actions include those local approvals or entitlements necessary in order to implement a project. Under CEQA, there are several types of discretionary actions that could be required for the eventual certification of an environmental document and approval of a project. Discretionary actions that may be required with the proposed project include obtaining various traffic- or circulation-related approvals from the City of Los Angeles Department of Transportation (LADOT), construction permits from the City, and further project approvals. The Metro Board would adopt and certify the IS/MND on September 25, 2008.

1.5 PROJECT INFORMATION

Project Title:	Metro Union Division Bus Maintenance & Operations Facility
Project Location:	The project site is located in the eastern section of Downtown Los Angeles on the northeast and southeast corner of the intersection of Vignes Street and Cesar E. Chavez Avenue
CEQA Lead Agency:	Los Angeles County Metropolitan Transportation Authority (Metro) One Gateway Plaza Los Angeles, CA 90012

NEPA Lead Agency: United States Department of Transportation - Federal Transit Administration (FTA)

1.6 ORGANIZATION OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This Draft IS/MND is organized into six sections:

1.0 Introduction: This section provides introductory information, such as the project overview, project title, project applicant, and the lead agency for the proposed project.

2.0 Project Description: This section provides a detailed description of the affected environment, the proposed project, and alternatives previously considered.

3.0 Environmental Assessment: This section contains an evaluation of the No Build Alternative and the proposed project, and lists measures to minimize environmental harm for several topics areas in compliance with FTA and NEPA requirements. This section is provided for reference purposes only and would be considered once federal funding is available for the proposed project.

4.0 Initial Study Checklist: This section contains the complete CEQA Initial Study Checklist showing the level of impact under each environmental impact category.

5.0 Initial Study Evaluation: This section contains an assessment and discussion of the impacts associated with each subject area associated with the Initial Study Checklist. Where applicable, Section 3.0 Environmental Assessment evaluation discussions are referenced.

6.0 List of Preparers and Persons Consulted: This section provides a list of government agencies and consultant team members that participated in the preparation of the Draft IS/MND.

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

This section presents the description of the proposed Metro Union Division Bus Maintenance and Operations Facility Project (proposed project), the objectives of the proposed project, a description of the existing environment within the project site, a description of surrounding land uses, and an estimated time line for construction of the project.

2.2 PROJECT OBJECTIVES

Metro's statement of project objectives related to transit, design, and economics are as follows:

Transit Objectives

- To expand service from a centralized location in response to growing ridership and to respond more efficiently to service requests in the service area regarding routing, scheduling, refueling, etc;
- To improve transit service in Central Los Angeles and surrounding communities by increasing operating capacity system-wide through the addition of maintenance and operation capacity for up to 200 buses at an operating base within the service area;
- To reduce pressure at currently overburdened facilities and reduce the inefficient operation of Central Los Angeles routes from other Metro sectors;
- To provide a new state-of-the-art facility that optimizes Metro's delivery of bus transit services throughout the Central Los Angeles and surrounding areas;
- To support Metro's conversion from diesel to a 100 percent compressed natural gas (CNG) fleet by approximately 2013 and provide facilities where utility infrastructure exists to support a CNG fueling station; and
- To provide a modern maintenance and operation facility with state-of-the-art equipment that efficiently delivers maintenance, fueling, cleaning, and operation on a 24-hour per day, seven day per week basis to support Metro's bus cleanliness and maintenance program and ensure that Metro delivers clean and reliable transit service throughout Los Angeles County.

Design Objectives

- To accommodate and support the Transit Objectives, with sufficient facilities to accommodate expected demand, inclusive of bus and employee parking, maintenance bays, tire shop, CNG fueling, coach/chassis wash bays, fare retrieval vault houses, and other ancillary uses;
- To optimize the utilization of the project site, subject to recognized site constraints;
- To enhance the general character of the project locale through conversion of a paved bus layover and parking site into an efficient, well-designed bus operations and maintenance facility, consistent with current standards for "light-industrial" design; and
- To provide landscaping along the Vignes Street and Cesar E. Chavez Avenue edge and in other locations on the site, as appropriate, to visually enhance the streetscape.

Economic Objectives

- To reduce the cost of bus transportation service delivery with state-of-the-art facilities that reduce operating costs; and

- To promote cost savings by improving the efficiency of transportation service delivery with a facility located in the geographic center of its service area, placing buses closer to their routes, thereby reducing operating costs, non-revenue miles, and bus maintenance down time.

2.3 PROJECT LOCATION

Regional Location

The project site is located within the Central-City North Community Plan Area, which is located in the eastern section of the City of Los Angeles. The project site is situated in the industrial northeast section of Downtown Los Angeles. Regional access to the project site is provided by U.S. Highway 101/Interstate 5 (Hollywood Freeway/Santa Ana Freeway), which is less than 0.5 miles south of the project site, and Interstate 10 (San Bernardino Freeway), which is approximately 0.5 miles southeast of the project site (**Figure 2-1**).

Project Site

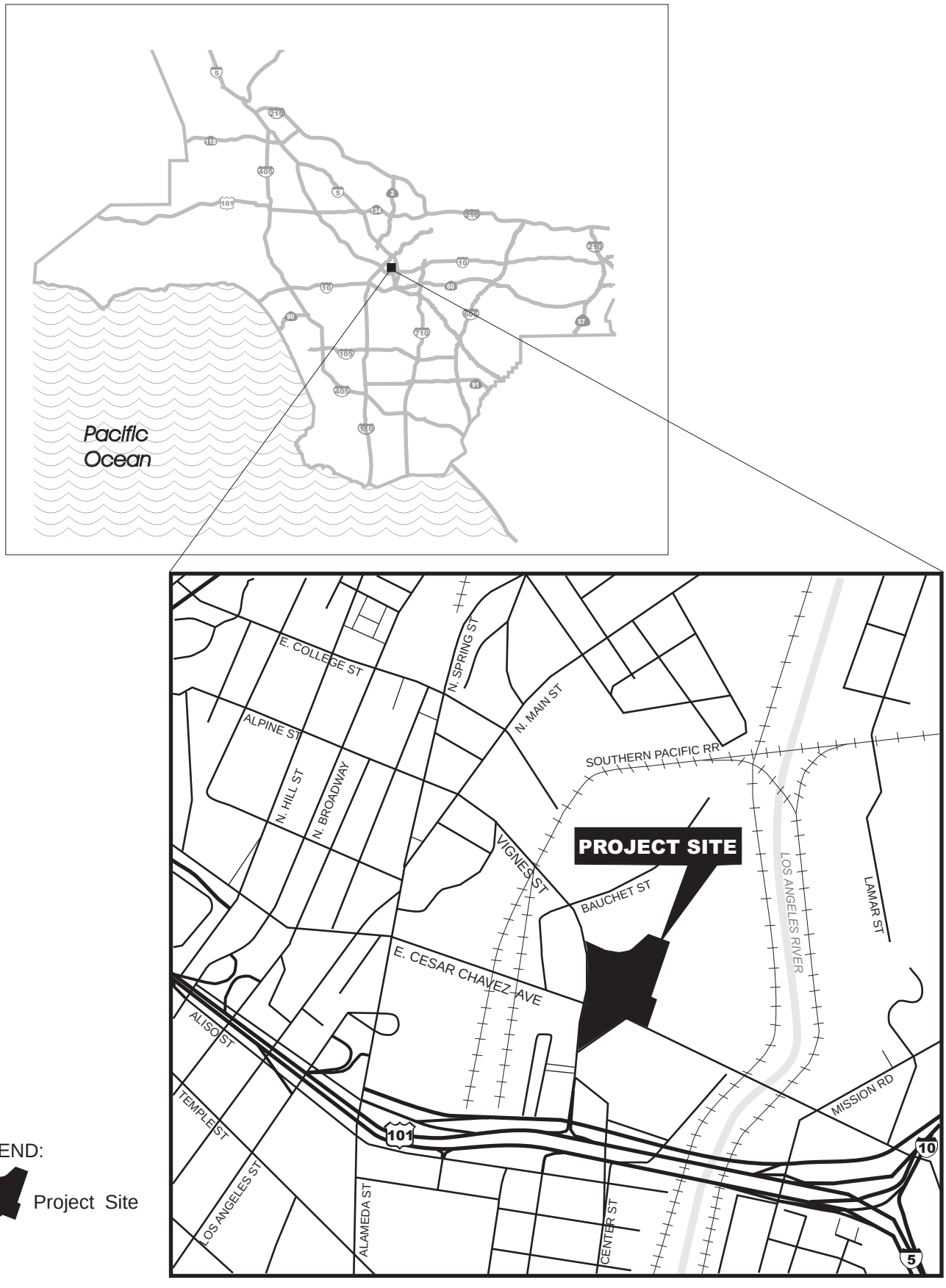
The project site is located on the northeast and southeast corners of the intersection of Vignes Street and Cesar E. Chavez Avenue in the City of Los Angeles. The project site is 327,592 square feet (7.52 acres). 299,692 square feet (6.88 acres) of the project site is located on the north side of Cesar E. Chavez Avenue, and approximately 27,900 square feet (0.64 acres) of the project site is located on the south side of Cesar E. Chavez Avenue. The project site is bounded by the Twin Towers Correctional Facility and Bauchet Street to the north; Vignes Street to the west; the Metro Regional Rebuild Center (RRC), Burlington Northern Santa Fe Railroad (BNSF Railroad), and Los Angeles River to the east; and the C. Erwin Piper Technical Center and Cesar E. Chavez Avenue to the south. Lyon Street traverses the project site in a north-south direction, and south of Cesar E. Chavez Avenue, Lyon Street constitutes the eastern border of the project site.

2.4 OVERVIEW OF SURROUNDING LAND USES AND ENVIRONMENTAL SETTING

Project Site

The project site consists of the northeast and southeast corners of the intersection of Vignes Street and Cesar E. Chavez Avenue (**Figure 2-2**). The northeast corner includes the former Metro Terminal 31 site, which is currently used as a temporary bus layover and surface parking area. Directly east of the temporary layover area is Lyon Street, RRC Lot A (employee surface parking lot), RRC Building 1, and a bus staging area. The southeast corner of the project site is small and triangular in shape and includes landscaping and a downward spiral circular structure used by vehicles to access the Metro Gateway Headquarters' subterranean parking area.

Metro owns the entire project site, which is currently used for similar purposes as the proposed project. The former Terminal 31 site (3.39 acres) encompasses the northeast corner of the Vignes Street and Cesar E. Chavez Avenue intersection and is utilized as a temporary layover area. An average of 32 buses arrive and depart from the temporary layover area several times per day. Buses ingress and egress from either Vignes or Lyon Street. Lyon Street (0.75 acres) separates the temporary layover area from RRC Lot A, on the north side of Cesar E. Chavez Avenue, and includes one northbound and southbound lane. To the east, RRC Lot A (1.74 acres) is temporarily being used to accommodate former Terminal 31 site functions.



SOURCE: TAHA 2006

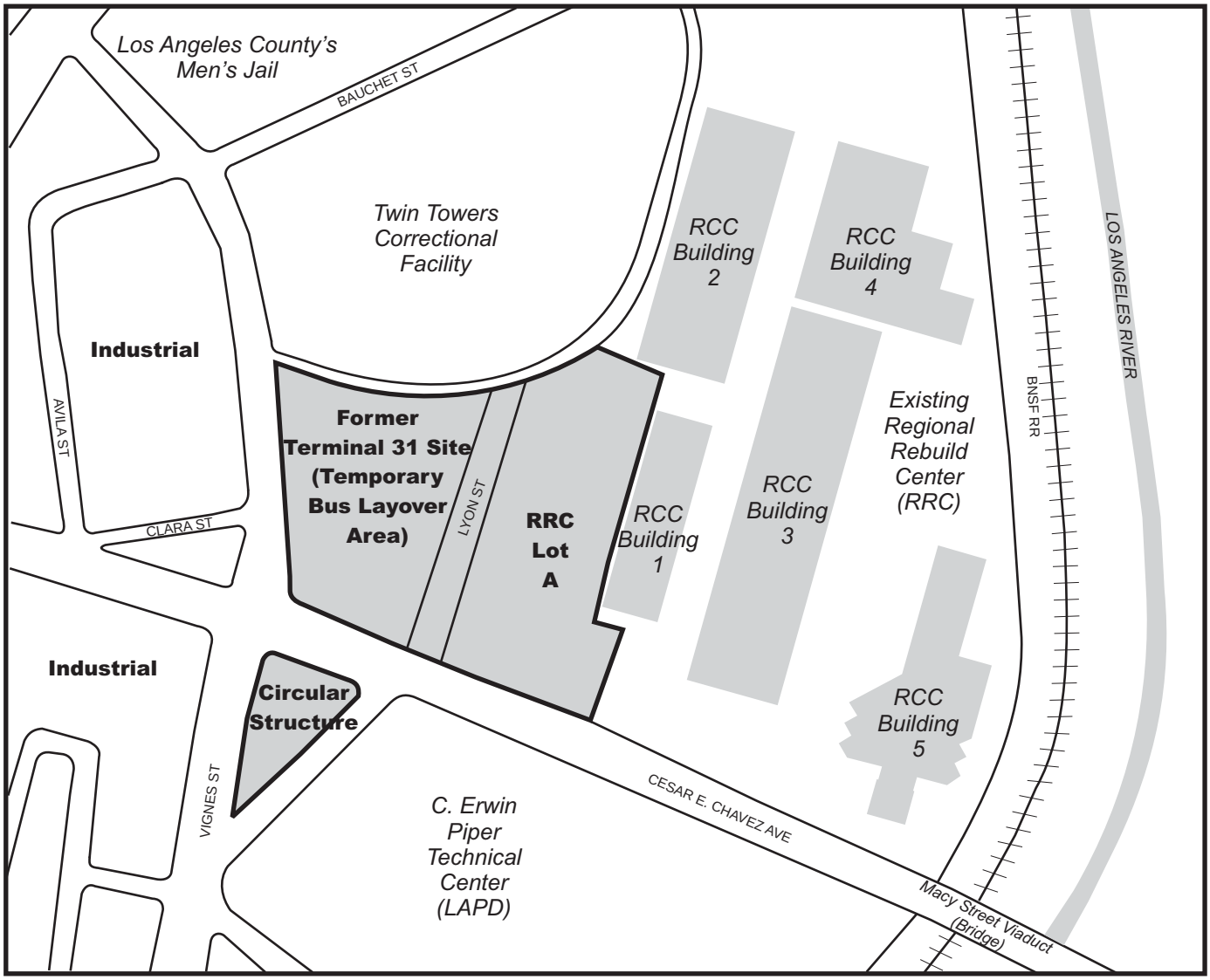
Metro Union Division Bus Maintenance & Operations Facility
Initial Study/Mitigated Negative Declaration

taha 2006-071

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 2-1

REGIONAL LOCATION



LEGEND:

Project Site

SOURCE: TAHA 2006

N

taha

Metro Union Division Bus Maintenance & Operations Facility
Initial Study/Mitigated Negative Declaration

taha 2006-071 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 2-2

EXISTING PROJECT SITE AND SURROUNDING LAND USES

Metro's operation of the temporary layover area is separate from the operation of the RRC. The RRC provides heavy bus maintenance support to buses from the operating Metro Divisions in the region. Buses are transported to the RRC to receive maintenance services over extended periods of time. RRC Building 1 is located adjacent and east of RRC Lot A. RRC Buildings 2, 3, and 4 (35 to 50 feet tall) are located north, northeast, and east of RRC Building 1, respectively. RRC Building 5 (Paint and Body Shop) is located south of RRC Building 3. Located north of the RRC buildings is a large RRC employee surface parking area and on-going construction project. The RRC complex is bordered to the east by the BNSF Railroad and Los Angeles River, to the north by the Los Angeles County Central Jail, to the northwest by the Twin Towers Correctional Facility, to the west by the project site, and to the south by Cesar E. Chavez Avenue.

The west side of RRC Building 1 (35 feet tall) would be incorporated into the proposed project. Existing areas of the building that would likely be reused as part of the proposed project, include the Radiator Shop, Welding Shop, and the Metro staff office areas. The Radiator and Welding Shop functions would be relocated to the underutilized spaces in the adjacent RRC Building 2. Metro staff would be reassigned to the Metro Gateway Headquarters building on the southwest corner of the intersection of Vignes Street and Cesar E. Chavez Avenue.

Surrounding Land Uses

The surrounding area of the project site can be characterized as urban and industrial. Industrial land uses, such as bail bond businesses (one to two stories in height), and the Metro Gateway Headquarters high-rise building (approximately 26 stories) are located on the west side of Vignes Street, across the street from the project site. Public facility uses, including the Twin Towers Correctional Facility (1.5 million square feet and 7 to 8 stories), the Los Angeles County Men's Jail complex, and several Southern Pacific Railroad lines, are located north of the project site. Other public facility uses, such as the C. Erwin Piper Technical Center (three to four stories in height) and U.S. Highway 101/Interstate 5, are located south of the project site. The C. Erwin Piper Technical Center is operated by the City of Los Angeles Police Department (LAPD) and houses several scientific analysis units of the LAPD.

Multi-family residential land uses are located west and north of the Southern Pacific Railroad lines which encompass the project area. A four- to five-story apartment building complex has recently been constructed at 880 North Alameda Street, adjacent to and north of Union Station. This apartment complex is approximately one-third mile west of the project site on the west side of the Cesar E. Chavez Avenue undercrossing, over which Union Station-bound trains cross. The William Mead Homes multi-family housing project, which is owned and operated by the Housing Authority of the City of Los Angeles, is located north of the Southern Pacific Railroad Lines, approximately one-third mile north of the project site.

The Macy Street Viaduct (bridge), which spans over the Los Angeles River, is located adjacent and southeast of the project site, along Cesar E. Chavez Avenue (formerly Macy Street). The Macy Street Viaduct is approximately 1,070 feet long and was constructed in 1926 with some seismic retrofitting completed in 1995.[1] The City of Los Angeles Cultural Heritage Commission designated the bridge as a Historic-Cultural Monument (HCM No. 224) in 1979.[2]

[1] *Macy Street Viaduct*, Historic American Engineering Record (CA-277), Los Angeles River Bridges Recording Project, National Park Service, U.S. Department of the Interior, 2000, available at Library of Congress: http://memory.loc.gov/cgi-bin/query/D?hh:1:./temp/~ammem_3brN:, accessed January 3, 2008.

[2] *Historic-Cultural Monument (HCM) Database*, City of Los Angeles Department of City Planning, Office of Historic Resources, updated November 30, 2007, available at: http://www.preservationla.org/commission, accessed January 3, 2008.

2.5 PROJECT DESCRIPTION

The proposed Metro Union Division Bus Maintenance and Operations Facility would include approximately 358,575 square feet of new and reused development on approximately 6.88 acres.[3] The proposed project would consist of a three-story parking structure and a two-story bus maintenance/office building (**Figure 2-3**). A public vehicle access CNG facility would be located adjacent to the parking structure along Cesar E. Chavez Avenue. A maximum of 200 CNG standard buses would be accommodated by the proposed project. Standard buses are typically 35 to 42 feet in length with a passenger capacity of 45. Ultimately, the proposed project may also accommodate 60-foot long articulated buses. The buses maintained and stored at the proposed Metro Union Division Bus Maintenance and Operations Facility would likely be transferred from the existing Division 2 bus maintenance facility, which is located at 720 East 15th Street, approximately 2.25 miles southwest of the project site.

According to the Metro Union Division Conceptual Design Report, approximately 579 employees would be assigned to the proposed project, including five Transportation Administration, 463 Operations, and 111 Maintenance employees. Of the 579 employees assigned to the proposed project, approximately 20 to 25 would be new Metro employees.[4]

North of Cesar E. Chavez Avenue

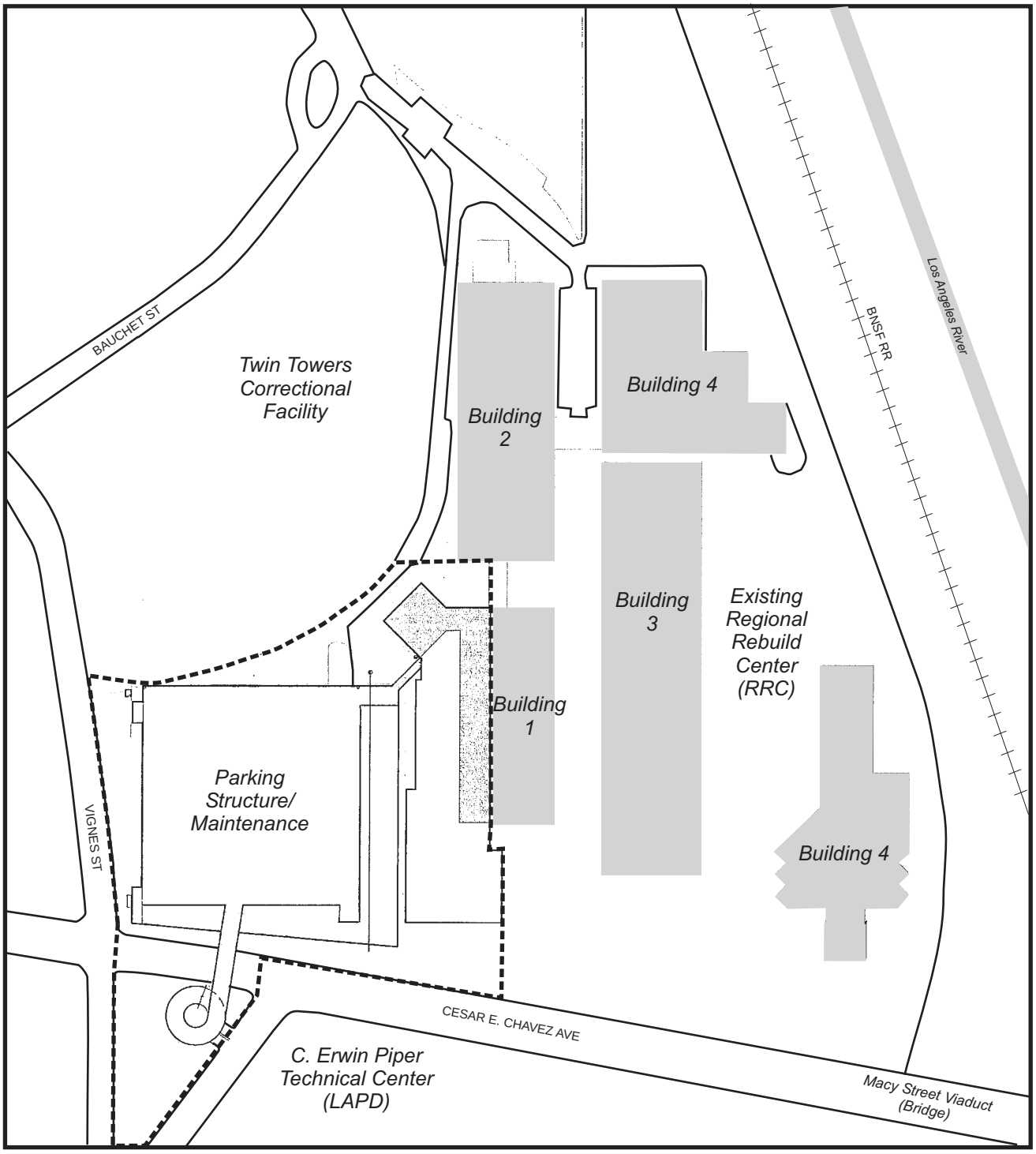
Parking Structure. The proposed three-story (46.5-foot tall) parking structure would be located on the western portion of the project site along Vignes Street and Cesar E. Chavez Avenue at the former Terminal 31 site (3.39 acres) and the RRC Lot A (1.74 acres). The former Terminal 31 site is currently used as a temporary bus layover area, accommodating 32 buses. This site function, including the 32 layover buses, would be incorporated into the proposed parking structure. Lyon Street (0.75 acres), which separates the temporary layover area from RRC Lot A, would be vacated with the construction of the proposed parking structure. During final design of the proposed project and after the completion of a topographic survey, Metro will coordinate with the City of Los Angeles Department of Water and Power (LADWP) regarding the relocation of underground utilities along the vacated portion of Lyon Street.

The proposed parking structure would include bus maintenance/storage areas, a central cash counting facility (CCCF), bus parking, and employee vehicle parking. The ground floor of the parking structure would include fare retrieval and fuel suppression space, including CNG bus fueling space, a bus layover area for 32 buses, wash services, and bus storage space for 54 standard buses (**Figure 2-4**). The second story would include bus parking for approximately 114 buses, while the third story would be partially covered and include 417 employee parking spaces (**Figures 2-5** and **2-6**). An entry lobby, providing elevator and stairway access to each floor of the proposed parking structure, would be located at the northeast portion of the parking structure. The approximately 20,000-square-foot CCCF would be located on either the first or third story of the parking structure. A sky bridge (pedestrian) would be constructed to connect the second floor of the parking structure entry lobby to the second floor of the maintenance/office building to the east.

Maintenance/Office Building. The proposed two-story (35-foot) bus maintenance/office building would reuse and expand the west side of the existing RRC Building 1. Interior areas of the existing RRC Building 1 would likely be reused with the proposed maintenance/office building, including the Radiator Shop,

[3]All square footage data are based on the conceptual design of the proposed project presented in the Metro Union Division Conceptual Design Report (March 2006). Exact square footage, as well as locations of project components would be finalized during the final design process, prior to construction.

[4]Personal correspondence with Tim Lindholm, Metro, Director of Capital Projects, Facilities-Operations, January 24, 2007.



LEGEND:

Project Site

SOURCE: Maintenance Design Group LLC, March 2006

N

taha

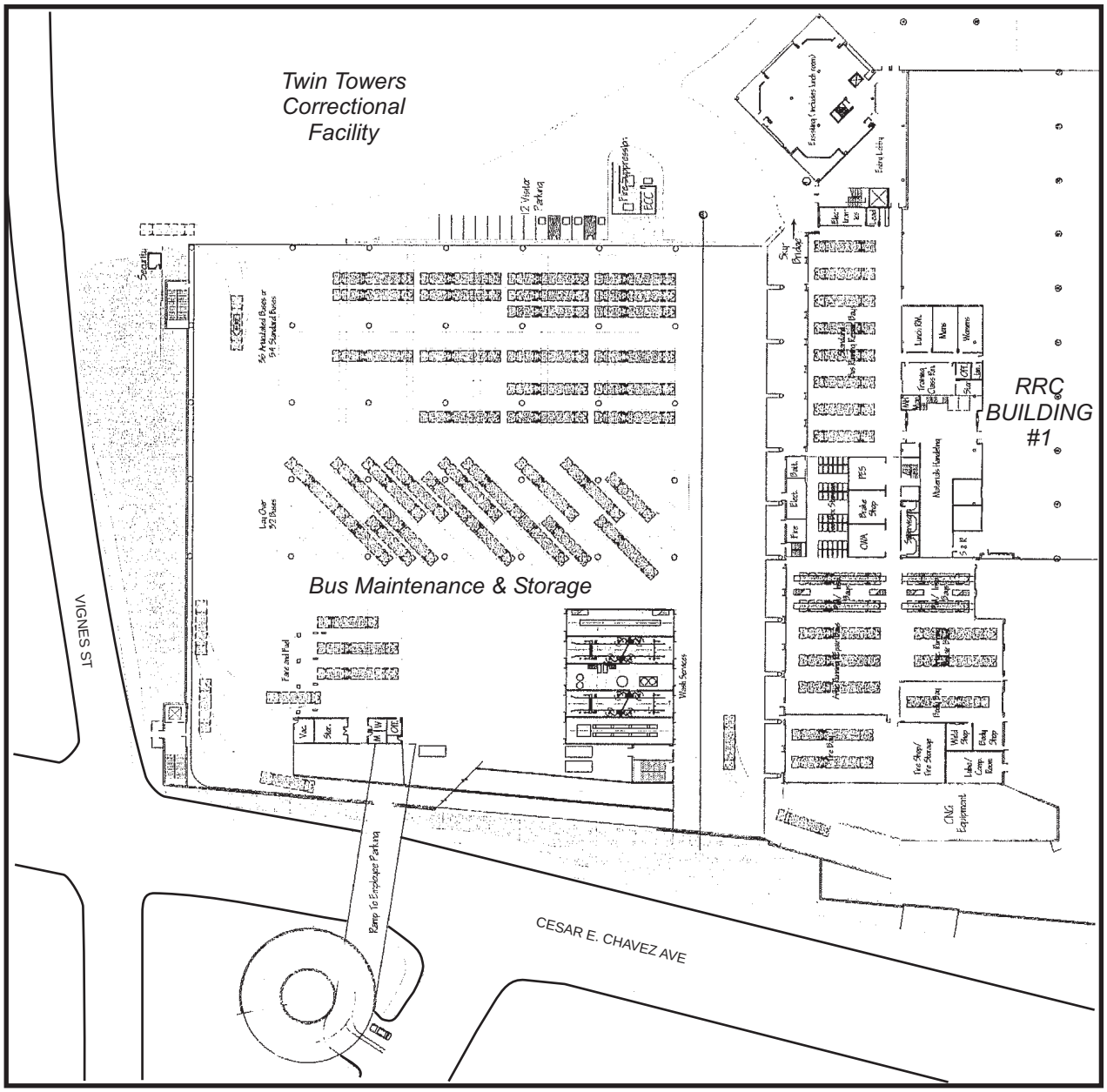
Metro Union Division Bus Maintenance & Operations Facility
Initial Study/Mitigated Negative Declaration

taha 2006-071

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 2-3

PROPOSED SITE PLAN
AND DIRECTLY ADJACENT USES



SOURCE: Maintenance Design Group LLC, March 2006

N

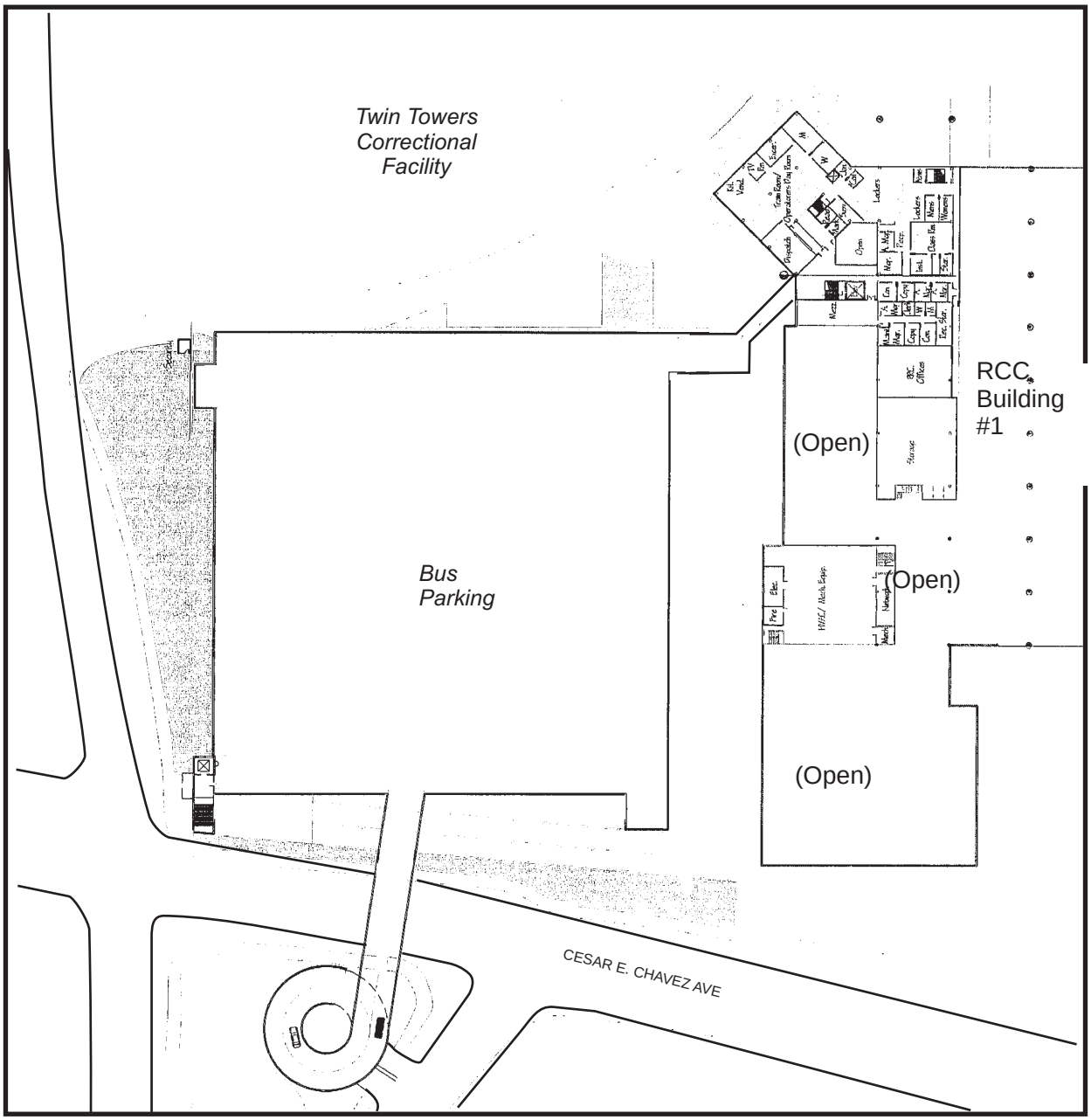
taha

Metro Union Division Bus Maintenance & Operations Facility
Initial Study/Mitigated Negative Declaration

taha 2006-071 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 2-4

PROPOSED SITE PLAN:
LEVEL ONE



SOURCE: Maintenance Design Group LLC, March 2006

N

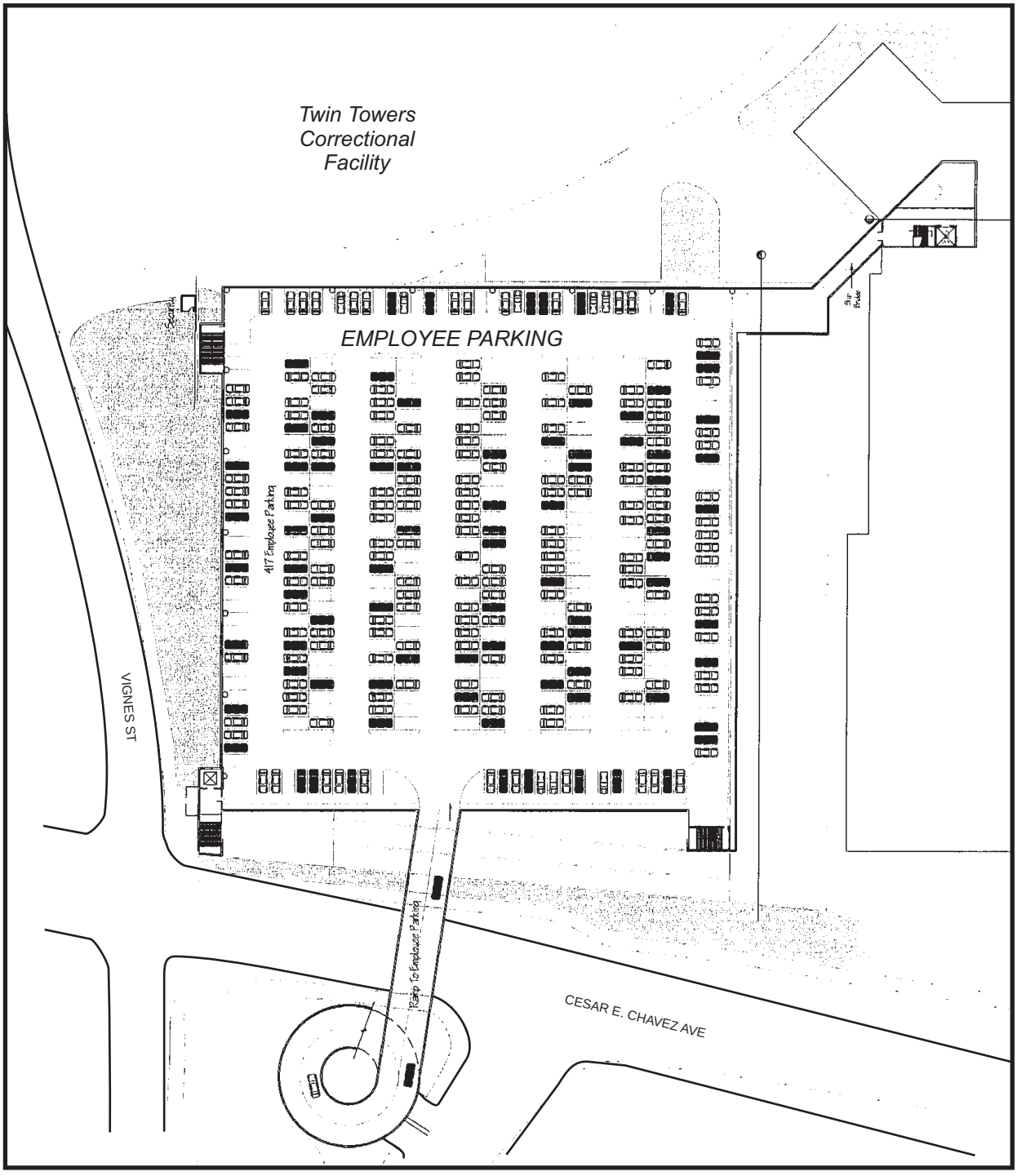
taha

Metro Union Division Bus Maintenance & Operations Facility
Initial Study/Mitigated Negative Declaration

taha 2006-071 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 2-5

PROPOSED SITE PLAN:
LEVEL TWO



SOURCE: Maintenance Design Group LLC, March 2006

N

Metro Union Division Bus Maintenance & Operations Facility
Initial Study/Mitigated Negative Declaration

taha 2006-071 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 2-6

PROPOSED SITE PLAN:
LEVEL THREE

Welding Shop, and the Metro staff office areas. These existing RRC Building 1 uses would likely be relocated to the north into vacant spaces within RRC Building 2. In addition to the reuse of the western portion of RRC Building 1, new construction would expand the building to the west and southwest. The uses and structure of the remaining portion of RRC Building 1 (the eastern portion), and the entirety RRC Buildings 2, 3, 4, and 5, would generally remain as existing with construction of the proposed maintenance/office building.

The ground floor of the proposed maintenance/office building would consist of tire bays, several bus repair bays, inspection bays, a brake shop, materials handling area, other small areas such as restrooms and electronic rooms, an entry lobby, and the existing lunch room area (**Figure 2-4**). The tire, repair, and inspection bays would be open to the second floor. The second floor would include heating, ventilating, and air conditioning (HVAC)/mechanical equipment and storage mezzanines, maintenance and transportation offices, a training room, and other office-related spaces (**Figure 2-5**). CNG equipment required for the buses would be located adjacent to and south of the proposed expanded portion of RRC Building 1.

CNG Facility. In addition to the CNG equipment required for the buses on the project site, a two-pump public access CNG facility would be located along Cesar E. Chavez Avenue, adjacent to and south of the parking structure. The facility would also include a Hydrogen fuel and Flex fuel component. The physical design of this facility would be similar to that of a gas station.

South of Cesar E. Chavez Avenue

The existing downward spiral circular structure, situated on the south side of the 0.65-acre, triangle-shaped parcel on the south side of Cesar E. Chavez Avenue, would remain with the proposed project. In place of the existing landscaping adjacent to and north of the existing downward spiral circular structure, a new upward spiral circular structure would be constructed. The upward spiral circular structure would bring employee vehicles up to the third floor employee parking level of the proposed parking structure.

Vehicle Bridge. A vehicle bridge is proposed to connect the upward spiral circular structure on the south side of Cesar E. Chavez Avenue to the employee parking area on the third floor of the proposed parking structure on the north side of the street. The area of the upward spiral circular structure and vehicle bridge combined would total approximately 15,000 square feet. The vehicle bridge would have a slight grade and range in height from approximately 37 feet, on the south side of Cesar E. Chavez Avenue, to 42.5 feet, on the north side of the street. The proposed vehicle bridge may be designed to also function as a pedestrian bridge.

During final design of the proposed project and after the completion of a topographic survey, Metro will initiate coordination with LADWP regarding the relocation of overhead utilities on Cesar E. Chavez Avenue, between Vignes and Lyon Streets.

Table 2-1 outlines the estimated area in square feet for each level and function of the proposed parking structure and maintenance/office building.

TABLE 2-1: CONCEPTUAL PROJECT SUMMARY	
Building Area	**Approximate Square Footage**
GROUND FLOOR	
Parking Structure: Layover Parking (32 buses)	17,280
Parking Structure: Bus Storage (54 standard)	29,160
Parking Structure: Bus Circulation Space	23,220
Parking Structure: Fare & Fuel	7,996
Parking Structure: Wash Services	8,481
Parking Structure: CCCF /a/	20,000
Parking Structure & Bus Maintenance/Office Building: Other Bus Maintenance	49,499
Bus Maintenance/Office Building: Entry Lobby	2,936
Bus Maintenance/Office Building: Materials Handling	5,119
Bus Maintenance/Office Building: Training & Maintenance Support	3,967
SECOND FLOOR	
Parking Structure: Bus Parking Entry Lobby	2,936
Parking Structure: Bus Parking & Circulation	131,400
Bus Maintenance/Office Building: Entry Lobby	2,936
Bus Maintenance/Office Building: Administration	14,473
Bus Maintenance/Office Building: Maintenance Offices	1,801
Bus Maintenance/Office Building: Maintenance Mezzanine	1,179
Bus Maintenance/Office Building: Storage Mezzanine	4,635
Bus Maintenance/Office Building: Mechanical/HVAC Mezzanine	7,467
THIRD FLOOR-PARKING STRUCTURE	
CCCF /a/	20,000
Employee Parking Entry Lobby	2,936
Employee Parking & Circulation	118,219

/a/: The 20,000-square-foot central cash counting facility (CCCF) would be located on either the first or third level of the parking structure. The exact location of the CCCF would be determined during the final design process of the proposed project.
SOURCE: Metro Union Division Conceptual Design Report & TAHA, 2008

Access

Bus and employee vehicle access to the project site would be located on Vignes and Lyon Streets, respectively. Buses would enter and exit the project site from the existing unsignalized driveway on Vignes Street directly adjacent to the northern property line. An emergency exit from the project site would be located on Cesar E. Chavez Avenue directly south of the proposed expansion of RRC Building 1. The public access CNG facility located along Cesar E. Chavez Avenue would be accessible from this emergency driveway, as well as an additional driveway located along Cesar E. Chavez Avenue. Employee vehicles would access the third floor of the parking structure from the upward spiral circular structure and vehicle bridge on the south side of Cesar E. Chavez Avenue at Lyon Street. Armored trucks, making deliveries or

pick-ups from the CCCF located on either the ground floor or third floor of the parking structure, would access the CCCF from either the Vignes Street entrance or the upward spiral circular structure, respectively.

2.6 ESTIMATED CONSTRUCTION SCHEDULE

It is anticipated that the proposed project would be constructed over approximately 18 months, with construction completed in 2009. However, construction activities would be phased because technical design activities related to the proposed project have not been completed and the characteristics of the phasing are not known at this time. Construction activities would include extensive grading and asphalt removal of the existing temporary layover area, Lyon Street, and RRC Lot A. Demolition and site preparation activities would last approximately three months. Approximately 30,000 cubic yards of materials and dirt would require hauling during the construction phase, including approximately 7,000 cubic yards of removed asphalt.[5] Excavation would be required for the construction of the proposed parking structure, the RRC Building 1 extension, the upward spiral circular structure, and the vehicle bridge structure. Excavation activities would specifically be required for building foundations, structural footings, and pilings. Excavations depths would range from at least 2 feet to a potential maximum of approximately 20 feet.

2.7 ALTERNATIVES TO THE PROPOSED ACTION

Alternatives Previously Considered

The Metro Union Division Conceptual Design Report describes four alternatives that were previously considered by Metro staff. These alternatives were developed by Metro staff and facility stakeholders during site plan and concept building plan charrettes in 2005. Each of the four alternatives are outlined below.

Alternative 1. Under Alternative 1, a three-level bus parking structure would accommodate 195 buses while a separate employee parking structure, accommodating 631 employee vehicles, would be located adjacent to the bus parking structure. All other aspects of Alternative 1, including access, the vacation of Lyon Street, and the reuse and expansion of RRC Building 1, would be similar to the proposed project.

Alternative 2. Under Alternative 2, a two-level bus parking structure would accommodate 134 buses and 480 employee vehicles. Alternative 2 would include the reuse and expansion of RRC Buildings 1 and 3. A time-share parking area would be located between the former Terminal 31 layover bus area and the Metro bus area assigned to the Union Division. All other aspects of Alternative 2, including access and the vacation of Lyon Street would be similar to the proposed project.

Alternative 3. Under Alternative 3, a two-level bus parking structure would accommodate 233 buses. The Bauchet Street property (northeast of the project site and the Twin Towers Correctional Facility) would accommodate a new employee parking structure with a capacity for 300 vehicles.[6] All other aspects of Alternative 1, including access to the project site, the vacation of Lyon Street, and the reuse and expansion of RRC Building 1, would be similar to the proposed project.

[5]Personal correspondence with Manuel Gurrola, Project Manager, Metro, Facilities-Operations, January 8, 2008.

[6]The Bauchet Street property is a 1.25-acre parcel. Metro is currently proposing a new materiel warehouse and facilities maintenance shop for this site, which would include the storage of bulk materials and large parts, and signage production. This project is considered to be a "related project" in the proposed project traffic analysis (Refer to Appendix A).

Alternative 4. Under Alternative 4, a three-level bus parking structure would accommodate 231 buses and 483 employee vehicles. All other aspects of Alternative 1, including access, the vacation of Lyon Street, and the reuse and expansion of RRC Building 1, would be similar to the proposed project.

Alternatives Selected for Further Study

As a result of the site plan and concept building plan charrettes held with Metro staff and other facility stakeholders, a variation of Alternative 4 was selected for further study as the proposed project. Several of the major issues and refinements that influenced the development of the proposed project included:

- The location of the three-level parking structure further east from Vignes Street to give the parking structure more curb appeal; and

- The cost of the spiral ramp design versus other types of ramp designs (e.g., L-shaped ramp design).

No Build Alternative. The No Build Alternative is evaluated in Section 3.0 Environmental Assessment in compliance with the National Environmental Policy Act (NEPA). Section 3.0 Environmental Assessment would be considered once federal funding is available and is provided in this document for reference purposes. The No Build Alternative includes existing conditions and foreseeable or planned future conditions in the project area.

3.0 ENVIRONMENTAL ASSESSMENT

3.1 INTRODUCTION

As previously mentioned in Section 1.0 Introduction, the Environmental Assessment (EA) would be considered once federal funding is available for the proposed project and is currently included in this document for reference purposes. This section reviews the relationship of the No Build Alternative and the proposed project to a series of environmental topics, federal legislation, and executive orders that address all major areas of the physical environment, as defined by the Federal Transit Administration (FTA). The Code of Federal Regulations, which outlines FTA policies and procedures for implementing NEPA, states that an EA should "determine which aspects of the proposed action have potential for social, economic, or environmental impact."[1] The environmental assessment discussion below briefly describes the affected environment, potential environmental effects, and cumulative impacts related to each topic area. Where potential effects are identified, mitigation measures are provided to minimize or avoid social, economic, or environmental harm.

3.2 ENVIRONMENTAL ASSESSMENT

3.2.1 Zoning & Land Use

Affected Environment

According to the City of Los Angeles Department of Planning and the Central City North Community Plan, the project site is located in a Public Facilities Zone (PF) which allows for the construction and operation of agricultural uses, public parking facilities (under freeway rights-of-way), fire and police stations, government buildings including structures, offices and service facilities and maintenance yards, public libraries, post offices, public health facilities, public elementary and secondary schools and is designated as a Public Facilities land use. The project site is surrounded by industrial and transportation-related uses (Metro Gateway Headquarters, Union Station, Alameda Corridor, etc.).

No Build Alternative

Under the No-Build Alternative, bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site, which are allowed in the PF Zone. Therefore, no adverse effects related to zoning and land use are anticipated.

Proposed Project

The proposed project consists of bus maintenance facilities and support office space uses, which currently exist on the project site and are allowed in the PF Zone. In addition, Metro would coordinate with the City of Los Angeles and comply with applicable regulations related to the construction and operation of the proposed vehicle bridge above the City-owned Cesar E. Chavez Avenue right-of-way. Also, the proposed project is listed in Metro's proposed 2008 Long Range Transportation Plan (LRTP) and would be listed in the proposed 2008 Los Angeles County Transportation Improvement Program (TIP) once federal funding is available. Therefore, the proposed project would be consistent with existing zoning and land uses in the project area. No adverse effects related to zoning and land use are anticipated.

[1]Code of Federal Regulations, Title 23 Section 771.119(b) *Environmental Assessments*.

Cumulative Impacts

There are 34 related projects within a 1.5-mile radius of the project site. Four of these projects are located within one-half mile of the project site including (1) a government building at 454 East Commercial Street, (2) a residential building at 1101 North Main Street, (3) a government building at the Vignes and Temple Street intersection, and (4) a mixed-use building at Cesar E. Chavez Avenue and Broadway.

A majority of the related projects, as well as the proposed project, are located within an industrial and commercial section of Los Angeles. The zoning designations in this area generally include industrial, commercial, and public facility. The related projects include primarily government and mixed-use projects. Based on information available regarding the related projects, it is reasonable to assume that the related projects would be consistent with the existing land uses in the area and the City of Los Angeles Municipal Code (Zoning Code). Thus, no adverse cumulative effects related to zoning and land use are anticipated.

Measures to Minimize Harm

None required.

3.2.2 Traffic & Parking

Affected Environment

The project site is located in a developed and urban section of Los Angeles. Roadways in the project area exhibit fair operation levels without long periods of traffic queuing at intersections. The traffic study completed for the proposed project was prepared in accordance with assumptions, methodology, and procedures that are compliant with FTA and Metro requirements. In addition, the traffic study was prepared in close coordination with City of Los Angeles Department of Transportation (LADOT) staff. The full traffic study can be found in Appendix A of this IS/MND.

Trip Generation

No Build. The No Build Alternative trip generation would consist of existing traffic plus ambient traffic growth and traffic growth generated by the 34 cumulative projects expected to be completed by 2009. The No Build Alternative would generate approximately 5,541 trips during the morning AM peak hour and 7,305 during the PM peak hour. The existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No adverse effects related to trip generation are anticipated.

Proposed Project. The proposed project is estimated to generate 2,161 daily trips, with 87 trips during the AM peak hours and 83 trips during the PM peak hours. **Table 3.2-1** shows the estimated trip generation for the proposed project. The daily and peak hour trips are shown for both the buses (200) and employee vehicles (579) that would travel to and from the project site. The daily and peak hour trips also take into account the estimated vehicle trips to and from the proposed public access CNG facility. A passenger car equivalent (PCE) factor of 2.0 was applied to the number of buses to account for the large number of heavy vehicles accessing the site.

TABLE 3.2-1: PROPOSED PROJECT ESTIMATED TRIP GENERATION

Trip Type	Daily Trips /a/	AM Peak Hours			PM Peak Hours		
		Total	In	Out	Total	In	Out
Employee/Public Vehicles	1,203	53	29	24	49	22	27
Buses	958	34	8	26	34	30	4
Total Trips	**2,161**	**87**	**37**	**50**	**83**	**52**	**31**

/a/ Proposed project trip generation estimates were calculated based on driveway count data collected for the existing Division 10 bus maintenance facility. Due to the nature of the facility, an adjustment factor for heavy vehicles was used to account for the additional space occupied by the buses. A passenger car equivalent (PCE) factor of 2.0 was applied to the number of buses to account for the large number of heavy vehicles accessing the project site. Total daily trips without the application of a PCE equaled 1,618 (1,139 employee trips and 479 bus trips). Plus CNG facility and Central Cash Counting Facility trips, the total daily trips without the application of a PCE equaled 1,203) Refer to Appendix A.
SOURCE: Meyer, Mohaddes Associates, *Metro Union Division Bus Maintenance and Operations Facility - Traffic Impact Analysis*, August 20, 2008.

Intersection Level of Service

The traffic study included an analysis of existing (2007) conditions and future (2009) traffic conditions without and with completion of the proposed project. The analysis contains a detailed evaluation of traffic conditions during the AM and PM peak hours at the following 11 study intersections:

- Alpine Street and Figueroa Street
- Alpine Street and Hill Street
- Alpine Street and Broadway
- Alpine Street and Alameda Street[2]
- Vignes Street and Main Street
- Cesar E. Chavez Avenue and Broadway
- Cesar E. Chavez Avenue and Alameda Street
- Cesar E. Chavez Avenue and Vignes Street
- Vignes Street and Ramirez Street
- U.S. Highway 101 Southbound Ramps at Commercial Street
- Center Street and Commercial Street

These locations include the key intersections located along the primary access routes to and from the project site that are expected to be most directly impacted by proposed project traffic.

The traffic study used the Critical Movement Analysis (CMA) methodology for signalized intersections. Inherent to CMA is determining the operating characteristics of an intersection in terms of the Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The LOS of a signalized intersection describes the quality of traffic flow. All of the study intersections currently operate at LOS C or better during both the AM peak hours (7:00 a.m. to 9:00 a.m.) and PM peak pours (4:00 p.m. to 6:00 p.m.). Under LOS C, traffic conditions are considered to be good; however, there are occasional backups behind turning vehicles and most drivers feel somewhat restricted.[3]

[2]North of the project site, Vignes Street veers westward and turns into Alpine Street at Alameda Street.

[3]Meyer, Mohaddes Associates, *Metro Union Division Bus Maintenance and Operations Facility - Traffic Impact Analysis*, August 20, 2008, from *Highway Capacity Manual, Special Report 209*, Transportation Research Board, 2000.

Determining an adverse traffic impact associated with a project is based on a stepped scale, with intersections at high volume-to-capacity ratios (V/C ratio) being more sensitive to additional traffic than those operating with available surplus capacity. An adverse impact is identified as an increase in the V/C ratio, due to project-related traffic, of 0.010 or more when the final (with project) Level of Service is LOS E or LOS F, a V/C ratio increase of 0.020 or more when the final Level of Service is LOS D, or an increase of 0.040 or more at LOS C. No adverse impacts are determined to occur at LOS A or B as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized below:

LADOT Criteria for Adverse Traffic Impact

LOS	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	0.701 - 0.800	equal to or greater than 0.040
D	0.801 - 0.900	equal to or greater than 0.020
E or F	> 0.900	equal to or greater than 0.010

No Build Alternative. Under the No Build Alternative, all 11 study intersections are estimated to operate at LOS D or better in the AM peak hours. Ten of the study intersection are estimated to operate at LOS D or better in the PM peak hours. The existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No adverse effects related to intersection level of service are anticipated.

Proposed Project. Under future conditions with the implementation of the proposed project, all study intersections are estimated to operate at LOS D or better in the AM peak hours and LOS E or better during the PM peak hours. However, based on the criteria listed above, the proposed project is anticipated to affect the Cesar E. Chavez Avenue/Vignes Street intersection (**Table 3.2-2**). The environmental effects would primarily be generated by the employee vehicles traveling to and from the project site, not from the buses. With the implementation of Mitigation Measure **TT1**, described below, no adverse effects are anticipated.

TABLE 3.2-2: FUTURE INTERSECTION LOS ANALYSIS

Intersection	Peak Hours	Future No Project Conditions		Future With Project Conditions		Project Increase in V/C	Adverse Impact?
		V/C	LOS	V/C	LOS		
1) Alpine Street and Figueroa Street	AM	0.370	A	0.373	A	0.003	NO
	PM	0.402	A	0.405	A	0.003	NO
2) Alpine Street and Hill Street	AM	0.765	C	0.765	C	0.000	NO
	PM	0.740	C	0.743	C	0.003	NO
3) Alpine Street and Broadway	AM	0.775	C	0.784	C	0.009	NO
	PM	0.723	C	0.730	C	0.007	NO
4) Alpine Street and Alameda Street	AM	0.625	B	0.629	B	0.004	NO
	PM	0.788	C	0.792	C	0.004	NO
5) Vignes Street and Main Street	AM	0.535	A	0.546	A	0.011	NO
	PM	0.625	B	0.627	B	0.002	NO
6) Cesar E. Chavez Avenue and Broadway	AM	0.864	D	0.864	D	0.000	NO
	PM	0.920	E	0.927	E	0.007	NO
7) Cesar E. Chavez Avenue and Alameda Street	AM	0.817	D	0.818	D	0.001	NO
	PM	0.896	D	0.901	E	0.005	NO
8) Cesar E. Chavez Avenue and Vignes Street	AM	0.765	C	0.771	C	0.006	NO
	PM	0.888	D	0.903	E	0.015	YES
9) Vignes Street and Ramirez Street	AM	0.350	A	0.355	A	0.005	NO
	PM	0.470	A	0.478	A	0.008	NO
10) U.S. Highway 101 Southbound Ramps at Commercial Street	AM	0.321	A	0.324	A	0.003	NO
	PM	0.660	B	0.667	B	0.007	NO
11) Center Street and Commercial Street /a/	AM	9.1	A	9.1	A	0.0	NO
	PM	11.2	B	11.3	B	0.1	NO

/a/ This intersection is unsignalized, so the LOS result is shown in seconds of delay rather than V/C.
SOURCE: Meyer, Mohaddes Associates, *Metro Union Division Bus Maintenance and Operations Facility - Traffic Impact Analysis*, August 20, 2008.

Table 3.2-3 shows the effects of the mitigation measure on the LOS of the Cesar E. Chavez Avenue/Vignes Street intersection.

TABLE 3.2-3: FUTURE INTERSECTION LOS ANALYSIS WITH MITIGATION

Intersection	Peak Hour	Future Without Project		Future With Project (Without Mitigation)			Future With Project (With Mitigation)		
		V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
1) Cesar E. Chavez Avenue and Vignes Street	PM	0.888	D	0.903	E	0.015	0.813	D	-0.090

SOURCE: Meyer, Mohaddes Associates, *Metro Union Division Bus Maintenance and Operations Facility - Traffic Impact Analysis*, August 20, 2008.

Site Access

No Build Alternative. Under the No Build Alternative, site access by vehicles and buses would not be modified from existing conditions. The existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No adverse effects related to site access are anticipated.

Proposed Project - Vehicle Access. The proposed project is estimated to employ approximately 579 people and generate approximately 53 AM peak hour and 49 PM peak hour employee vehicle trips. Employee vehicles would access the project site on the south side via the upward spiral circular structure accessible from a driveway on Lyon Street, on the south side of Cesar E. Chavez Avenue. Due to the vacation of Lyon Street on the north side of Cesar E. Chavez Avenue, which would require City of Los Angeles approval, the existing traffic signal controlling the southbound approach would not be necessary. However, the eastbound, westbound, and northbound approaches of the Cesar E. Chavez Avenue/Lyon Street intersection are anticipated to remain. The traffic signals and relatively low numbers of employee vehicle trips anticipated to access the project site would reduce any delays that may occur in accessing the upward spiral circular structure. In addition, the vacation of Lyon Street on the north side of Cesar E. Chavez Avenue would not affect emergency vehicle, trash collection, or other access to the Twin Towers Correctional Facility. Lyon Street is a secondary access point to the Twin Towers Correctional Facility and is not heavily used by the jail.

The City of Los Angeles Police Department (LAPD) is planning on vacating Lyon Street, on the south side of Cesar E. Chavez Avenue between the project site and the C. Erwin Piper Technical Center. The LAPD would use this area as a parking lot for the existing facility. During the final design of the proposed project, Metro would continue to coordinate with the City of Los Angeles and LAPD to ensure that access to the proposed project employee vehicle driveway entrance is not affected.

In addition to employee vehicles, private vehicles would access the CNG facility proposed to be located south of the parking structure, on the north side of Cesar E. Chavez Avenue. Private vehicles would access the CNG facility though an adjacent right-turn in/right-turn out driveway on the north side of Cesar Chavez. The public access CNG facility is anticipated to generate only five trips per week. Therefore, no adverse environmental effects are anticipated for vehicle access.

Proposed Project - Bus Access. The proposed project is anticipated to accommodate 200 buses, which would generate approximately 34 trips in the AM peak hour and 34 trips in the PM peak hour. Buses would enter and exit the project site on the west side through the existing unsignalized driveway along Vignes Street, approximately 350 feet north of Cesar E. Chavez Avenue. This driveway is currently shared with vehicles entering the adjacent Twin Towers Correctional Facility, which would continue with the implementation of the proposed project. To identify the most efficient operating scenario for bus ingress and egress from the project site, three bus access alternatives were evaluated as part of the traffic study:

- Bus Access Alternative 1: proposed project with unsignalized bus access
- Bus Access Alternative 2: proposed project bus access with installation of a traffic signal at the Vignes Street driveway
- Bus Access Alternative 3: proposed project with unsignalized bus access and installation of a secondary right-turn in/right-turn out driveway along Cesar E. Chavez Avenue

The three bus access alternatives were evaluated under Future with Project Conditions. Alternative 1 is anticipated to operate efficiently, but slightly less efficiently than the other two bus access alternatives. The traffic study determined that traffic volumes on Vignes Street with the proposed project would not warrant the installation of a traffic signal at the Vignes Street driveway as under Alternative 2. Alternative 2 may reduce the efficiency of north-south travel along Vignes Street, but would likely result in vehicle queuing primarily due to the location of the traffic signal, only 350 feet from the Cesar E. Chavez Avenue/Vignes Street signalized intersection. However, Alternative 2 would operate the most efficiently in regards to bus movements as the majority of the buses would turn right onto Vignes Street from the project site.

Alternative 3 would have a minimally beneficial effect on the number of traffic trips it creates in comparison to the primary driveway along Vignes Street. Under Alternative 3, it was assumed that approximately ten percent of the buses entering and exiting the project site would utilize the secondary driveway on Cesar E. Chavez Avenue, with the remainder utilizing the Vignes Street driveway. This results in a maximum of three buses utilizing the secondary driveway daily. Since the effects of each bus access alternative are similar, the best alternative was determined based on the complexity of implementation. Therefore, bus access Alternative 1 is considered to be the most effective alternative because it does not involve the installation of a traffic signal. The installation of a new traffic signal at the proposed Vignes Street bus driveway would not be necessary with the proposed project. Therefore, no adverse environmental effects related to bus access are anticipated.

Parking

No Build Alternative. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. Currently, there are no parking restrictions or requirements for publicly-owned lands. No adverse environmental effects related to parking are anticipated.

Proposed Project. The proposed project would include 417 employee vehicle parking spaces and up to 200 bus parking spaces. The project site is located within the Public Facilities (PF) Zone. According to the City of Los Angeles, the PF Zone does not have any parking restrictions or requirements for the development of publicly-owned lands. The parking spaces provided with the proposed project are anticipated to adequately serve the proposed project. In addition, the multi-level subterranean parking garage which serves the Metro Gateway Headquarters building, across the street from the project site, would be available to accommodate employee vehicles from the proposed project. Therefore, no adverse environmental effects related to parking are anticipated.

Measures to Minimize Harm

The mitigation measure presented below was developed in close coordination with LADOT staff:

TT1 To reduce LOS impacts, a second southbound left-turn lane shall be added to Vignes Street at the intersection of Cesar E. Chavez Avenue and Vignes Street. The existing right-of-way at this intersection is sufficient to accommodate the additional left-turn lane. Currently, a 12-foot-wide striped median is located between the existing southbound left-turn lane and the two northbound through lanes on Vignes Street. This striped median shall be converted into a second southbound

left-turn lane. The eastern leg of the intersection currently has two receiving lanes that could accommodate vehicles turning from the additional left-turn lane.

Cumulative Impacts

The traffic analysis took into account the 34 related projects within 1.5 miles of the proposed project and an annual one percent ambient traffic growth rate to account for an increase in traffic from potential development not yet proposed or from outside of the project area. Thus, cumulative impacts have already been accounted for in the proposed project traffic analysis. As discussed, Mitigation Measure **TT1** would reduce the proposed project's impacts. Thus, with the implementation of this mitigation measure, the proposed project would not compound cumulative effects in the project area. It should be noted that Future without Project conditions do not reflect any mitigation measures that may be required of the individual projects that are currently in the planning stages, as well as future improvements which could be implemented before the related projects are built. Thus, the traffic analysis is considered to be conservative.

Since each related project would include be located in different settings and would include various numbers of parking spaces, parking impacts are site-specific. As discussed, the proposed project would provide up to 200 bus parking spaces and 417 employee vehicle parking spaces. Because the project site is owned by a public agency, the project site is not subject to parking restrictions. No cumulative related to traffic and parking are anticipated.

3.2.3 Air Quality & Carbon Monoxide (CO) Hot Spots

Affected Environment

Air quality emissions typically result from the operation and construction of a project. Regional emissions are generated from vehicle or automobile trips associated with a project and are regulated by the South Coast Air Quality Management District (SCAQMD). CO concentrations or hot spots associated with a project's intersection LOS are also regulated by the SCAQMD and other State standards.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. There would be no additional sources of ongoing air quality emissions associated with new development, including stationary source and vehicular emissions. Mobile and stationary source emissions from the related projects would not exceed regional significance thresholds for volatile organic compounds (VOC), nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), or particulate matter ten microns or less in diameter (PM_{10}). Localized CO emissions would not exceed the state and federal significance thresholds. No adverse effects related to air quality are anticipated.

Proposed Project

Regional Emissions. Regional operational emissions would be generated by employee-related vehicle and bus trips.[4] According to the traffic report, the proposed project would result in 1,139 employee-related

[4]Negligible amounts of regional criteria pollutant emissions would be generate by minor landscaping activity and consumer product use.

vehicle trips and 479 bus trips.[5] Buses would be transferred from the existing Division 2 Bus Maintenance Facility, which is located approximately 2.8 miles south of the project site. The air quality analysis assumed a trip distance of 1.4 miles as some vehicles would travel shorter distances to the project site and some would travel longer distances to the project site than existing conditions. Employee trip emissions were estimated using emission factors obtained from the California Air Resources Board's (CARB) EMFAC2007 model a commute distance of 1.4 miles for the 1,114 existing employees, and a commute distance of 13.3 miles for new employees. The proposed project would not change revenue bus trips. As such, revenue-related emissions were not included in the analysis. Bus emissions were estimated using emission factors obtained from the CARB's Heavy-Duty On-Road Certification Listings. It was assumed that all buses would travel the additional 1.4 miles to access the project site.

As shown in **Table 3.2-4**, regional operational emissions would not exceed the SCAQMD significance thresholds for volatile organic compounds (VOC), nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), or particulate matter ten microns or less in diameter (PM_{10}). Therefore, regional operational emissions would not result in adverse effects.

TABLE 3.2-4: ESTIMATED DAILY OPERATIONS EMISSIONS

	Pounds per Day					
Emission Source	**VOC**	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$**	**PM_{10}**
Mobile Sources Emissions	3	15	32	<1	<1	<1
Area Sources Emissions	2	<1	2	<1	<1	<1
Total Emissions	5	15	34	<	<1	<1
SCAQMD Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Exceed Threshold?	No	No	No	No	No	No

SOURCE: TAHA, 2008 (Appendix B)

Carbon Monoxide Concentrations. The State one- and eight-hour CO standards may potentially be exceeded at congested intersections with high traffic volumes. An exceedance of the State CO standards at an intersection is referred to as a CO hotspot. The SCAQMD recommends a CO hotspot evaluation of potential localized CO impacts when volume/capacity ratios are increased by two percent at intersections with an LOS of D or worse. SCAQMD also recommends a CO hotspot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from C to D.

Based on the traffic study, the selected intersections are as follows:

- Cesar E. Chavez Avenue/Alameda Street - PM peak hours[6]
- Cesar E. Chavez Avenue/Vignes Street - PM peak hours[7]

[5]Meyer, Mohaddes Associates, *Metro Union Division Bus Maintenance and Operations Facility - Traffic Impact Analysis*, August 20, 2008.

[6]PM peak hours were analyzed for this intersection because the LOS decreased from D to E with the addition of the proposed project.

[7]PM peak hours were analyzed for this intersection because the LOS decreased from D to E with the addition of the proposed project.

The CAL3QHC micro-scale dispersion model was used to calculate CO concentrations for 2009 no project and project conditions. CO concentrations at the two study intersections are shown for the PM peak hours in **Table 3.2-5**. As indicated, one-hour CO concentrations under project conditions would range from approximately 4.3 ppm to 4.5 ppm at worst-case sidewalk receptors. Eight-hour CO concentrations under project conditions would range from approximately 3.4 ppm to 3.5 ppm. The State one- and eight-hour standards of 20 ppm and 9.0 ppm, respectively, would not be exceeded at the two study intersections. Thus, adverse environmental effects related to CO concentrations are not anticipated.

TABLE 3.2-5: 2007 AND 2009 CARBON MONOXIDE CONCENTRATIONS /a/

	1-hour (parts per million)			8-hour (parts per million)		
Intersection	**Existing (2007)**	**No Project (2009)**	**Project (2009)**	**Existing (2007)**	**No Project (2009)**	**Project (2009)**
Cesar Chavez Ave./Alameda St.	5.1	4.5	4.5	4.0	3.5	3.5
Cesar Chavez Ave./Vignes St.	4.9	4.3	4.3	3.8	3.4	3.4
State Standard			**20**			**9.0**

/a/ Existing concentrations include year 2007 one- and eight-hour ambient concentrations of 4 ppm and 3.2 ppm, respectively. No Project and Project concentrations include year 2010 one- and eight-hour ambient concentrations of 3.2 ppm and 2.7 ppm, respectively.
SOURCE: TAHA, 2008 (Appendix B)

CO is a gas that disperses quickly. Thus, CO concentrations at sensitive receptor locations are expected to be much lower than CO concentrations adjacent to the roadway intersections. Additionally, the intersections were selected based on poor LOS and high traffic volumes. Sensitive receptors that are located away from congested intersections or are located near roadway intersections with better LOS are expected to be exposed to CO concentrations. As shown in **Table 3.2-5**, CO concentrations would not exceed the State one- and eight-hour standards. Thus, no substantial increase in CO concentrations at sensitive receptor locations is expected, resulting in no adverse environmental effects.

CO concentrations in 2009 are expected to be lower than existing conditions due to stringent State and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future both without and with the implementation of the proposed project, CO emissions from mobile sources are expected to be much lower due to technological advances in vehicle emissions systems, as well as from normal turnover in the vehicle fleet. Accordingly, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.

Transportation Conformity Requirements. The Federal Highway Administration or the Federal Transit Administration cannot approve funding for project activities beyond the design phase unless the project is in conformity with United States Environmental Protection Agency (USEPA) transportation conformity regulations (40 CFR Part 93). According to the USEPA, a new or expanded bus terminal that is serviced by non-diesel vehicles (e.g., CNG) is not a project of air quality concern.[8] The proposed project would support Metro's conversion from a diesel to a 100 percent CNG fleet by approximately 2013. The proposed project is listed in Metro's proposed 2008 LRTP and would be listed in the proposed 2008 TIP once federal funding is available. As such, the proposed project would conform with federal transportation regulations.

[8]USEPA, *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*, March 2006.

Measures to Minimize Harm

None required.

Cumulative Impacts

Global Warming Analysis. Global climate change refers to historical variance in Earth's meteorological conditions, which are measured by wind patterns, storms, precipitation, and temperature. There is general scientific agreement that the Earth's average surface temperature has increased by 0.3 to 0.6 degrees Celsius over the past century. The reasons behind the increase in temperature are not well understood and are the subject of intense research activity. Many scientific studies have been completed to determine the extent that greenhouse gas (GHG) emissions from human sources (e.g., fossil fuel combustion) affect the Earth's climate. The interrelationships between atmospheric composition, chemistry, and climate change are very complex. For example, historical records indicate a natural variability in surface temperature. Historical records also indicate that atmospheric concentrations of a number of GHG have increased significantly since the beginning of the industrial revolution. As such, significant attention is being given to anthropogenic (i.e., human) GHG emissions.

Many chemical compounds found in the Earth's atmosphere act as GHGs. These gases allow sunlight to enter the atmosphere freely. When sunlight strikes the Earth's surface, some of it is reflected back towards space as infrared radiation (heat). GHGs absorb this infrared radiation and trap the heat in the atmosphere. Over time, the amount of energy sent from the sun to the Earth's surface should be approximately equal to the amount of energy radiated from Earth back into space, leaving the temperature of the Earth's surface roughly constant. Some GHGs are emitted naturally (water vapor, carbon dioxide (CO_2), methane (CH_4), and Nitrogen Dioxide (NO_2)), while others are exclusively human-made (e.g., gases used for aerosols). According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of GHG emissions and transportation creates 41 percent of GHG emissions in California.

On September 27, 2006, Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, was enacted by the State of California. The legislature stated that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." AB 32 caps California's GHG emissions at 1990 levels by 2020. AB 32 defines GHG emissions as all of the following gases: CO_2, CH_4, nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons and sulfur hexaflouride. This bill represents the first enforceable Statewide program in the United States to cap all GHG emissions from major industries and include penalties for non-compliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB 32 lays out a program to inventory and reduce GHG emissions in California and from power generation facilities located outside the State that serve California residents and businesses.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions in order to reduce those emissions. On June 1, 2007, the CARB adopted three discrete early action measures to reduce GHG emissions. These measures involve complying with a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance and increasing methane capture from landfills. On October 25 2007, the CARB tripled the set of previously approved early action measures. The newly approved measures include Smartway truck efficiency (i.e., reducing aerodynamic drag), port electrification, reducing perfluorocarbons from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexaflouride emission from the non-electricity sector. AB 32 also required CARB to define the 1990 baseline emissions for California and adopt that baseline as the 2020 statewide emissions cap. CARB has determined that the total statewide aggregated GHG 1990 emissions level and 2020 emissions limit is 427 million metric tonnes of CO_2 equivalent.

California Senate Bill (SB) 97, passed in August 2007, is designed to work in conjunction with the California Environmental Quality Act (CEQA) and AB 32. CEQA requires the State Office of Planning and Research (OPR) to prepare and develop proposed guidelines for the implementation of CEQA by public agencies. SB 97 requires OPR, by July 1, 2009, to prepare, develop, and transmit to the State Resources Agency, guidelines for the feasible mitigation of GHG emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The State Resources Agency would be required to certify and adopt the guidelines by January 1, 2010 and OPR would be required to periodically update the guidelines to incorporate new information or criteria established by the CARB pursuant to the California Global Warming Solutions Act of 2006. SB 97 would apply retroactively to any environmental impact report, negative declaration, mitigated negative declaration, or other document under CEQA that has not been certified or adopted by the CEQA lead agency. In addition, SB 97 exempts transportation projects funded under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, or projects funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006.

At this time, the USEPA does not regulate GHG emissions. In April 2007, the USEPA issued an important ruling in its first case on global warning. In the case of *Massachusetts v. USEPA*, the United States Supreme Court reviewed a USEPA decision not to regulate GHG emissions from cars and trucks under the Clean Air Act. The Court found that Massachusetts was injured by global warming. The lawsuit focused on Section 202 of the Clean Air Act. The case resolved the following legal issues: (1) the Clean Air Act grants the USEPA authority to regulate GHG, and (2) USEPA did not properly exercise its lawful discretion in deciding not to promulgate regulations.

Worldwide population growth and the consequent use of energy is the primary reason for GHG emission increases. The market demand for goods and services and the use of land is directly linked to population changes and economic development trends within large geographies (e.g., regional, national, worldwide). The proposed project is not creating the demand for mass transit. Rather, the proposed project is servicing the need of the growing regional population. The proposed project would result in GHG emissions from non-revenue bus travel, employee trips, natural gas combustion, and electricity generation. These emissions are presented in **Table 3.2-6** for informational purposes. As shown, the proposed project would result in carbon dioxide equivalent emissions of 12,504 tons per year.

CEQA Guidelines Section 15130(b)(5)(c) states that with "some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis." The assessment and mitigation of cumulative impacts as they relate to global climate change fall into this category since the causes and effects are worldwide. Accordingly, the only feasible mitigation to address issues related to global warming will be CARB's adoption of regulations and thresholds pursuant to AB 32, which will be implemented by local air quality management agencies (e.g., SCAQMD), to limit GHG emissions in the State. Metro's Energy and Sustainability Policy would be implemented with the proposed project. This Policy includes, at a minimum, constructing the proposed project to achieve leadership in Energy and Environmental Design (LEED) Silver certification conducting energy audits, as well as conducting energy use audits. Since the proposed project would comply with State and local global warming regulations, cumulative impacts related to global warming would not be adverse.

TABLE 3.2-6: ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS

	Carbon Dioxide Equivalent (Tons Per Year)		
Emission Source	**CO_2**	**CH_4**	**N_2O**
Mobile Sources Emissions /a/	10,624	<1	6
Natural Gas Emissions /b/	177	1	<1
Electricity Emissions /c/	1,696	<1	3
Total Emissions	**12,504**		

/a/ Bus GHG emissions are listed under CO_2 emissions and were calculated based on emission factors from the CARB's Heavy-Duty On-Road Certification Listings. CH_4 and N_2O employee trip emissions were based on EMFAC2007.
/b/ Natural gas consumption CO_2 emissions were obtained from URBEMIS2007. CH_4 and N_2O usage rates were obtained from the SCAQMD's *CEQA Air Quality Handbook* and emission factors were obtained from California Climate Action Registry's *General Reporting Protocol (March 2007)*.
/c/ CH_4 and N_2O usage rates were obtained from the SCAQMD's *CEQA Air Quality Handbook* and emission factors were obtained from California Climate Action Registry's *General Reporting Protocol (March 2007)*.
SOURCE: TAHA, 2008 (Appendix B)

3.2.4 Historic, Archaeological, and Paleontological Resources

Affected Environment

Historic and Cultural Resources. As part of the required Section 106 review of the proposed project, a Cultural Resources Survey (Appendix C) and records search were completed for the project site and area. A California Historical Resources Information System (CHRIS) records search revealed six previously recorded cultural resources within one-quarter mile of the project site. The cultural resources included Union Station, the Macy Street Viaduct (bridge), the Union Pacific Railroad, two remnants of past built environment resources, and one multi-component archaeological site. None of the six cultural resources were recorded as being located within the boundaries of the project site.[9]

Archaeological Resources. The project site is located in an urbanized area and developed with public facility and industrial uses. However, according to the Cultural Resources Survey (Appendix C) report prepared for the proposed project, the project site and area are identified as being archaeologically sensitive.[10] Historically, people have settled near rivers or other sources of water. The project site is not part of a formal cemetery, but the close proximity to the Los Angeles River (although the river is concrete-lined) contributes the potential archaeological resources to be present underground. The Los Angeles River is located approximately 830 feet east of the project site, slightly increasing the probability of discovering archaeological materials or human remains as compared to areas which are not in the vicinity of a river.

Paleontological Resources. A paleontological assessment report (Appendix D) and museum records search completed for the proposed project identified the project site and area as a highly sensitive paleontological area.

[9]SWCA Environmental Consultants, *Revised Final Cultural Resources Survey for the Metropolitan Transportation Authority Union Division Project, Los Angeles County, California*, October 25, 2007.

[10]*Ibid*.

No Build Alternative

Historic and Cultural Resources. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No potential changes to historic and cultural resources would occur. Therefore, no adverse effects related to historic and cultural resources are anticipated.

Archaeological Resources. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No potential changes to archaeological resources would occur. Therefore, no adverse effects related to archaeological resources are anticipated.

Paleontological Resources. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No potential changes to paleontological resources would occur. Therefore, no adverse effects related to paleontological resources are anticipated.

Proposed Project

Historic and Cultural Resources. The area of potential effects (APE) for historic properties for the proposed project is defined as one parcel adjacent to the project site. A series of ornamental lampposts, stylistically similar to the Macy Street Viaduct, extend west from the Macy Street Viaduct along Cesar E. Chavez Avenue past the project site, and also run south along Vignes Street to the U.S. Highway 101/I-5 Freeway. A number of these decorative lampposts are located within the proposed project APE. Although the lampposts appear to be historic, it was determined through consultation with the City of Los Angeles Department of Public Works Bureau of Street Lighting that the lampposts were installed in 1995. The lampposts were designed only to replicate the historic character of those found on the Macy Street Viaduct. While these lampposts help to lengthen the historic character of the viaduct, they are not eligible for the National Register of Historic Places (NRHP) or the California Register of Historic Places (CRHP). One of these lampposts, located on the south side of Cesar E. Chavez Avenue, may be affected by the construction of the proposed vehicle bridge structure. However, since the lamppost was installed in 1995 and, therefore, not eligible for any historic designation, the removal of the lamppost would not contribute to an adverse effect. Prior to construction, if it is determined that the proposed project would affect this lamppost, consultation with the Bureau of Street Lighting is recommended. No adverse environmental effects are anticipated related to historical resources.

The Macy Street Viaduct, located southeast of the project site along Cesar E. Chavez Avenue, is not identified as being located within the proposed project APE.[11] The bridge includes Spanish Revival ornamentation and spans over the Los Angeles River. The City of Los Angeles Cultural Heritage Commission designated the bridge as a Historic-Cultural Monument (HCM No. 224) in 1979.[12] The proposed vehicle bridge may potentially affect views of the Macy Street Viaduct looking east from the intersection of Cesar E. Chavez Avenue and Vignes Street. Although views of the locally historic Macy Street Viaduct may potentially be disturbed by the construction of the proposed vehicle bridge, the proposed project would not result in a

[11] *Ibid.*

[12] *Historic-Cultural Monument (HCM) Database*, City of Los Angeles Department of City Planning, Office of Historic Resources, updated November 30, 2007, available at: http://www.preservationla.org/commission, accessed January 3, 2008.

substantial adverse change to the locally historic, Macy Street Viaduct. The proposed project is not anticipated to adversely affect historic or cultural resources within the project area or APE.[13]

Archaeological Resources. Construction of the proposed project would include grading and excavation activities. The grading activities would include asphalt removal of the existing temporary layover area, Lyon Street, and RRC Lot A. Excavation would be required for the construction of the proposed parking structure, the RRC Building 1 extension, the upward spiral circular structure, and vehicle bridge structure. It is anticipated that the excavation would reach approximately 20 feet in depth. Any grading and excavation activities would have the potential to encounter undiscovered archaeological resources. Mitigation Measures **CR1** through **CR3** are included to implement the necessary monitoring and recovery procedures during project-related construction activities which would avoid potentially adverse effects.

Paleontological Resources. While the possibility of discovering paleontological resources on the site remains relatively low, the potential for accidental discovery during grading and excavation activities exists. Mitigation Measures **CR4** through **CR6** are included to implement the necessary paleontological monitoring and recovery procedures during project-related construction activities which would avoid potentially adverse effects.

Measures to Minimize Harm

Archaeological Resources

CR1 A qualified archaeologist/paleontologist shall be retained to monitor all project-related, ground-disturbing construction activities (i.e., grading, excavation, etc.). In the event that cultural resources are exposed during construction, the monitor must be given the authority to temporarily halt construction in the immediate vicinity of the discovery while it is evaluated for significance. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation, shall be required.

CR2 If potential cultural or archaeological resources are discovered during construction of the proposed project, a Native American monitor shall be retained from the Native American group identified in the Cultural Resources Survey report. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction in the immediate vicinity of the discovery and contact the project archaeologist/paleontologist.

CR3 In the event that human remains are encountered at the project site, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. The Los Angeles County Coroner will be immediately notified. The Coroner must then determine whether the remains are Native American. Should the Coroner determine the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC), who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in part by the recommendations of the MLD. The MLD has 24 hours following notification from the NAHC to make recommendations regarding the disposition of the remains of the discovery. If the MLD does not

[13]As a part of the Section 106 review of the proposed project with respect to the Macy Street Viaduct, this determination has been confirmed by the State of California State Historic Preservation Officer (SHPO).

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

Paleontological Resources

CR4 A qualified archaeological/paleontological monitor shall be retained to monitor project-related excavation activities of five feet or more in depth on a full-time basis. Project-related excavation activities of less than five feet depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being impacted. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.

CR5 A qualified archaeologist/paleontologist shall be retained to supervise the monitoring of construction excavations and to produce a Paleontological Monitoring and Mitigation Plan for the proposed project. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified archaeologist/paleontologist shall prepare monthly progress reports to be filed with Metro, FTA, and the Natural History Museum of Los Angeles County. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils. Testing for microfossils shall consist of screen-washing small samples (approximately 200 pounds) to determine if significant fossils are present. If microfossils are present, additional matrix samples shall be collected (up to a maximum of 6,000 pounds per locality) to ensure recovery of a scientifically significant microfossil sample.

CR6 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and reposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.

Cumulative Impacts

There are 34 related projects that are within a 1.5-mile radius of the project site. All of the related projects are located in urbanized areas of the City of Los Angeles and have been previously developed with industrial, commercial, or public facility uses. Most of the sites appear to be currently vacant or minimally developed. The current structures at these sites are not known to be considered historical resources. However, because the Downtown Los Angeles area contains numerous structures of historical significance, it is expected that a historical significance review will be conducted for each related project which would ensure that historic resources would not be adversely affected.

Similar to the proposed project, it is unlikely that archaeological and paleontological resources or human remain would be found on the related project sites. As previously discussed, archaeological and paleontological resources are concentrated near rivers and other water bodies, whether concrete-lined or not. Therefore, due to the close proximity of the Los Angeles River in the project area, the area is considered to be sensitive. The proposed project and some of the 34 related projects would include excavation as part of their construction phases. Therefore, although the discovery of archaeological and paleontological resources

or of human remains is low, any excavation activity would have the potential to encounter undiscovered archaeological and paleontological resources or human remains. Impacts to these resources are site-specific and would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement appropriate mitigation measures. The analysis of proposed project impacts concluded that implementation of Mitigation Measures **CR1** through **CR6** would reduce impacts on archaeological and paleontological resources and on human remains. Therefore, potential cumulative effects related to cultural resources are not anticipated.

3.2.5 Visual Quality

Affected Environment

Views and Vistas. The project site is located in a developed urban area in the northeastern portion of Downtown Los Angeles. The Metro Gateway Headquarters (26-story) and Gateway Transit Center (5-story) buildings obstruct existing views of the Downtown Los Angeles skyline (and Union Station) looking southwest from the project site. Existing views from the project site include the locally historic Macy Street Viaduct along Cesar E. Chavez Avenue to the east, the U.S. Highway 101/Interstate 5 (Hollywood Freeway/Santa Ana Freeway) to the south, the Union Station undercrossing/tunnel and high-rise buildings to the west, and Los Angeles County jail buildings to the north. The Macy Street Viaduct is designated as an Historic-Cultural Monument (HCM No. 224) by the City of Los Angeles.

Visual Character. Visual character and resource assessment for FTA projects typically follow the *Visual Resource Inventory Manual* published by the U.S. Department of the Interior, Bureau of Land Management. Impacts are determined by how visually sensitive a project area and the public may be to new development. Publicly-owned land, such as the project site, are assigned either high, medium, or low sensitivity levels by analyzing the various indicators of public concern. These indicators include: the type of adjacent land uses, the type of users (e.g., workers, tourists, etc.), amount of use, public interest, and the presence of special areas (e.g., scenic highways, natural areas, etc.).

The project site is located in an highly urbanized area of the City of Los Angeles. Industrial land uses, such as bail bond businesses (one to two stories in height) and the Metro Gateway Headquarters high-rise building (26 stories), are located on the west side of Vignes Street, across the street from the project site. Public facility uses, including the Twin Towers Correctional Facility (1.5 million square feet and seven to eight stories), the Los Angeles County Central Jail, and several Southern Pacific Railroad lines, are located north of the project site. Other public facility uses, such as the C. Erwin Piper Technical Center (three to four stories in height) and U.S. Highway 101/Interstate 5, are located south of the project site. The locally historic Macy Street Viaduct is located east of the project site. Observation of the project area on several field visits and the existing industrial and public facility land uses, including two County jail facilities, suggest that the project area is heavily utilized by workers and with minimal public interest. Therefore, the project area has a low visual sensitivity level.

Light. The project site is located in an urban and industrial setting adjacent to jail facilities with relatively high levels of ambient, security, and street lighting.

Glare. The potential for glare impacts depends highly upon the types and reflectivity of materials used on the exterior of a structure. The project area includes industrial and public buildings that do not appear to be constructed with reflective materials.

Shadows. The prevalence of shadows are directly attributable to building heights, the angle of the sun and the location of a project relative to off-site shadow-sensitive land uses. Shadow-sensitive uses include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses;

commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. The project area includes several multi-story buildings that potentially shade adjacent land uses. However, shadow-sensitive uses do not exist in the project area.

No Build Alternative

Views and Vistas. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site and views and vistas would not be altered. No adverse effects related to views and vistas are anticipated.

Visual Character. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site and the visual character of the area would not be altered. No adverse effects related to visual character are anticipated.

Light. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site and lighting would not be altered. No adverse effects related to lighting are anticipated.

Glare. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site and no potential for glare would exist. No adverse effects related to glare are anticipated.

Proposed Project

Views and Vistas. The proposed vehicle bridge would traverse Cesar E. Chavez Avenue, potentially affecting views of the Macy Street Viaduct looking east from the Cesar E. Chavez Avenue/Vignes Street intersection. However, views of the Macy Street Viaduct looking east are currently blocked by mature trees along Cesar E. Chavez Avenue. In addition, the massive C. Erwin Piper Technical Center parking structure currently blocks the entire view of the south side of the Macy Street Viaduct due to a slight southward curve exhibited on this section of Cesar E. Chavez Avenue. Although the proposed project (particularly the proposed pedestrian and vehicle bridge over Cesar E. Chavez Avenue) would be in direct view when looking east towards the Macy Street Viaduct, the proposed project would not change the general nature of the view or the setting. The project vicinity is industrial and heavily associated with transportation, and, thus, the proposed project is appropriate to be in this environment. The unique visual elements of the Macy Street Viaduct are its porticos, light posts, and span.[14] The proposed project would not affect views of the unique elements of the Macy Street Viaduct, which are best viewed from the bridge itself or from along the river to the north or south. Although the Macy Street Viaduct is recognized as historically and architecturally significant, the construction of the proposed project and vehicle bridge would not adversely affect the visual integrity of the surrounding landscape.[15]

Visual Character. The visual character of the proposed project would not contrast with adjacent existing structures and urban design features. All outdoor CNG equipment and other potentially unsightly mechanical or electrical equipment would be screened from public view. In addition, landscaping would be installed adjacent to the proposed parking structure along Vignes Street and Cesar E. Chavez Avenue. Prior to construction, the proposed project plans must comply with all local construction standards and guidelines,

[14]SWCA Environmental Consultants, *Revised Final Cultural Resources Survey for the Metropolitan Transportation Authority Union Division Project, Los Angeles County, California*, October 25, 2007.

[15]As a part of the Section 106 review of the proposed project with respect to the Macy Street Viaduct, this determination has been confirmed by the State of California State Historic Preservation Officer (SHPO).

including design guidelines stated within the City's Central City North Community Plan.[16] In addition to being located within an area of low visual sensitivity, the proposed project would not substantially degrade the existing visual character or quality of the project site and its surroundings. Therefore, adverse effects are not anticipated related to visual character.

Light. The proposed project would include security lighting typical of parking structures and industrial buildings as required by the City of Los Angeles. The nearest residential uses are located approximately one-third mile to the north and west of the project site, and, as such, lighting from the proposed project would not affect any residences. However, lighting from the proposed project would have the potential to affect drivers traveling on Vignes Street and Cesar E. Chavez Avenue. Lighting associated with the proposed project would not affect the adjacent Twin Towers Correctional Facility because the complex was designed to house maximum security inmates, and, therefore, very few windows or openings exist on the south side of the facility. All lighting associated with the proposed project would be installed in compliance with all applicable lighting standards to contribute minimally to the visual contrast of the proposed project with surrounding land uses during the nighttime hours. Mitigation Measures **AE1** through **AE3** are recommended to ensure that any potential adverse lighting effects associated with the proposed three-story parking structure would not occur.

Glare. The exterior surface of the proposed parking structure would consist of concrete. The proposed maintenance/office building would be constructed using the same material as the existing RRC Building 1, which does not exhibit visible glare. Compliance with applicable State building codes, design, construction standards for the use of particular building materials, and implementation of recommended Mitigation Measure **AE3** would ensure that adverse environmental effects related to glare would not occur.

Shadows. Shadow impacts may result if shadow-sensitive uses would be shaded by project-related structures for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October), or for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April).[17] Shadow conditions associated with the proposed project were projected for the three primary solar periods of the year: Spring/Fall Equinox (approximately March 20 and September 23), Summer Solstice (approximately June 21) and Winter Solstice (approximately December 22). Annually, the shortest shadows are cast during the Summer Solstice and grow increasingly longer until the Winter Solstice. At this time, the sun appears to be lower in the sky and shadows are at their maximum coverage lengths.

The proposed project would introduce a new three-story parking structure and an expanded two-story maintenance/office building in a developed industrial area. The nearest residences to the project site are located across the Souther Pacific Railroad tracks approximately one-third mile to the north and west of the project site. Because the northern portion of the existing RRC Building 1 would remain generally the same as it is now, the proposed parking structure is of more importance in terms of potential shadow impacts. Shadows resulting from the proposed project parking structure during the Spring/Fall Equinox and Summer Solstice would not affect any adjacent uses from 9:00 a.m. to 3:00 p.m and 9:00 a.m. to 5:00 p.m., respectively. Because of the extensive setbacks proposed for the parking structure along Vignes Street (between 16 and 98 feet) and Cesar E. Chavez Avenue (between 13 and 32 feet), shadows would not reach the industrial businesses on the west side of Vignes Street. During the Winter Solstice, the proposed project shadows would affect the south side of the Twin Towers Correctional Facility from 9:00 a.m. to 3:00 p.m.

[16]City of Los Angeles General Plan: Central City North Community Plan (December 15, 2000). The design guidelines within the Plan are comprised of policies including screening mechanical and electrical equipment from public view, designing parking structure exteriors to match the facades of the main building, installing street furniture, and landscaping improvements.

[17]City of Los Angeles CEQA Thresholds Guide, 2006.

However, because the Twin Towers Correctional Facility is not considered a shade-sensitive use, effects are not considered to be substantial. The shadows projected from the proposed parking structure and the expansion of the maintenance/office building would not shade any routinely useable outdoor areas, pedestrian-oriented areas, outdoor eating areas, nurseries, or solar collectors in the project area. Thus, adverse shadow effects are not anticipated for the proposed project. **Figures 3.2-1** through **3.2-4** show the proposed project shadows for each solar period.

Measures to Minimize Harm

AE1 All lighting fixtures shall be directed towards the ground or otherwise away from the line-of-sight of adjacent roadways.

AE2 Overnight on-site exterior lighting shall be minimized to a level that is necessary for effective security measures. The recommended levels are 0.5 to 2.0 foot-candles for building sides and ten foot-candles for building entrances.

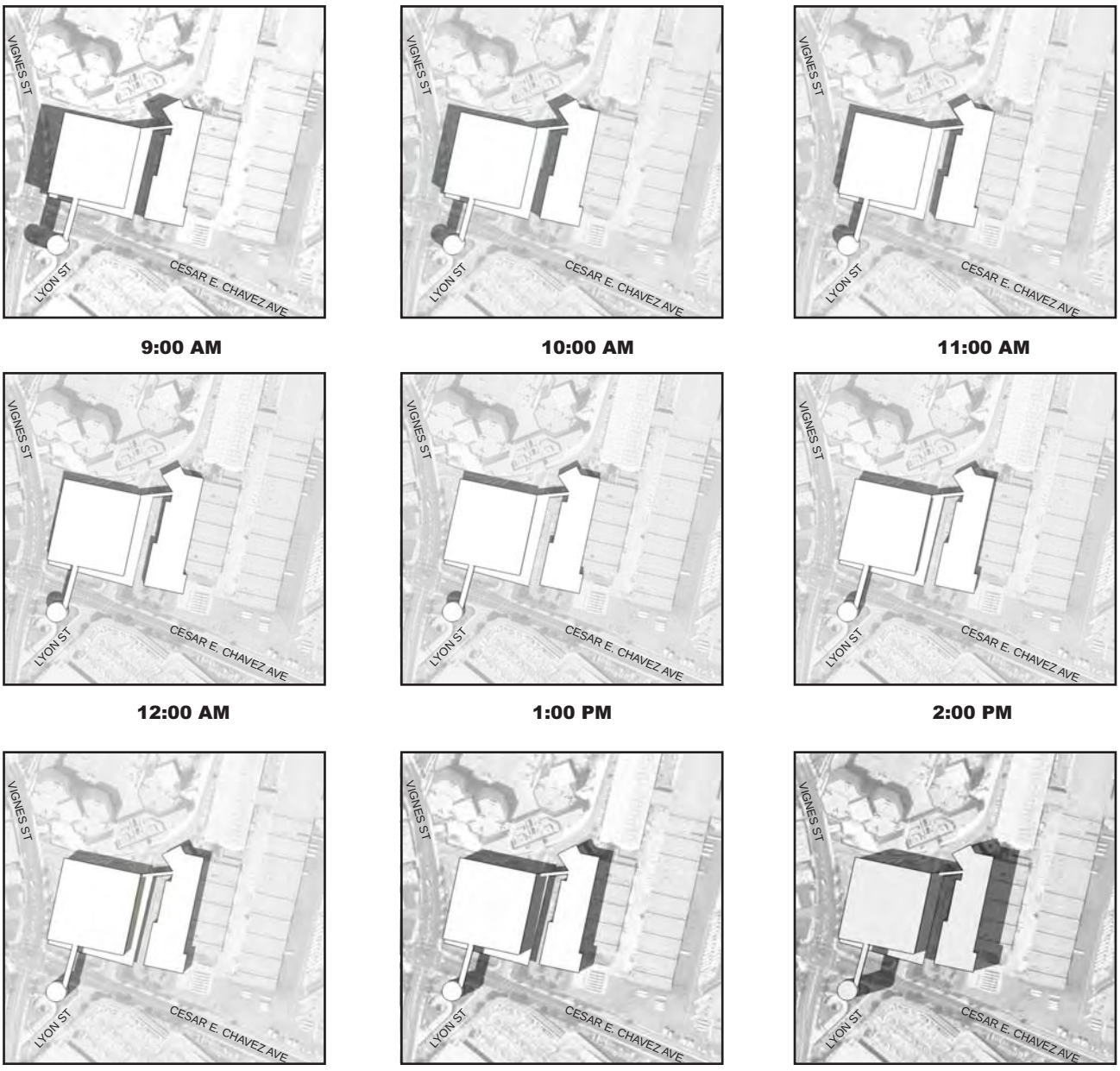
AE3 Utilization of non-reflective windows and exterior wall materials on new retail, residential, and parking structures would eliminate any potential light and glare impacts.

Cumulative Impacts

There are 34 related projects within a 1.5-mile radius of the project site. Five of these projects are located within one-half mile of the project site including (1) a government building at 454 East Commercial Street, (2) a residential building at 1101 North Main Street, (3) a government building at the Vignes and Temple Street intersection, (4) a mixed-use building at Cesar E. Chavez Avenue and Broadway, and (5) a government/maintenance building at 490 and 496 Bauchet Street. These projects, similar to the proposed project, would be visible from surrounding industrial, commercial, and public facility buildings. The new structures would likely be similar in height to the surrounding buildings. There are no scenic vistas that these structures would obstruct. Similarly, there are no scenic resources, such as trees, rock outcroppings, and historic buildings within a state scenic highway, that these projects would damage.

Although the architectural drawings for the five related projects were not available for review at this time, it is anticipated that the related projects will be designed in accordance with local design guidelines as established by the City of Los Angeles General Plan. Therefore, no environmental effects are anticipated.

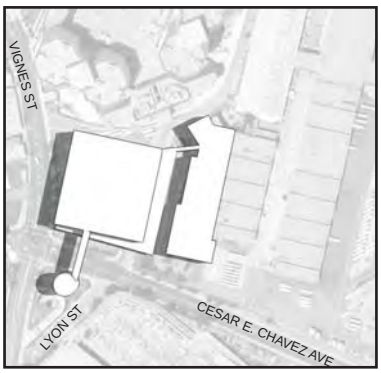
Projects of similar use, height, or massing to that of the proposed project are currently being constructed in the project area. These projects are not likely to be located nearby or adjacent to residences or other sensitive uses. The potential for these projects to produce light, glare, or shadow impacts affecting residences or drivers are similar to that of the proposed project. Implementation of Mitigation Measures **AE1** through **AE3** would reduce any potential cumulative impacts. The proposed project would, therefore, not contribute disproportionately to any cumulative impact resulting from the growth of development in the proposed project area. Thus, no adverse cumulative effects related to visual quality are anticipated.



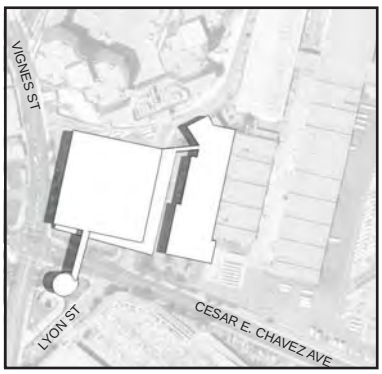
SOURCE: TAHA 2006

FIGURE 3.2-1

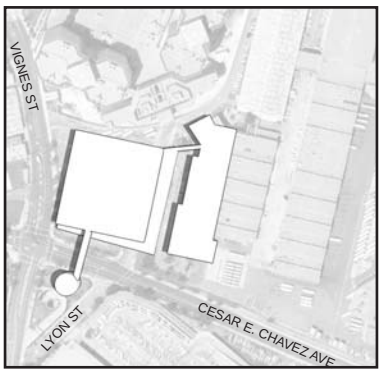
SPRING/FALL EQUINOX SHADOWS



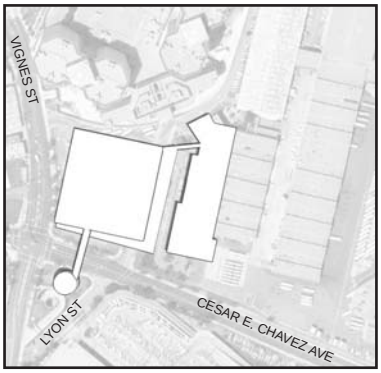
9:00 AM



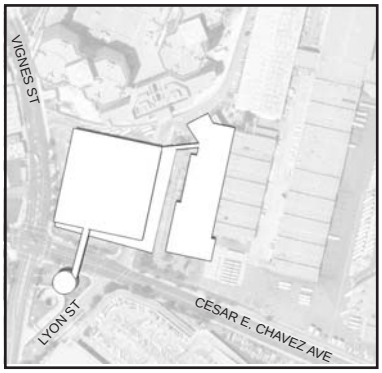
10:00 AM



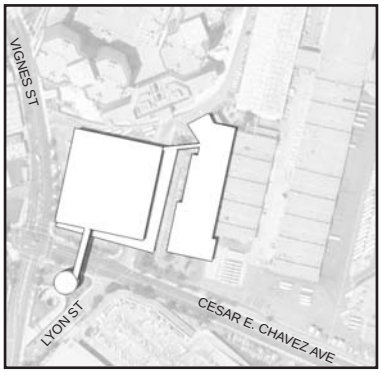
11:00 AM



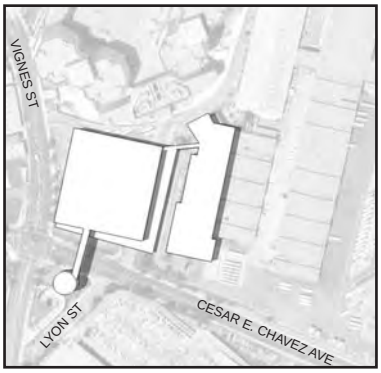
12:00 AM



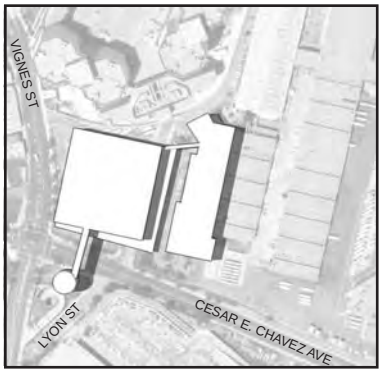
1:00 PM



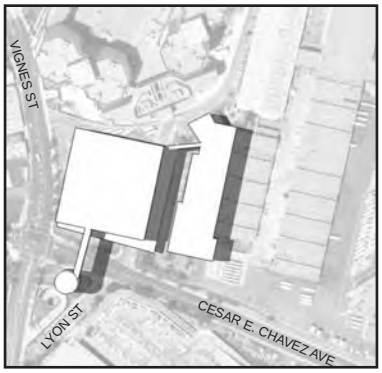
2:00 PM



3:00 PM



4:00 PM

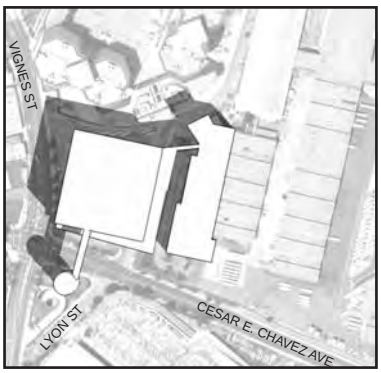


5:00 PM

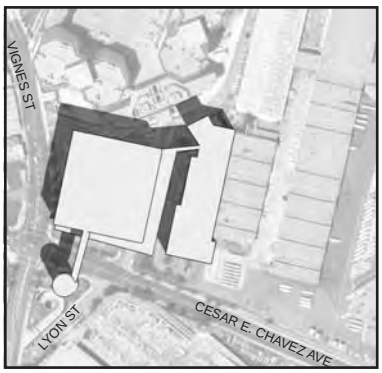
SOURCE: TAHA 2006

FIGURE 3.2-2

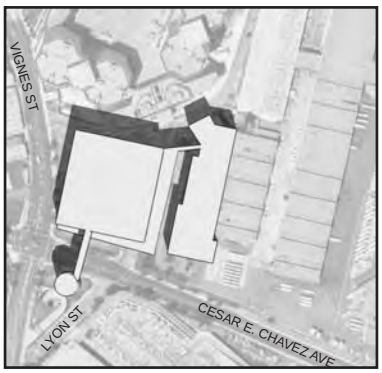
SUMMER SOLSTICE SHADOWS



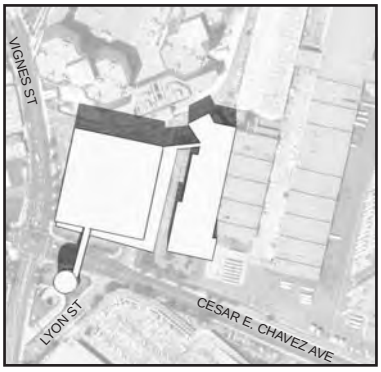
9:00 AM



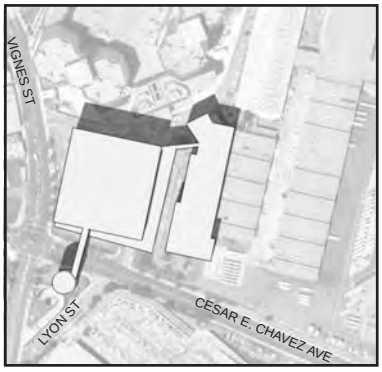
10:00 AM



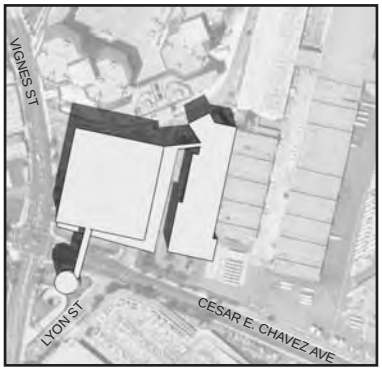
11:00 AM



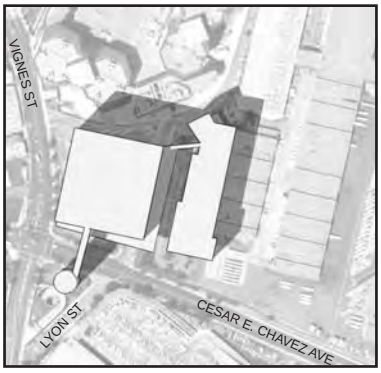
12:00 AM



1:00 PM



2:00 PM



3:00 PM

SOURCE: TAHA 2006

FIGURE 3.2-3

WINTER SOLSTICE SHADOWS

3.2.6 Noise

Affected Environment

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}). CNEL is an average sound level during a 24-hour day. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 decibels higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night before 7:00 a.m. and after 10:00 p.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level.

The FTA has developed noise impact criteria for transit projects (e.g., new roadways). The impact criteria is not relevant to general development projects. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses.

The City of Los Angeles has published significance thresholds to be used in noise analyses.[18] An adverse operational noise impact would result if the proposed project causes the ambient noise level measured at the property line of sensitive land uses to increase by 3 dBA to or within 65 dBA CNEL or greater or any 5-dBA or more increase in noise level.

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors near the project site include the following:

- Twin Towers Correctional Facility adjacent and immediately to the north of the project site
- Multi-family residences located approximately 1,700 feet to the northeast of the project site (these multi-family residences include the William Mead Homes housing project adjacent and north of the Southern Pacific Railroad Lines)

The above sensitive receptors represent the nearest residential uses with the potential to be impacted by the proposed project. Additional single- and multi-family residences are located in the surrounding community, within one-half mile of the project site.

Sound measurements were taken using a Quest Q-400 Noise Dosimeter between 8:30 a.m. and 10:00 a.m. on January 8, 2008 to ascertain existing ambient daytime noise levels in the project vicinity. These readings were used to establish existing ambient noise conditions and to provide a baseline for evaluating construction noise impacts. As shown in **Table 3.2-7**, existing ambient sound levels range from 70.1 to 75.5 dBA L_{eq}. The 75.5 dBA L_{eq} noise level at the northern boundary is a result of heavy bus traffic.

[18]City of Los Angeles, *L.A. CEQA Thresholds Guide*, 2006.

TABLE 3.2-7: EXISTING NOISE LEVELS	
Noise Monitoring Locations	**Sound Level (dBA, L_{eq})**
Bus Parking Lot-Adjacent to Twin Towers Correctional Facility	75.5
Cesar E. Chavez Avenue between Vignes Street and Lyon Street	73.1
Vignes Street between Cesar E. Chavez Avenue and Bauchet Street	73.1
Lyon Street between Cesar Chavez and Bauchet Street	70.1
SOURCE: TAHA, 2008 (Appendix E)	

Off-Site Mobile Noise

The predominant noise source for the proposed project is vehicular traffic. To ascertain off-site noise impacts, traffic was modeled under future year (2010) no project and with project conditions utilizing Federal Highway Administration (FHWA) RD-77-108 noise calculation formulas. Results of the analysis are summarized in **Table 3.2-8**. The greatest project-related noise increase would be 0.1 dBA CNEL and would occur along Vignes Street between Cesar E. Chavez Avenue and Ramirez Street. Roadway noise levels attributed to the proposed project would increase by less than 3 dBA CNEL at all analyzed segments.

TABLE 3.2-8 : 2007 AND 2009 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL /a/					
	Estimated dBA, CNEL /b/				
Roadway Segment	**Existing (2007)**	**No Project (2009)**	**Project (2009)**	**Project Impact**	**Cumulative Impact**
Alameda Street between US-101 and Cesar E. Chavez Avenue	69.7	70	70.1	0.1	0.4
Alameda Street between Cesar Chavez and Vignes Street	69.4	69.9	70	0.1	0.6
Main Street between Vignes Street and LeRoy Street	68	68.5	68.5	0	0.5
Vignes Street between Cesar E. Chavez Avenue and Ramirez Street	68	68.1	68.2	0.1	0.2
Vignes Street between Cesar E. Chavez Avenue and Main Street	67.8	68.2	68.3	0.1	0.5

/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation *Technical Noise Supplement* (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of ADT and a nighttime penalty correction. The peak hour traffic was assumed to be ten percent of the average daily traffic.
/b/ CNEL is presented for the higher increment of the a.m. or p.m. peak period and is calculated at 50 feet from the roadway right-of-way.
SOURCE: TAHA, 2008 (Appendix E)

No Build Alternative. Mobile noise generated under the No Build Alternative would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 decibels CNEL to or within the "normally unacceptable" or "clearly unacceptable" category or any 5-decibel or more increase in noise level. The No Build Alternative would not result in adverse environmental effects related to noise.

Proposed Project. Mobile noise generated by the proposed project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 decibels CNEL to or within the "normally unacceptable" or "clearly unacceptable" category or any 5-decibel or more increase in noise level **(Table 3.2-8**). The proposed project would not result in adverse environmental effects related to noise.

Stationary Noise

No Build Alternative. A potential stationary noise source related to long-term operation at the project site is mechanical equipment (e.g., parking structure air vents and heating, ventilation, and air conditioning (HVAC) equipment). Under the No Build Alternative, no additional stationary or parking noise sources would result. Therefore, no adverse effects related to stationary and parking noise are anticipated

Proposed Project. Potential stationary noise sources related to the long-term operations of the proposed project include mechanical equipment and parking areas. Mechanical equipment (e.g., parking structure air vents and HVAC equipment) would be designed so as to be located within an enclosure or confined to the rooftop of the proposed structure. In addition, mechanical equipment would be screened from view as necessary to comply with the City of Los Angeles Noise Ordinance requirements for both daytime (65 dBA) and nighttime (60 dBA) operation at the property line. Operation of mechanical equipment would not be anticipated to increase ambient noise levels by 5 dBA.

The portion of the project site north of Cesar E. Chavez Avenue would include a three-story parking structure, a maintenance/office building, and a CNG fueling facility. All bus-related activity (e.g., bus parking, fare retrieval, and fuel suppression space) would be located within the proposed structures and would be inaudible at surrounding land uses. Employee parking would be located on the third level of the parking structure. Parking activity typically generates a noise level of 63 dBA L_{eq} at 50 feet. As shown in **Table 3.2-8**, the monitored noise level at the Twin Towers Correctional Facility is approximately 75.5 dBA L_{eq}. Adding employee parking-related noise to the existing noise level would increase the existing noise levels by a maximum of 0.2 dBA. This is less than the 5-dBA threshold and, as such, employee parking activity noise would not result in adverse environmental effects.

Bus access to the portion of the project site north of Cesar E. Chavez Avenue would be from Vignes Street. Buses would travel a short distance the along the border of the project site and the Twin Towers Correctional Facility before entering the parking structure. The project site is separated from the Twin Towers Correctional Facility by an a 17-foot concrete wall. In addition, the proposed access point is also used by buses to enter the existing facility. Bus-related access noise would not be a new noise source to the project site and the existing wall would provide a barrier to bus noise. In addition, it is not anticipated that the windows of the jail are able to be opened. As such, bus-related access noise would not result in adverse environmental effects.

The portion of the project site south of Cesar E. Chavez Avenue would include a new upward spiral circular structure to transfer employee vehicles to the employee parking lot across Cesar E. Chavez Avenue. The nearest sensitive land use to this facility would be the Twin Towers Correctional Facility. The proposed facility would block the line-of-sight from the jail to the new circular structure. As a result, vehicle activity at the project site south of Cesar E. Chavez Avenue would not be audible at the Twin Towers Correctional Facility. Project-related operational activity at the project site south of Cesar E. Chavez Avenue would not result in adverse environmental effects.

Ground-borne Vibration

Significant stationary sources of ground-borne vibration include heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. Under existing conditions, traffic-related vibration levels are not perceptible by sensitive receptors.

No Build Alternative. Under the No Build Alternative, no new significant sources of ground-borne vibration would result. No adverse effects related to ground-borne vibration are anticipated.

Proposed Project. The proposed project would not include any significant sources of vibration. In addition, it is unusual for buses to cause perceptible vibration as rubber tires and suspension systems provide vibration isolation. As such, no adverse effects related to operational vibration are anticipated.

Measures to Minimize Harm

None required.

Cumulative Impacts

When calculating future traffic impacts, the traffic consultant took 34 additional projects into consideration. Thus, the future traffic results without and with the proposed project already account for the cumulative impacts from these other projects. Since the noise impacts are generated directly from the traffic analysis results, the future without project and future with project noise impacts described in this report already reflect cumulative impacts.

Table 3.2-8 presents the cumulative increase in future traffic noise levels at various intersections (i.e., 2009 no project conditions plus proposed project traffic). The maximum cumulative roadway noise increase would be 0.6 dBA (CNEL) and would occur along Alameda Street between Cesar E. Chavez Avenue and Vignes Street. As such, cumulative weekday roadway noise levels would not exceed the 3 dBA threshold increment and would not result in a perceptible change in noise level. Therefore, the proposed project would not result in a cumulatively considerable impact with respect to roadway noise.

3.2.7 Land Acquisition, Displacement, & Relocation

Affected Environment

Metro currently owns numerous parcels near the Cesar E. Chavez Avenue/Vignes Street intersection including the entire project site and RRC complex.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. The land acquisition, displacement, and relocation of existing uses would not occur. Therefore, no adverse effects related to land acquisition, displacement, or relocation are anticipated.

Proposed Project

Implementation of the proposed project would occur on Metro-owned parcels and would not require additional parcels to be acquired. In addition, no housing or residential components currently exist on the

project site. The nearest residences to the project site are located approximately one-third mile north (William Mead Homes multi-family housing project) and west (880 North Alameda Street) of the project site. Therefore, no residents would require any displacement or relocation services as a result of the proposed project. In addition, there are no private businesses located on the project site which would require relocation or displacement services as a result of the proposed project. Also, Metro would coordinate with the City of Los Angeles and comply with applicable regulations related to the construction and operation of the proposed vehicle bridge above the City-owned Cesar E. Chavez Avenue right-of-way. This action would not result in the acquisition, displacement, or relocation of any portion of the City-owned right-of-way. As such, no adverse effects related to land acquisition, displacement, or relocation are anticipated.

Measures to Minimize Harm

None required.

Cumulative Impacts

As discussed above, the proposed project would be constructed on Metro-owned parcels and would not require any property acquisition, displacement, or relocation services. It is not known at this time what proportion of the related projects would require property acquisition. Due to the low amount of residential uses in the project area, it is not anticipated that many of the related projects would displace housing units and require relocation services. However, it is anticipated that some of the related projects would displace private businesses. Mitigation measures to reduce effects would be implemented on a project-by-project basis for the related projects. Therefore, cumulative effects are not anticipated related to land acquisition, displacement, or relocation.

3.2.8 Hazardous Materials

Affected Environment

Historical project site land uses include a former metals recycling facility, a former gas station, and Southern California Gas Company (SCGC) Manufactured Gas Plant at the temporary bus layover area , the triangular-shaped parcel, and RRC Building 1 area. According to the Phase I Environmental Site Assessment (Phase I ESA) (Appendix F), potential environmental hazards relate primarily to the RRC Building 1 (900 North Lyon Street) exterior areas. Two industrial wastewater clarifiers, associated piping and drains, and two underground storage tanks (USTs) were identified south of the existing RRC Building 1 in the area of the proposed extension. Chemicals stored in USTs can contaminate adjacent soils. The USTs may require removal prior to the construction of the proposed project to reduce environmental effects. In 1989, five USTs were removed from this exterior area of RRC Building 1 and were replaced by the at-grade storage tanks, which are located in the same area. The Phase I ESA indicated the potential for USTs to still be located beneath the RRC Building 1 and triangular-shaped parcel areas.

The existing RRC Building 1 and exterior areas are located within the area of the former SCGC Aliso Street Gas Manufacturing Plant, where industrial rubber was manufactured. As part of a site investigation and clean-up project unrelated to the proposed project, the SCGC has hired a company to conduct a Remedial Investigation and Remedial Action Plan. This investigation will include remedial excavations at 30 feet below ground surface (bgs) and will remove all impacted soil in the area of the USTs.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. There would not be any additional activity involving the removal, handling, or use of hazardous materials. Therefore, no adverse effects related to hazardous materials are anticipated.

Proposed Project

SCGC's Remedial Investigation and Remedial Action Plan would be implemented prior to the start of construction of the proposed project. SCGC will address any groundwater impacts related to the planned remedial excavations on a project-wide basis.[19] Because any UST-contaminated soils would be removed during SCGC remedial excavations prior to the construction of the proposed project, potential project-related environmental effects of the USTs in the area of the proposed extension of RRC Building 1 would be avoided. However, contaminated groundwater could be encountered during excavations for the proposed project. In addition, the potential for USTs and accompanying soil contamination to be located beneath the triangular-shaped parcel remains with the proposed project. The implementation of Mitigation Measures **HM1** and **HM2** would reduce potential effects related to soil contamination.

According to the Phase I ESA, the subsurface soils beneath the existing temporary layover area may have metals contamination from the recycling processes formerly located on the site. The proposed parking structure would require grading and excavation of this area, resulting in a potential impact. Contaminated soils would be excavated only from beneath the proposed project building footprint and not from any adjacent area or property. Mitigation Measure **HM1** would reduce environmental effects by ensuring that potentially contaminated soils are identified and removed before the construction of the proposed project.

The existing RRC Building 1 was constructed in 1983 after federal regulations banned the use of asbestos containing materials and lead-based paints.[20] Therefore, the potential for asbestos containing materials and lead-based paints to be present in RRC Building 1 is considered to be low. Mitigation Measure **HM3** is recommended to ensure that hazardous materials are not released into the environment during the process of renovating and reusing RRC Building 1 as the proposed maintenance/office building.

As is the current practice at the existing RRC Building 1, any hazardous materials generated by the operation of the proposed project would be either disposed of at a recycler, shipped to a transfer station, or treated and incinerated off-site. The use of these materials is regulated by the City of Los Angeles Fire Department Hazardous Waste Control Program. In addition, all applicable policies and procedures within Metro's System-Wide Hazardous Materials Emergency Response Plan would be implemented during the operation of the proposed project in the event of a hazardous materials emergency. According to the Phase I ESA, there were no indications of a substantial release of hazardous waste or gases in the existing RRC Building 1 area. In addition, the project site was not identified as being located on a former oil field, oil well, within a methane zone or methane buffer zone. No adverse environmental effects related to the handling and emitting of hazardous materials are anticipated.

[19] *Phase I Environmental Site Assessment Report* for the Metro Union Division Project, Andersen Environmental, December 2006.

[20] *Ibid*.

Measures to Minimize Harm

HM1 A subsurface investigation, soil sampling, and a geophysical survey will be conducted prior to the construction of the parking structure and upward spiral circular structure to determine the existence or extent of soil contamination due to historical land uses. Contaminated soils or identified USTs will be transported and disposed according to local and State requirements.

HM2 Prior to construction, the existing industrial wastewater clarifiers, associated piping and drains, and two underground storage tanks adjacent to RRC Building 1 may require relocation or removal. In the event of relocation, preemptive soil sampling of the area would establish potential investigative and/or remedial activities that may be required prior to construction of the proposed project. In the event that contaminated groundwater is encountered during facility removal or other project-related excavation activities, groundwater will be extracted and treated prior to being discharged into the City stormwater drainage system.

HM3 Prior to the renovation and reuse of the existing RRC Building 1, asbestos and lead testing will be performed by a licensed Asbestos-Containing Materials/Lead Abatement Contractor to ensure that these hazardous materials are not present in the building materials to be disturbed. The removal of any materials containing asbestos or lead shall be removed by a licensed Asbestos-Containing Materials/Lead Abatement Contractor and in compliance with all applicable local or State regulations.

Cumulative Impacts

There is a potential for one or more of the 34 related projects to generate and require storage and transport of hazardous materials. One of the related projects is a medical office at 1720 Cesar E. Chavez Avenue, east of the project site and the Los Angeles River. Due to the bus maintenance uses included in the proposed project, the storage and transport of hazardous materials would likely be necessary with the proposed project. The related and proposed project would be required to comply with all applicable laws and ordinances that apply to storage and disposal of hazardous materials. Thus, the proposed project would not result in adverse cumulative effects related to hazardous materials.

3.2.9 Geology, Soils, & Seismicity

Affected Environment

Faults. The nearest known earthquake fault mapped under the Alquist-Priolo Earthquake Fault Zoning Act is the Raymond Earthquake Fault Zone located 4.33 miles west of the project site.[21] As the project site is not located within a designated fault zone, no ground rupture would be expected to occur. However, due to the intense seismic environment of Southern California, there is always the potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present.

Seismicity. According to the California Seismic Safety Commission, all of California lies within either Seismic Zone 3 or 4. There are four zones in the United States, ranging from 1 to 4 (the higher the number, the higher the earthquake risk). A majority of the Southern California region is in Seismic Zone 4, the highest

[21]Unites States Geological Survey (USGS), Earthquake Hazards Program, http://earthquake.usgs.gov/regional/qfaults/, edited August 23,2006, accessed on December 4, 2006.

hazard zone and, therefore, is susceptible to strong ground shaking and associated seismic hazards.[22] Numerous regional and local faults are capable of producing severe earthquakes of magnitude 6.0 or greater. The Raymond Earthquake Fault Zone is the nearest active or potentially active fault to the project site.

Liquefaction. According to the State of California-State Geologist, the project site is located within a designated liquefaction zone.[23] Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in soils lacking cohesion. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillations, flow failure, loss of bearing strength, ground fissuring, sand boils, and other damaging deformations. This phenomenon occurs only below the water table and can propagate upward into overlying, non-saturated soils as excess pore water escapes. Some of the factors that significantly affect liquefaction include groundwater level and soil type. Liquefaction potential has been found to be the greatest where the groundwater level is shallow, and loose, fine sands reside. Groundwater in the City of Los Angeles is approximately 30 feet below ground surface or deeper.[24]

Soil. According to the Natural Resource Conservation Service Report and General Soil Map for Los Angeles County, the project site is situated on Holocene surficial alluvium soil (Hartford Association) of the late Quaternary period.[25] The Hartford Association soil is characterized by two to five percent sloping alluvial fans made up of pale-brown, course sandy loam. This type of soil is known to have a slight erosion hazard and has good natural drainage.

No Build Alternative

Faults. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No additional exposure to fault risk would occur. Therefore, no adverse effects are anticipated.

Seismicity. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No additional seismicity risks would occur. Therefore, no adverse effects are anticipated.

Liquefaction. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No additional risk from liquefaction would occur. Therefore, no adverse effects are anticipated.

Soil. Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No additional erosion potential would be created. Therefore, no adverse effects are anticipated.

---

[22]California Seismic Safety Commission, *Homeowner's Guide to Earthquake Safety*, Edition 2005, http://www.seismic.ca.gov/, accessed on January 22, 2008

[23]State of California Department of Conservation, Seismic Hazards Zone Map Los Angeles Quadrangle, March 25, 1999, available at: http://www.conservation.ca.gov/cgs/shzp/Pages/Index.aspx, accessed January 22, 2008

[24]County of Los Angeles, Department of Regional Planning, Shallow and Perched Groundwater Map, December 1990 and *Phase I Environmental Site Assessment Report* for the Metro Union Division Project, Andersen Environmental, December 2006.

[25]Department of Agriculture, Soil Conservation Service, Los Angeles County Report and General Soil Map, Department of Agriculture, Soil Conservation Service, 1969.

Proposed Project

Faults. The proposed project would be required to comply with the seismic safety requirements in the Uniform Building Code and the California Department of Conservation's Geologic Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards. Therefore, adverse environmental effects related to faults or fault rupture are not anticipated for the proposed project.

Seismicity. In the event of an earthquake, compliance with Uniform Building Code requirements would reduce seismic ground shaking hazards to the maximum extent practicable with current engineering practices. Therefore, adverse environmental effects related to seismicity are not anticipated for the proposed project.

Liquefaction. The proposed project would be required to comply with the requirements of the Uniform Building Code. Compliance with these requirements and the implementation of recommended Mitigation Measure **GS1** would provide an acceptable level of safety and substantially lessen the effects of potential seismic-related ground failures. Therefore, no adverse effects are anticipated related to liquefaction.

Soil. Erosion could occur during the grading and excavation phase of the proposed project. However, the potential for soil erosion during the operation of the proposed project is low because the project site would be nearly entirely paved. The proposed project would utilize Best Management Practices (BMPs) that are designed to limit the potential erosion impacts to acceptable levels. By implementing these tools, practices, and recommended Mitigation Measure **GS2** environmental effects related to erosion or loss of topsoil would not be adverse.

Measures to Minimize Harm

GS1 The applicant shall conduct a geotechnical report that is consistent with Metro criteria and/or design guidelines, as well as City of Los Angeles building specification guidelines.

GS2 Implementation of BMPs such as scheduling excavation and grading activities during dry weather as feasible, and covering stockpiles of excavated soils with tarps or plastic sheeting would help reduce soil erosion due to grading and excavation activities.

Cumulative Impacts

There are 34 related projects that are within a 1.5-mile radius of the project site. All of the related project sites are located in urbanized areas of the City of Los Angeles and have been previously disturbed by development of industrial, commercial, and public facility uses. The geotechnical properties of a project are site-specific, and there is little, if any, cumulative geological relationship between one project and another. The related project sites are within a seismically active region and, as such, are required to comply with the requirements of the Uniform Building Code. These requirements will be enforced through plan review and inspections during construction.

Topsoil erosion is potentially possible during the construction phases of the proposed project and the 34 related projects. The analysis of proposed project-related erosion impacts concluded that implementation of mitigation measures would reduce potential effects. Thus, adverse effects related to cumulative geologic and soil are not anticipated.

3.2.10 Community Disruption and Environmental Justice

Affected Environment

The concept of environmental justice is required under NEPA to analyze the extent to which minority or lower-income populations would be disproportionately impacted by a proposed project. The analysis was performed in compliance with the requirements of Executive Order 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Lower-Income Populations* (February 11, 1994). This provides that the Initial Study/Mitigated Negative Declaration (Environmental Assessment) address "disproportionately high and adverse human health or environmental effects" of federally-funded projects "on minority populations and lower-income populations" and that the project does not "have the effect of subjecting persons to discrimination because of their race, color, or national origin."

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No additional effects to minority or low-income populations would occur. Therefore, no adverse effects are anticipated.

Proposed Project

The proposed project would be located on an existing bus maintenance and storage facility and adjacent industrially utilized land within an urban area. No community resources would be affected by the proposed project. Accordingly, there are no negative socio-economic impacts that could be caused by this project. The proposed project is located in the Los Angeles Federal Empowerment and Eastside State Enterprise Zones. Both of these zones were established to stimulate development in selected economically-depressed areas. Special tax credits and incentives are offered to businesses within these zones to stimulate local investment and employment.

The project site is located within census tract 2060.20, which is bounded on the north by Alhambra Avenue, on the east by I-5, on the south by Mission Road, Lamar Street, Cesar E. Chavez Avenue, and U.S. Highway 101, and on the west by Alameda Street. As of the 2000 United States Census, the population of census tract 2060.20, in which the proposed project would be located, had a total of 10,852 residents, of which 39 percent were of Hispanic or Latino ethnicity. Additionally, 37 percent were African-American, 11 percent were Caucasian, 4 percent were Asian, and approximately 1 percent were Native Americans.[26] A large majority of the population reported for census tract 2060.20 includes inmates serving at the Twin Towers Correctional Facility and the Los Angeles County Central Jail, north of the project site. As such, the proposed project has the potential to affect a predominantly minority population. However, due to the isolated living conditions within a jail, Twin Towers Correctional Facility and Los Angeles County Central Jail inmates would not be directly affected by the proposed project. Therefore, the likelihood of project-related social or community disruption is low. In addition, the proposed project would create new employment opportunities during its construction phase and up to 25 new jobs during its operational phase.[27]

[26]U.S. Census Bureau, American Fact Finder, Census 2000 Summary File 1, available at: http://factfinder.census.gov/home/saff/main.html?_lang=en, accessed January 20, 2008.

[27]Personal correspondence with Tim Lindholm, Metro, Director of Capital Projects, Facilities-Operations, January 24, 2007.

The analysis conducted in this IS/MND indicates that the proposed project would not result in any disproportionately high or adverse human health or environmental effects. Construction and operation impacts of the proposed project, including mitigation measures, would not disproportionately impact minority or low-income groups and, therefore, effects related to community disruption and environmental justice are not anticipated.

Measures to Minimize Harm

None required.

Cumulative Impacts

The proposed project and related projects would be located within an urban and industrial section of Los Angeles. Large numbers of residences do not exist in the project area. Therefore, there is a reduced likelihood of community disruption or environmental justice effects to occur and no adverse cumulative effects are anticipated.

3.2.11 Public Parkland & Recreation Areas

Affected Environment

The City of Los Angeles has approximately 15,600 acres of parkland that are administered by the City's Department of Recreation and Parks. According to the City of Los Angeles Public Recreation Plan, parks can be classified into three groups: neighborhood, community, and regional. A neighborhood park should be a minimum of five acres in size (ideally ten acres), with a service radius of one-half mile. Vest Pocket Parks, which are less than five acres are also considered neighborhood parks. A community park should be a minimum of 15 acres in size (ideally 20 acres), with a service radius of two miles. Regional parks are generally over 50 acres in size and serve the city region. In order to meet long-range recreational standards, it is recommended that there be two acres of neighborhood and community recreational facilities for every 1,000 people and a minimum of six acres of regional recreational facilities for every 1,000 residents.[28] The City of Los Angeles, in comparison with other large metropolitan areas in the United States, has less parkland per number of residents.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. No additional demand on park service would occur. Therefore, no adverse effects are anticipated.

Proposed Project

The proposed project does not include a housing component, and, therefore, increased demand on park service, typically resulting from an increase in residential population, is not anticipated. Although the proposed project would create new jobs in the area and relocate existing Metro employees to this facility, employees would not typically use parks during the work day. Landscaped areas located adjacent to the proposed maintenance/office building would provide park space for Metro employees assigned to the proposed project. In addition, it is not anticipated that any Metro employees that are relocated to the proposed project would also relocate their homes, thus increasing the demand on parkland. There are no neighborhood

[28]City of Los Angeles Community Redevelopment Agency Draft EIR for the Bunker Hill Amended Design for Development, Public Services section, September 2006.

parks (5 to 10 acres) located near the project site. Two community parks (at least 15 acres) are located near the proposed project site: El Pueblo de Los Angeles State Historic Park (0.3 miles west) and the Cornfields Park (0.75 miles northwest). In addition, Elysian Park, which is considered a regional park (50 or more acres), serves the project site. Elysian Park is located one mile from the project site to the northwest.

As stated above, parkland is not equally distributed throughout the City of Los Angeles, resulting in some communities lacking a significant amount of parkland. However, because the proposed project would incorporate landscaped areas, not add a large number of new employees to the area, and not include a housing component, the proposed project would not result in a substantial increase in the demand on local parks. Because the proposed project would require the acquisition of any parkland, Section 4(f) requirements would not be applicable. Therefore, no adverse environmental effects related to parklands and recreational areas are anticipated.

Measures to Minimize Harm

None required.

Cumulative Impacts

There are 34 related projects within 1.5 miles of the project site. Of these related projects, 19 would potentially add dwelling units to the area and increase the residential population, increasing the demand for parks and recreational facilities. The proposed project would not include a residential component. It is not known at this time whether any of the 34 related projects will add parks or other open space. It is anticipated that related projects with housing components would, in lieu of dedicated park space, pay Quimby fees associated with residential development. However, because the proposed project does not include a housing component, it would not disproportionately contribute to cumulative impacts on public parklands and recreation facilities. Therefore, no adverse effects related to parklands and recreational areas are anticipated.

3.2.12 Wetlands & Floodplains

Affected Environment

According to the California Wetlands Information System (a program of the California Resources Agency), the project site is not located within or adjacent to any areas that would be considered a wetland as defined by Section 404 of the Clean Water Act. In addition, the project site is not in a Federal Emergency Management Agency (FEMA) flood zone or designated floodplain[29]

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. Disruption of any federally protected wetlands or flood plains would not occur. Therefore, no adverse effects are anticipated.

[29]City of Los Angeles, Los Angeles General Plan (Public Safety Element), 2001.

Proposed Project

The project site is located in a fully industrialized area and would not affect any federally protected wetlands or floodplains. Therefore, adverse environmental effects related to wetlands and floodplains are not anticipated.

Measures to Minimize Harm

None required.

Cumulative Impacts

The project site and the 34 related projects are located in a developed urban area near Downtown Los Angeles. Designated and federally protected wetlands or floodplains do not exist in the vicinity of these projects. Therefore, no adverse cumulative impacts are anticipated.

3.2.13 Water Quality, Navigable Waterways, & Coastal Zones

Affected Environment

The proposed project would develop a two-story bus maintenance/office building and three-story parking structure on 6.88 acres of a Metro-owned property. No industrial activities or processes that would alter the sewage composition or waste stream are proposed.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. The potential alteration of water quality, navigable waterways, and coastal zones would not occur. Therefore, no adverse effects are anticipated.

Proposed Project

The construction phase of the proposed project would potentially cause erosion and run-off into the storm drains due to grading and excavation activities. However, the proposed project would not entail any activity or processes that would degrade water quality. Project construction and operations would comply with applicable federal, State, and local regulations, as well as other code requirements and permit provisions to prevent any violation of water quality standards or waste discharge requirements. These codes and requirements include the City of Los Angeles Municipal Code (Chapter IX, Division 70), the National Pollutant Discharge Elimination System (NPDES) stormwater regulations, implementation of the Stormwater Pollution Prevention Plan (SWPPP) during construction, the Standard Urban Stormwater Mitigation Plan (SUSMP), and grading permits.

The proposed project would not alter the existing drainage pattern of the project site resulting in erosion or siltation. The project site is nearly flat in a heavily urbanized area and has been previously developed with impervious surfaces, with stormwater moving as sheet flow across the paved areas. The drainage patterns at the site show that runoff flows in a western direction on Cesar E. Chavez Avenue and a southern direction on Vignes Street.[30] The proposed project would not interfere with these patterns. The nearest waterway is

[30]City of Los Angeles Department of Public Works, Bureau of Engineering, NavigateLA website: Drainage Patterns for Vermont/Manchester Area: http://navigatela.lacity.org/index.cfm, accessed November 30, 2006.

the paved Los Angeles River, approximately 0.15 miles east of the project site. The project site does not contain and is not adjacent to any streams or rivers whose course would be altered due to potential runoff from the proposed project. Further, the project site is located approximately 15 miles east of the Pacific Ocean and is not located in a designated Coastal Zone. Therefore, adverse environmental effects related to water quality, navigable waterways, and coastal zones are not anticipated with the proposed project.

Measures to Minimize Harm

None required.

Cumulative Impacts

There are 34 related projects in the vicinity of the project site. Construction of these related projects in conjunction with the proposed project will result in infill of an already urbanized area. The construction phases of the related projects and the proposed project will likely cause erosion and runoff into the existing storm drains. Little additional cumulative runoff is expected from the project site and the related project sites since this part of Los Angeles is currently nearly fully developed with impervious surfaces. No new storm drainage facilities would require construction to accommodate the proposed project or related projects. In addition, BMPs implemented for the proposed project and for all related projects, as well as compliance with all applicable federal, State, and local regulations and code requirements would prevent violations of any water quality standards or waste discharge requirements. Therefore, adverse cumulative environmental effects are not anticipated.

3.2.14 Ecologically Sensitive Areas & Endangered Species

Affected Environment

The project site is located in an urban and industrial area near a regional transportation node, which facilitates bus, rail, and vehicular travel. The area is not within or adjacent to natural open space or a natural habitat that would support threatened or endangered species. There are no natural or landscaped features in the project area that would support any sensitive biological resources. Wildlife use of the project area is limited largely to feral cats, rats, mice, and birds, which adapt to urban areas and are not considered sensitive species.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. Any potential to disrupt ecologically sensitive areas or endangered species would not occur. Therefore, no adverse effects are anticipated.

Project Impacts

The project site is located 0.15 miles west of the concrete-lined Los Angeles River. No natural streams or waterways are located in the project vicinity that would be considered ecologically sensitive or potentially harbor endangered species. In addition, no riparian habitat or other sensitive habitats are located on or adjacent to the project site. Thus, the proposed project would not have an adverse effect on riparian habitats, endangered species, or ecologically sensitive natural communities.

Measures to Minimize Harm

None required.

Cumulative Impacts

The 34 related projects that are within a 1.5-mile radius of the proposed project are all located in urbanized areas of the City of Los Angeles. The sites for these 34 related projects are currently either occupied by structures or are vacated lots that have historically been developed for either commercial, industrial, or public facility uses. The 34 related project sites are not within or adjacent to natural open space or a natural habitat that would support threatened or endangered species. There are no natural or landscaped features in the related project areas that would support any biological resources. Wildlife use of the related project areas is limited largely to feral cats, squirrels, rats and mice, and birds, which typically adapt to urban areas and are not considered sensitive species.

The project site and some of the related project sites are located within the proximate vicinity of the Los Angeles River. However, this river area is not considered a riparian habitat due to the concrete-lining of the channel. The proposed project and the 34 related projects are not located within or adjacent to any areas that would be considered a wetland as defined by Section 404 of the Clean Water Act. Thus, the proposed project in combination with the 34 related projects would not have an adverse impact on riparian habitats or wetlands. Additionally, it is not anticipated that any of the 34 related projects contain any wildlife corridors or that any of the related project sites contain habitats capable of supporting migratory fish or wildlife species. Therefore, no adverse cumulative impacts are anticipated on ecologically sensitive areas or endangered species.

3.2.15 Energy Resources

Affected Environment

Energy consumption in California continues to be dominated by growth in passenger vehicles, where 40 percent of all energy consumed in the State is used for transportation. California is the second largest consumer of transportation fuels in the world (behind the United States as a whole); more than 16 billion gallons of gasoline and four billion gallons of diesel fuels are consumed each year.[31] California's population is estimated to exceed 44 million by 2020, which would result in substantial increases in transportation fuel demand for the State.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. The demands on energy would not be increased. Therefore, no adverse effects related to energy resources are anticipated.

Proposed Project

The proposed project includes the construction of a three-story parking structure and the extension of an existing two-story maintenance/office building (RRC Building 1) in an highly developed area or Los Angeles. Although the uses proposed for the project are the same as the existing uses on the project site, the larger scale of the proposed project would result in a higher demand and use of electricity. However, it is not anticipated that the construction or operation of the proposed project would result in a strain on the existing electrical

[31]California Energy Commission, *2007 Integrated Energy Policy Report*, October 2007.

infrastructure system, potentially requiring expansion, in the project area. To support Metro's goal of conversion from diesel to a 100 percent CNG (compressed natural gas) fleet by approximately 2013, all of the 200 standard buses to be accommodated by the proposed project would be CNG buses. The utility infrastructure currently exists on the project site to support a CNG fueling station. The infrastructure needed to provide natural gas service to the project site is in place and is not anticipated to require expansion or rehabilitation beyond that planned by existing utility providers. Metro's Energy and Sustainability Policy would be implemented with the proposed project. This Policy includes, at a minimum, constructing the proposed project to achieve leadership in Energy and Environmental Design (LEED) Silver certification conducting energy audits, as well as conducting energy use audits. No adverse environmental effects related to energy resources are anticipated.

Measures to Minimize Harm

None required.

Cumulative Impacts

The project site and the 34 related project sites are located in a developed area of Los Angeles. Energy usage of the related projects would be determined on a project-by-project basis. However, utility infrastructure is currently in place to support the electric and natural gas needs of the proposed project and related projects. It is anticipated that the existing utility infrastructure would be adequate to serve these projects. Therefore, no adverse environmental effects related to energy resources are anticipated.

3.2.16 Safety & Security

Affected Environment

The project site is under the jurisdiction of Metro and City of Los Angeles. Metro is also responsible for implementing its own System Safety Program Plan (SSPP), which helps to maintain and improve the safety and security of commuter operations, reduce the costs associated with accidents, and comply with state regulations. These safety measures have been established to provide worker and passenger safety, crime prevention, adequate emergency response, and emergency procedures following the occurrence of a natural disaster. Security and policing services are provided at Metro facilities by the Los Angeles County Sheriff's Department (LACSD). Metro currently provides (via contracts with the LACSD) police surveillance, non-uniformed police inspectors on transit and at major transit nodes, a closed-circuit television, and an emergency radio system, which all facilitate a quick response in emergency situations. While LACSD enforces Metro security procedures at the project site LAPD whose jurisdiction applies to the surrounding areas adjacent to the project site.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. Additional safety and security demands would not be created. Therefore, no adverse effects related to safety and security are anticipated.

Proposed Project

The proposed project would be operated by Metro and would be closed to the public. All site access would be controlled by on-site guards and a security team. The police presence in the project area is high due to

the location of the C. Erwin Piper Technical Center operated by the LAPD on the south side of Cesar E. Chavez Avenue, directly south and east of the project site. Security lighting would be installed within the parking structure, vehicle bridge, and upward spiral circular structure. All exterior building areas would be lit as required at the recommended lighting levels of 0.5 to 2.0 footcandles for building sides and ten footcandles for building entrances. In addition, the potential use of the proposed vehicle bridge as a pedestrian bridge would add to the safety of Metro employees walking between the Metro Gateway Headquarters building and the proposed project. No adverse environmental effects related to safety and security are anticipated.

Measures to Minimize Harm

None required.

Cumulative Impacts

As discussed previously, the proposed project would include on-site guards and a security team. It is unknown at this time if the 34 related projects would include security teams or plans. Safety and security components for each of the related projects would be determined on a project-by-project basis, but would be in compliance with all applicable local, State, or federal requirements. As such, no adverse cumulative effects related to safety and security are anticipated.

3.2.17 Construction

Affected Environment

Construction activity within the Southern California region would have the potential to create potential environmental effects including, but not limited to air quality, noise, and vibration.

No Build Alternative

Under the No Build Alternative, the existing bus layover areas, bus maintenance facilities, and office uses would continue to operate on the project site. Construction activities would not occur on the project site. Therefore, no adverse effects related to construction are anticipated.

Proposed Project

It is anticipated that the proposed project would be constructed over approximately 18 months. However, construction activities would be phased because technical design activities related to the proposed project have not been completed and the characteristics of the phasing are not known at this time. Construction activities would include extensive grading and asphalt removal of the existing temporary layover area, Lyon Street, and RRC Lot A. Demolition and site preparation activities would last approximately three months. Approximately 30,000 cubic yards of materials and dirt would require hauling during the construction phase, including approximately 7,000 cubic yards of removed asphalt.[32] Excavation would be required for the construction of the proposed parking structure, the RRC Building 1 extension, the upward spiral circular structure, and the vehicle bridge structure. Excavation activities would specifically be required for building foundations, structural footings, and pilings. Excavations depths would range from at least two feet to a potential maximum of approximately 20 feet. In addition, Metro's Construction and Demolition Debris Recycling and Reuse Policy (GEN 51) would be implemented to maximize, to the extent feasible, the use of recyclable and recycled materials, as well as the diversion of solid waste from local landfills.

[32]Personal correspondence with Manuel Gurrola, Project Manager, Metro, Facilities-Operations, January 8, 2008.

To prevent potential traffic disruption during the construction phase of the proposed project, Metro would coordinate with the City of Los Angeles and comply with applicable regulations related to the construction of the proposed vehicle bridge above the City-owned Cesar E. Chavez Avenue right-of-way.

Construction - Air Quality

Regional Impacts

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from demolition and site preparation (e.g., excavation) activities, and NO_X emissions would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{10} emissions associated with construction activities by approximately 61 percent.

URBEMIS2007 was used to estimate the majority of daily construction emissions. Fugitive dust emissions were calculated using SCAQMD localized significance threshold spreadsheet methodology. **Table 3.2-9** shows the estimated daily emissions associated with each construction phase. As shown, daily construction regional emissions would not exceed the SCAQMD regional thresholds, and, as such, regional construction emissions would not result in an adverse environmental effect.

Daily $PM_{2.5}$ and PM_{10} emissions identified in **Table 3.2-9** assume compliance with SCAQMD Rule 403, implementation of which would be ensured by Mitigation Measures **AQ1** through **AQ8**.

Localized Impacts

Emissions for the localized construction air quality analysis of $PM_{2.5}$, PM_{10}, CO, and NO_2 were compiled using Localized Significance Threshold (LST) methodology promulgated by the SCAQMD.[33] Localized emissions were calculated using similar methodology as the regional emission calculations. LSTs were developed based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. LSTs for CO and NO_2 were derived by using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any ambient air quality standard for a particular source receptor area. Construction $PM_{2.5}$ and PM_{10} LSTs were derived using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to 50 micrograms per cubic meter (**:** g/m^3) over five hours, which is the SCAQMD Rule 403 control requirement.

[33]The concentrations of SO_2 are not estimated because construction activities would generate a small amount of SO_X emissions. No LST exists for VOC. As such, concentrations for VOC were not estimated.

Table 3.2-9 shows the estimated daily localized emissions associated with each construction phase. As shown, daily construction emissions would not exceed the SCAQMD localized thresholds for $PM_{2.5}$, PM_{10}, NO_2, or CO, and, as such, localized construction emissions would not result in an adverse environmental effect.

Measures to Minimize Harm

Mitigation Measures **AQ1** through **AQ8** would ensure compliance with SCAQMD Rule 403. These mitigation measures shall be implemented for all areas (both on-site and off-site) of construction activity.

AQ1 Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

AQ2 Track-out shall not extend 25 feet or more from an active operation and shall be removed at the conclusion of each workday.

AQ3 All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.

AQ4 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

AQ5 Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

AQ6 Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

AQ7 Heavy-equipment operations shall be suspended during first and second stage smog alerts.

AQ8 On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.

TABLE 3.2-9: ESTIMATED DAILY CONSTRUCTION EMISSIONS

Construction Phase	Pounds Per Day					
	VOC	NO_X	CO	SO_X	$PM_{2.5}$ /a/	PM_{10} /a/
Demolition						
On-Site	3	20	10	<1	1	2
Off-Site	5	65	29	<1	1	1
Total	*8*	*85*	*39*	*<1*	*2*	*3*
Excavation						
On-Site	4	34	15	<1	2	2
Off-Site	3	41	19	<1	2	2
Total	*7*	*75*	*34*	*<1*	*4*	*4*
Buildings Construction /b/						
On-Site	3	24	10	<1	1	1
Off-Site	5	41	62	<1	2	2
Total	*8*	*65*	*72*	*<1*	*3*	*3*
Paving						
On-Site	*4*	*15*	*8*	*1*	*1*	*1*
Off-Site	*1*	*8*	*4*	*<1*	*<1*	*<1*
Total	*5*	*23*	*12*	*1*	*1*	*1*
Architectural Coating						
On-Site	*64*	*<1*	*<1*	*<1*	*<1*	*<1*
Off-Site	*<1*	*<1*	*<1*	*<1*	*<1*	*<1*
Total	*64*	*<1*	*<1*	*<1*	*<1*	*<1*
Maximum Regional Total	**64**	**85**	**72**	**1**	**4**	**4**
Regional Significance Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceed Threshold?	No	No	No	No	No	No
Maximum On-Site Total	**64**	**34**	**15**	**1**	**2**	**2**
Localized Significance Threshold /c/	**--**	**111**	**443**	**--**	**3**	**5**
Exceed Threshold?	--	No	No	--	No	No

/a/ Fugitive dust emissions were calculated using SCAQMD spreadsheet methodology and assumes proper implementation of SCAQMD Rule 403 - Fugitive Dust.
/b/ Maximum NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions would occur in 2008 and maximum VOC emissions would occur in 2009.
/c/ Assumed a one-acre project site and a 25-meter (82-foot) receptor distance. This is the smallest distance between source and receptor to be analyzed under the SCAQMD LST methodology. There are no localized significance thresholds for VOC and SO_X.
SOURCE: TAHA, 2008 (Appendix B)

Construction - Noise

The FTA has not developed standardized criteria for assessing construction noise impacts. The FTA's *Transit Noise and Vibration Impact Assessment* (May 2006) advises using local guidelines when applicable. The LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence.[34] No person, other than an individual home owner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, or at any time on any Sunday. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside of the limits described above.

The LAMC also specifies the maximum noise level of powered equipment or powered hand tools.[35] Any powered equipment or hand tool that produces a maximum noise level exceeding 75dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

The City of Los Angeles has published construction noise significance thresholds in the *L.A. CEQA Thresholds Guide* (2006). Based on these thresholds a significant construction noise impact would result if construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or anytime on Sunday.

Section 41.40 (Noise Due to Construction, Excavation Work - When Prohibited) of the LAMC exempts certain construction activities from the construction noise limits. Exemptions are included for specific Metro projects (e.g., the Metro Rail Project) and for construction of major public works projects. The proposed project is not specifically exempted in the LAMC and it is not a public works project. Therefore, the noise limitations provided in the LAMC and the *L.A. CEQA Thresholds Guide* are relevant for the proposed project.

Construction of the proposed project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby residents during the approximate 18-month construction schedule. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Construction activities require the use of numerous noise generating equipment, such as jack hammers, pneumatic impact equipment, saws, and tractors. Typical noise levels from various types of equipment that may be used during construction are listed in **Table 3.2-10**. The table shows noise levels at distances of 50 and 100 feet from the construction noise source.

[34]LAMC, *Chapter IV, Article 1, Section 41.40, January 29, 1984 and Chapter XI, Article 2, Section 112.04,* August 8, 1996.

[35]LAMC, *Chapter XI, Article 2, Section 112.05,* August 8, 1996.

TABLE 3.2-10: MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINES

	Noise Level (dBA) /a/	
Noise Source	**50 Feet**	**100 Feet**
Jackhammer	82	76
Steamroller	83	77
Street Paver	80	74
Backhoe	83	77
Street Compressor	67	61
Front-end Loader	79	73
Street Cleaner	70	64
Idling Haul Truck	72	66
Cement Mixer	72	66

/a/ Assumes a 6-decibel drop-off rate for noise generated by a "point source" and traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of 10 and 30 feet from the noise source.
SOURCE: Cowan, James P., *Handbook of Environmental Acoustics, 1994*

Whereas **Table 3.2-10** shows the noise level of each equipment, the noise levels shown in **Table 3.2-11** take into account the likelihood that more than one piece of construction equipment would be in operation at the same time and lists the typical overall noise levels that would be expected for each phase of construction. These noise levels are based on surveys conducted by the USEPA in the early 1970s. Since 1970, regulations have been enforced to improve noise generated by certain types of construction equipment to meet worker noise exposure standards. However, many older pieces of equipment are still in use. Thus, the construction phase noise levels indicated in **Table 3.2-11** represent worst-case conditions. As the table shows, the highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. The noise source is assumed to be active for 40 percent of the eight-hour work day (consistent with the USEPA studies of construction noise), generating a noise level of 89 dBA at a reference distance of 50 feet.

TABLE 3.2-11: OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	**Noise Level At 50 Feet (dBA)**
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

SOURCE: Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717*, 1971.

The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted

construction noise source level to the ambient noise level. As shown in **Table 3.2-12**, construction noise at the multi-family residences on Cardinal Street and the Twin Towers Correctional Facility would potentially increase ambient noise levels by 0.5 and 7.4 dBA, respectively. It is important to note that construction activity would occur intermittently during the day and would not occur within noise sensitive hours (10:00 p.m. to 7:00 a.m.). Regardless, construction noise levels would exceed the 5-dBA incremental increase significance threshold and, as such, would result in an adverse environmental effect without implementation of mitigation measures.

TABLE 3.2-12: CONSTRUCTION NOISE LEVELS - UNMITIGATED

Sensitive Receptor	Distance (feet) /a/	Maximum Construction Noise Level (dBA) /b/	Existing Ambient (dBA, L_{eq}) /c/	New Ambient (dBA, L_{eq}) /d/	Increase
Twin Towers Correctional Facility	Adjacent	89	75.5	82.9/e/	7.4
Multi-Family Residences on Cardinal Street	1,700	89	67.2	67.7	0.5

/a/ Distance of noise source from receptor.
/b/ Construction noise source's sound level at receptor location with distance adjustment.
/c/ Pre-construction activity ambient sound level at receptor location.
/d/ New sound level at receptor location during the construction period, including noise from construction activity.
/e/ Includes a 7-dBA reduction for an intervening 17-foot concrete block wall.
SOURCE: TAHA, 2008

Mitigation Measure **N1** would reduce construction noise levels by at least 5 dBA. The noise disturbance coordinator (Mitigation Measure **N4**) would ensure that any noise complaints would be resolved. The other mitigation measures (**N2** and **N3**) would assist in attenuating construction noise levels. As shown in **Table 3.2-13**, mitigation would reduce construction noise levels at the Twin Towers Correctional Facility to 3.8 dBA L_{eq}, which is less than the 5 dBA significance threshold. As such, construction noise would not result in an adverse environmental effect with mitigation incorporated.

TABLE 3.2-13: CONSTRUCTION NOISE LEVELS - MITIGATED

Sensitive Receptor	Distance (feet) /a/	Maximum Construction Noise Level (dBA) /b/	Existing Ambient (dBA, L_{eq}) /c/	New Ambient (dBA, L_{eq}) /d/	Increase
Twin Towers Correctional Facility	Adjacent	89	75.5	79.3/e,f/	3.8
Multi-Family Residences on Cardinal Street	1,700	89	67.2	67.4/f/	0.2

/a/ Distance of noise source from receptor.
/b/ Construction noise source's sound level at receptor location with distance adjustment.
/c/ Pre-construction activity ambient sound level at receptor location.
/d/ New sound level at receptor location during the construction period, including noise from construction activity.
/e/ Includes a 7-dBA reduction for an intervening 17-foot concrete block wall.
/f/ Includes a 5-dBA redution for noise muffler.
SOURCE: TAHA, 2008.

Vibration. The Federal Highway Administration has indicated that sound structural buildings can withstand vibration levels up to at least 0.5 inches per second without cosmetic or structural damage.[36] As such, vibration activity would result in an adverse impact if sensitive receptors are exposed to vibration levels that exceed 0.5 inches per second.

As shown in **Table 3.2-14**, heavy-duty construction equipment (e.g., a large bulldozer) generates vibration levels of 0.089 inches per second at a distance of 25 feet.[37] Heavy-duty construction equipment would potentially travel within 15 feet of the adjacent Twin Towers Correctional Facility. At this distance, the vibration level from heavy-duty equipment would be approximately 0.19 inches per second. This vibration level would be less than the 0.5 inches per second significance threshold. As such, vibration due to construction would not result in an adverse environmental effect.

Measures to Minimize Harm

N1 Construction contracts shall specify that all construction equipment be equipped with mufflers and other suitable noise attenuation devices.

N2 Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

N3 All residential units located within 2,000 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.

N4 A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 2,000 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

TABLE 3.2-14: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (Inches /Second) /a/
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076

/a/ Fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage.
SOURCE: Federal Transit Authority, *Transit Noise and Vibration Impact Assessment,* April 1995.

[36]Federal Highway Administration, *High-Speed Ground Transportation Noise and Vibration Impact Assessment*, October 2005.

[37]Federal Transit Authority, *Transit Noise and Vibration Impact Assessment,* May 2006.

3.3 STATUTORY CHECKLIST

Table 3.3-1 identifies the proposed project determinations or compliance for each listed statute, executive order or regulation.

TABLE 3.3-1: STATUTORY CHECKLIST

Documentation	Determinations and Compliance
Historic Preservation [36 CFR 800]	No effect on historic resources is anticipated (refer to Subsection 3.2.4 above).
Floodplain Management [24 CFR 55, Executive Order 11988]	According to the City of Los Angeles General Plan Public Safety Element and the Federal Emergency Management Agency (FEMA), the project site does not lie within the 100-year flood zone boundary (refer to Subsection 3.2.12 above).
Wetlands Protection [Executive Order 11990]	No wetlands are located on the project site or its surrounding area (Refer to Subsection 3.2.12 above).
Coastal Zone Management Act [Sections 307(c), (d)]	The project site is approximately 15 miles east of the Pacific Ocean and is not located in a designated coastal zone area (refer to Subsection 3.2.13 above).
Sole Source Aquifers [40 CFR 149]	According to the U.S. Environmental Protection Agency, the nearest designated sole source aquifers (SSA) to the project site are the Fresno County SSA and the Campo-Cottonwood SSA located in San Diego County adjacent to the U.S.-Mexico border.
Endangered Species Act [50 CFR 402]	No effect on sensitive biological resources is anticipated (refer to Subsection 3.2.14 above).
Wild and Scenic Rivers Act [Sections 7(b), (c)]	The proposed project is not within one mile of a U.S. Department of Interior, National Park Service listed Wild and Scenic River. No effect is anticipated.
Air Quality [Clean Air Act, Sections 176(c) and (d), and 40 CFR 6, 51, 93]	After implementation of mitigation measures, operational and construction air quality effects would not be adverse.
Farmland Protection Policy Act [7 CFR 658]	The project site does not include prime or unique farmland. No effect on agricultural resources is anticipated.
Environmental Justice [Executive Order 12898]	The proposed project would have minimal impacts on the surrounding community and, in light of the potential community benefits through the creation of additional jobs, minority and lower income persons are not anticipated to be disproportionately and adversely affected (refer to Subsection 3.2.10 above).

As described in Section 3.2 and **Table 3.3-1** above, the proposed project would be in compliance with applicable federal statutes, executive orders, and regulations. The implementation of mitigation measures would reduce all potential environmental effects associated with the proposed project. In addition, under no build conditions, a change to the physical environment would not occur and mitigation measures would not be required. As such, the No Build Alternative would also be in compliance with applicable federal statutes, executive orders, and regulations.

4.0 INITIAL STUDY CHECKLIST

4.1 INTRODUCTION

This section contains the complete CEQA Initial Study Checklist showing the level of impact under each environmental topic area. Below are the four impact categories as defined by CEQA. In each topic area, the appropriate impact category will be determined as it relates to that topic area.

DEFINITION OF IMPACT CATEGORIES

No Impact. The designation for those environmental topics where the proposed project would have no effect.

Less-Than-Significant Impact. The designation for those environmental topics where a change may occur as a result of the proposed project, however the change, would not exceed established impact threshold levels.

Less-Than-Significant Impact with Mitigation Incorporated. The designation assigned to environmental topics for which adverse impacts can be reduced to a less-than-significant level with implementation of specific conditions and measures.

Potentially Significant Impact. The designation assigned to environmental topics for which adverse impacts cannot be reduced to a less-than-significant level by mitigation measures. The mitigation measures are listed after the discussion of the affected topic area.

4.2 CEQA CHECKLIST

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to; trees, rock outcroppings, and historic buildings within a state scenic highway.			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
II. AGRICULTURE RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
III. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or project air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	X	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	X	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?	☐	☐	☐	X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	X	☐

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
I) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?				X
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	X	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	X	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	☐	☐	X	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	X	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	X	☐
f) Otherwise substantially degrade water quality?	☐	☐	X	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X
I) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	X	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	X
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	X	☐	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	X	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	X	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	X	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
XIII. PUBLIC SERVICES. Would the project result in:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	X	☐
Police protection?	☐	X	☐	☐
Schools?	☐	☐	☐	X
Parks?	☐	☐	X	☐
Other public facilities?	☐	☐	☐	X

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. RECREATION . Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste treatment requirements of the applicable Regional Water Quality Control Board?			X	

ISSUES	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	X	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	X	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	X	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	X	☐
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plantar animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	X	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	X	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	X	☐

5.0 INITIAL STUDY EVALUATION

5.1 INTRODUCTION

This section reviews the relationship of the Metro Union Division Bus Maintenance and Operations Facility (proposed project) to the topics and concerns that address all major areas of the physical environment, as defined in the CEQA guidelines. Under each topic area, the proposed project was found to have either no impact, a less-than-significant impact, or a potentially significant impact that would be reduced to a less-than-significant level upon implementation of mitigation measures. Cumulative impacts are also discussed for exclusively CEQA-related issues. Where applicable, impact discussions and mitigation measures presented in Section 3.0 Environmental Assessment are referenced.

5.2 ENVIRONMENTAL ANALYSIS AND MITIGATION MEASURES

AESTHETICS (AE)

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.5 Visual Quality. As discussed, although the Macy Street Viaduct is recognized as historically and architecturally significant, the viaduct is not considered to be a scenic vista due to the heavily industrial nature of the area. Therefore, the construction of the proposed project and vehicle bridge would result in less-than-significant impacts to views of the bridge.

Mitigation Measures: None required.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.5 Visual Quality. The project site is located in a developed industrial area and does not contain any scenic resources. The Macy Street Viaduct to the east of the project site along Cesar E. Chavez Avenue is a City designated HCM and may be considered a scenic resource. The proposed vehicle bridge would not substantially damage views of the Macy Street Viaduct because several existing views of the bridge looking east from the Cesar E. Chavez Avenue/Vignes Street intersection and are currently obstructed by landscaping and other structures. The proposed project would not substantially damage other scenic resources, such as trees, rock outcroppings, of historic buildings within a State scenic highway. Existing trees, which border the project site, would either remain or be replaced with the proposed project. The closest officially designated State scenic highway is State Route 2, approximately nine miles to the northeast of the project site. State Route 2 extends from La Cañada northeast to the San Bernardino County Line.[1] The project area does not contain any recognized scenic resources including trees, rock outcroppings, or historic buildings along State scenic highways. Therefore, less-than-significant impacts related to scenic resources are anticipated.

Mitigation Measures: None required.

[1]California Department of Transportation website: California Scenic Highway Program: *http://www.dot.ca.gov/hq/ LandArch/ scenic_highways/index.htm,* accessed December 5, 2006.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.5 Visual Quality. As discussed, since the project site is located within an area of low visual sensitivity, the proposed project would not substantially degrade the existing visual character of the project site and its surroundings. Therefore, a less-than-significant impact related to visual character is anticipated.

Mitigation Measures: None required.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.5 Visual Quality. As discussed, all lighting associated with the proposed project would be installed in compliance with all applicable lighting standards to contribute minimally to the visual contrast of the proposed project with surrounding land uses during the nighttime hours. Implementation of the recommended mitigation measures would ensure less-than-significant impacts related to lighting. In addition, because the Twin Towers Correctional Facility is not considered a shade-sensitive use, shadow effects are not considered to be substantial. Therefore less-than-significant impacts related to shadows are anticipated.

Mitigation Measures: Refer to recommended Mitigation Measures **AE1**, **AE2**, and **AE3** in Section 3.0 Environmental Assessment, Subsection 3.2.5 Visual Quality.

Cumulative Impacts

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.5 Visual Quality. The 34 related projects would likely be similar in height to the surrounding buildings. There are no scenic vistas that these structures would obstruct. Similarly, there are no scenic resources, such as trees, rock outcroppings, and historic buildings within a state scenic highway, that these projects would damage. In addition, the related projects are not likely to be located nearby or adjacent to residences or other sensitive uses. The potential for these projects to produce light, glare, or shadow impacts affecting residences or drivers are similar to that of the proposed project. Implementation of mitigation measures would reduce any potential cumulative impacts. The proposed project would not contribute disproportionately to any cumulative aesthetic impact resulting from the growth of development in the proposed project area. Therefore, less-than-significant cumulative impacts are anticipated.

AGRICULTURE RESOURCES (AR)

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed project is located in an urbanized area of northeast Downtown Los Angeles. A temporary bus layover area currently exists on the larger parcel of the project site located at the northeast corner of the Cesar E. Chavez Avenue/Vignes Street intersection. A downward spiral ramp entrance to the Metro Gateway Headquarters' subterranean parking area exists on the 0.65-acre, triangular-shaped parcel of the project site. No portion of the proposed project is currently or has ever been used for agricultural purposes.[2] The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Therefore, no impact related to Farmland is anticipated.

Mitigation Measures: None required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is zoned PF (Public Facilities), which allows uses such as government buildings, fire and police stations, public libraries, post offices, public elementary and secondary schools, and public health facilities. The proposed project site is not zoned for agricultural uses, or subject to any Williamson Act contracts. The closest area zoned for agricultural use is located approximately one mile to the north (Dodgers Stadium at 1000 Elysian Park Avenue).[3] Therefore, no impact related to agricultural zoning or a Williamson Act contract is anticipated.

Mitigation Measures: None required.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The project site is located in an industrial area. The project site is not currently used for agriculture, and the proposed project would not convert any farmland to non-agricultural uses. The project site is currently and has been developed with public facilities for approximately 23 years.[4] Therefore, no impact related to the conversion of agricultural uses is anticipated.

Mitigation Measures: None required.

---

[2]California Department of Conservation, Division of Land Resource Protection, Important Farmland Categories, available at: http://www.consrv.ca.gov/dlrp/fmmp/mccu/map_categories.htm, accessed: January 22, 2008

[3]City of Los Angeles, Zoning Information and Map Access System (ZIMAS), http://zimas.lacity.org/search.asp, accessed November 29, 2006.

[4]Metro Union Division Conceptual Design Report, March 2006, Maintenance Design Group.

Cumulative Impacts

No Impact. The 34 related projects located within a 1.5-mile radius of the proposed project are all within urbanized areas of the City of Los Angeles. The sites for these 34 related projects are currently either occupied by structures or are vacated lots that have historically been developed for either commercial, industrial, or public facility uses. No portion of any of the sites of the related projects are used for agricultural purposes. The 34 related projects would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. The proposed project and the 34 related project sites are zoned either for commercial, industrial, public facility, or residential land uses. The sites of the related projects are not zoned for agricultural uses, or are subject to any Williamson Act contracts. Therefore, no cumulative impacts are anticipated.

AIR QUALITY (AQ)

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-Than-Significant Impact. The applicable air quality plan for the project site is the 2007 Air Quality Management Plan (AQMP), developed by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG). A project is considered consistent with the AQMP if (1) the proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP, and (2) the proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.[5]

For Consistency Criterion No. 1, SCAQMD has identified carbon monoxide (CO) as the best indicator pollutant for determining whether air quality violations would occur since it is most directly related to automobile traffic. The United States Environmental Protection Agency (USEPA) CAL3QHC micro-scale dispersion model was used to calculate CO concentrations for 2009 project conditions. CO concentrations at two study intersections with high traffic volumes and poor levels of service are in **Table 5.2-1**.[6] As indicated, one-hour CO concentrations under project conditions would range from approximately 4 ppm to 5 ppm at worst-case sidewalk receptors (based on the traffic study prepared by Meyer, Mohaddes Associates dated August 20, 2008). Eight-hour CO concentrations would range from approximately 3.4 ppm to 3.5 ppm. The State one- and eight-hour standards of 20 ppm and 9.0 ppm, respectively, would not be exceeded at the two study intersections. Therefore, the proposed project would comply with Consistency Criterion No. 1.

[5]South Coast Air Quality Management District, *CEQA Air Quality Handbook, Chapter 12, Section 12.2 and Section 12.3,* 1993.

[6]Level of service is used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion).

TABLE 5.2-1: 2007 AND 2009 CARBON MONOXIDE CONCENTRATIONS/a/

Intersection	1-hour (parts per million)			8-hour (parts per million)		
	Existing (2007)	No Project (2009)	Project (2009)	Existing (2007)	No Project (2009)	Project (2009)
Cesar E. Chavez Ave./Alameda St.	5.1	4.5	4.5	4.0	3.5	3.5
Cesar E. Chavez Ave./Vignes St.	4.9	4.3	4.3	3.8	3.4	3.4
State Standard			**20**			**9.0**

/a/ Existing concentrations include year 2007 one- and eight-hour ambient concentrations of 4 ppm and 3.2 ppm, respectively. 2009 No Project and Project concentrations include one- and eight-hour ambient concentrations of 3 ppm and 2.7 ppm, respectively.
SOURCE: TAHA, 2008

The second consistency criterion requires that the project does not exceed the assumptions in the AQMP. A project is consistent with the AQMP if it is consistent with the population, housing, and employment assumptions which were used in the development of the AQMP. The 2007 AQMP incorporates, in part, SCAG's 2004 Regional Transportation Plan (RTP) socioeconomic forecast projections of regional population and employment growth. The 2004 RTP is based on growth assumptions through 2030 developed by each of the cities and counties in the SCAG region. All projects in the region contribute to regional pollution and the emissions associated with these projects are modeled by the SCAQMD to determine future air quality conditions. If pollutant concentrations are shown by the model to exceed State or federal ambient air quality standards, SCAQMD, SCAG, and the California Air Resources Board develop additional control strategies to offset emissions and reduce concentrations to a level below the standards.

The proposed project would be consistent with the Central City North Community Plan and the City of Los Angeles Zoning Code. As a result, the proposed project would also be consistent with the 2004 RTP and the 2007 AQMP. Therefore, the proposed project would comply with Consistency Criterion No. 2.

The proposed project complies with Consistency Criteria No. 1 and No. 2. Therefore, the proposed project is consistent with the AQMP and less-than-significant impacts are anticipated.

Mitigation Measures: None required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.3 Air Quality and Carbon Monoxide Hot Spots. As discussed, regional operational emissions associated with the proposed project would not exceed the SCAQMD significance thresholds. In addition, the State one- and eight-hour standards of 20 ppm and 9.0 ppm, respectively, would not be exceeded at the two study intersections and no significant increase in CO concentrations at sensitive receptor locations is expected. The proposed project would support Metro's conversion from a diesel to a 100 percent CNG fleet by approximately 2013. As such, the proposed project would conform with federal transportation regulations. Implementation of mitigation measures would ensure less-than-significant impacts related to air quality standards.

Mitigation Measures: Refer to Mitigation Measures **AQ1** through **AQ8** in Section 3.0 Environmental Assessment, Subsection 3.2.17 Construction.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less-Than-Significant Impact. A significant impact would occur if the project resulted in a cumulative net increase in any criteria pollutant above threshold standards. The SCAQMD has set forth both a methodological framework, as well as significance thresholds, for the assessment of a project's cumulative air quality impacts. SCAQMD's approach is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. This forecast also takes into account SCAG's forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the project is consistent with forecasted future regional growth.

Based on SCAQMD's methodology, the proposed project would have a significant cumulative air quality impact if the ratio of daily project-related employment vehicle miles traveled (VMT) exceeds the ratio of daily project-related employment to countywide population. As shown in **Table 5.2-1**, the daily project to countywide VMT ratio is less than the project to countywide employment ratio. In addition, a localized CO impact analysis was completed for cumulative traffic (i.e., related projects and ambient growth through 2010). As shown in **Table 5.2-1**, cumulative emissions would not violate CO standards at local intersections. As such, the proposed project would not contribute to cumulative air quality impacts.

TABLE 5.2-2: CUMULATIVE AIR QUALITY ANALYSIS

Daily Vehicle Miles Traveled For Project Employment/a/	15,401
Daily Vehicle Miles Traveled Countywide/b/	211,882,000
Daily Vehicle Miles Traveled Ratio	**0.000071**
Project Employment/c/	579
Countywide Employment/d/	5,022,215
Employment Ratio	**0.00012**
Significance Test- Daily Vehicle Miles Traveled Ratio Greater Than Employment Ratio	**No**

/a/ Data Obtained from URBEMIS2007.
/b/ Data obtained from EMFAC2007.
/c/ Employment was obtained from project applicant.
/d/ Data obtained from SCAG's Regional Transportaion Plan, Socioeconomic Projections, 2004.
SOURCE: TAHA, 2008

Mitigation Measures: None required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less-Than-Significant Impact. The greatest potential for toxic air contaminant (TAC) emissions during construction would be diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk-assessment methodology. Given the relatively short-term construction schedule of approximately 18 months, the proposed project would not result in a long-term (i.e., 70 years) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. As such, project-related construction TAC emission would result in a less-than-significant impact.

A bus depot would generally be the type of facility that would require a health risk assessment as a result of diesel particulate emissions. However, diesel buses are being phased out of the Metro bus fleet in favor of cleaner fueled vehicles. It is anticipated that all 200 buses operating out of the proposed project would be fueled with CNG or another alternative fuel rather than diesel. However, any diesel buses that are still operated in the Metro bus system may potentially access the Regional Rebuild Center (RRC), adjacent to the proposed project, for occasional maintenance purposes (e.g., engine tune-ups, brake jobs, tire replacements, etc.). The project would comply with all SCAQMD rules governing the use of CNG fuel (i.e., vapor control technology and nuisance avoidance), which would limit the potential of emissions that could impact sensitive receptors in the project area. Therefore, no health risk assessment is required, and no health risk impacts would be anticipated to occur as a result of the project. As such, project-related operational TAC emission would result in a less-than-significant impact.

Mitigation Measures: None required.

e) Create objectionable odors affecting a substantial number of people?

Less-Than-Significant Impact. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the project site. The proposed project would utilize typical construction techniques, resulting in odors that would be typical of most construction sites and temporary. As such, proposed project construction would not cause an odor nuisance, and construction odors would result in a less-than-significant impact.

CNG is not odorous in its initial state. However, a compound from the mercaptan chemical group is often artificially added to CNG to assist in the ability to detect gas leaks. The refueling area on the project site would have the potential to emit odiferous emissions from the chemical compounds added to the CNG. However, the project would comply with all SCAQMD rules governing the use of CNG fuel (i.e., vapor control technology and nuisance avoidance), which would limit the potential of any odiferous emissions that could potentially impact any sensitive receptors in the project area. As such, the project would result in a less-than-significant odor impact.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.3 Air Quality and Carbon Monoxide Hot Spots. The proposed project would comply with all applicable Metro sustainability policies related to air quality. Since the proposed project would comply with all State and local global warming regulations, less-than-significant cumulative impacts are anticipated.

BIOLOGICAL RESOURCES (BR)

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.14 Ecologically Sensitive Areas and Endangered Species. As discussed, the project site is located in an urban and industrial area near a regional transportation node, which facilitates heavy bus, rail, and vehicular travel. There are no natural or landscaped features in the project area that would support any sensitive biological resources. The project site is completely urbanized with buildings, concrete, asphalt, and landscaping. The project site is located 0.15 miles west of the concrete-lined Los Angeles River. No natural streams or waterways are located in the project vicinity that would be considered ecologically sensitive or potentially harbor endangered species. No sensitive candidate, or special status species are presently located on the project site or in the project area.[7] Therefore, less-than-significant impacts related to biological resources are anticipated.

Mitigation Measures: None required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.14 Ecologically Sensitive Areas and Endangered Species. As discussed, the project site is located 0.15 miles west of the concrete-lined Los Angeles River. No natural streams or waterways are located in the project vicinity that would be considered ecologically sensitive. The project site is located within the City of Los Angeles Central Planning Subregion. According to the *L.A. CEQA Thresholds Guide*, the Central Planning Subregion does not contain substantial areas of natural habitat for plants or animals.[8] Therefore, no riparian habitat or other sensitive natural communities are located on or adjacent to the project site. Therefore, no impact related to sensitive natural communities and riparian habitats is anticipated.

Mitigation Measures: None required.

[7]City of Los Angeles, *L.A. CEQA Thresholds Guide (2006), Section C Biological Resources*, Exhibits C-1 and C-7.

[8]City of Los Angeles, *L.A. CEQA Thresholds Guide (2006), Section C Biological Resources*, page C-22.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.12 Wetlands and Floodplains. As discussed, the project site is located within a developed section of Los Angeles. No designated wetlands as defined by Section 404 of the Clean Water Act existing within or adjacent to the project site. Therefore, less-than-significant impacts related to wetlands are anticipated.

Mitigation Measures: None required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Refer to BR(a). The project site is located in a fully urbanized area. No wildlife corridors exist on the project site and its vicinity. The project site does not contain habitat capable of supporting migratory fish or wildlife species. Therefore, no impact related to interference with wildlife species is anticipated.

Mitigation Measures: None required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project site is located in a fully urbanized area. Several trees on the project site would be removed and replaced or relocated with the proposed project. These trees are not protected by any applicable local ordinance. As a result, the proposed project would not conflict with any local policies or ordinances that are intended to protect biological resources. Therefore, no impact related to biological resources is anticipated.

Mitigation Measures: None required.

f) Conflict with the provisions of an adopted habitat conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Refer to BR(a). The project site is located within a heavily urbanized area. A review of the City of Los Angeles General Plan Conservation Element and the L.A. CEQA Thresholds Guide provided no indication of adopted conservation plans in the project area. No habitat conservation plans are applicable to the project site. The proposed project would not conflict with any local, regional, or State habitat conservation plan. Therefore, no impact related to conservation plans is anticipated.

Mitigation Measures: None required.

Cumulative Impacts

No Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.14 Ecologically Sensitive Areas and Endangered Species. The 34 related projects that are within a 1.5-mile radius of the proposed project

are all located in urbanized areas of the City of Los Angeles. The project site and the 34 related project sites are not within or adjacent to natural open space or a natural habitat that would support threatened or endangered species. Designated and federally protected wetlands or floodplains do not exist in the vicinity of these projects. However, the project site and some of the related project sites are located within the proximate vicinity of the Los Angeles River. This river area is not considered a riparian habitat due to the concrete-lining of the channel. The proposed project and the 34 related projects are not located within or adjacent to any areas that would be considered a wetland as defined by Section 404 of the Clean Water Act. Additionally, it is not anticipated that any of the 34 related projects contain any wildlife corridors or that any of the related project sites contain habitats capable of supporting migratory fish or wildlife species. Therefore, no cumulative impacts are anticipated.

CULTURAL RESOURCES (CR)

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, and Paleontological Resources. As discussed, although views of the locally historic Macy Street Viaduct may potentially be disturbed by the construction of the proposed vehicle bridge, due to the industrial character of the project area, the proposed project would not result in a significant change to the view of the viaduct.[9] Therefore, less-than-significant impacts related to historical resources are anticipated.

Mitigation Measures: None required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, and Paleontological Resources. As discussed, due to the close proximity of the Los Angeles River to the project site, any grading and excavation activities would have the potential to encounter undiscovered archaeological resources. The mitigation measures provided would implement the necessary monitoring and recovery procedures during project-related construction activities which would reduce and avoid potential effects. Therefore, less-than-significant impacts related to archaeological resources are anticipated.

Mitigation Measures: Refer to Mitigation Measures **CR1** through **CR3** in Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, and Paleontological Resources.

[9]As a part of the Section 106 review of the proposed project with respect to the Macy Street Viaduct, this determination has been confirmed by the State of California State Historic Preservation Officer (SHPO).

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, and Paleontological Resources. As discussed, the project area is a highly sensitive paleontological area. Therefore, the potential for accidental discovery of paleontological resources during grading and excavation activities exists. The mitigation measures provided would implement the necessary paleontological monitoring and recovery procedures during project-related construction activities. Therefore, less-than-significant impacts related to paleontological resources are anticipated.

Mitigation Measures: Refer to Mitigation Measures **CR4** through **CR6** in Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, and Paleontological Resources.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, and Paleontological Resources. As discussed, due to the close proximity of the Los Angeles River to the project site, any grading and excavation activities would have the potential to encounter undiscovered archaeological resources. The mitigation measures provided would implement the necessary monitoring and recovery procedures during project-related construction activities which would reduce and avoid potential effects. Therefore, less-than-significant impacts related to archaeological resources are anticipated.

Mitigation Measures: Refer to Mitigation Measures **CR1** through **CR3** in Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, and Paleontological Resources.

Cumulative Impacts

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, and Paleontological Resources. As discussed, the project site and the 34 related project sites are located within the Downtown Los Angeles area. This area contains numerous structures of historical significance and it is expected that a historical significance review will be conducted for each related project, which would ensure that historic resources would not be significantly impacted. Archaeological and paleontological resources are concentrated near rivers and other water bodies, whether concrete-lined or not. Therefore, due to the close proximity of the Los Angeles River in the project area, the area is considered to be sensitive. Impacts to these resources are site-specific and would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement appropriate mitigation measures. Implementation of the provided mitigation measures would ensure that the proposed project would not contribute to a significant cumulative impact. Therefore, less-than-significant impacts related to historical, archaeological, and paleontological resources are anticipated.

GEOLOGY AND SOILS (GS)

Would the project:

a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area based on other substantial evidence of a known fault?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.9 Geology, Soils, and Seismicity. As discussed, the project site is not located within a designated fault zone. However, the proposed project would be required to comply with the seismic safety requirements in the Uniform Building Code and the California Department of Conservation's Geologic Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards. Therefore, less-than-significant impacts related to faults are anticipated.

Mitigation Measures: None required.

ii) Strong seismic ground shaking?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.9 Geology, Soils, and Seismicity. As discussed, numerous regional and local faults in Southern California are capable of producing severe earthquakes of magnitude 6.0 or greater. The Raymond Earthquake Fault Zone is the nearest active or potentially active fault to the project site. In the event of an earthquake, compliance with Uniform Building Code requirements would reduce seismic ground shaking hazards to the maximum extent practicable with current engineering practices. Therefore, less-than-significant impacts related to strong ground shaking are anticipated.

Mitigation Measures: None required.

iii) Seismic-related ground failure, including liquefaction?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.9 Geology, Soils, and Seismicity. As discussed, according to the State of California-State Geologist, the project site is located within a designated liquefaction zone.[10] Therefore, the proposed project would be required to comply with the requirements of the Uniform Building Code and applicable Metro design guidelines and criteria. The provided mitigation measure would provide an acceptable level of safety and substantially lessen the effects of potential seismic-related ground failures. Therefore, less-than-significant impacts related to liquefaction are anticipated.

Mitigation Measures: Refer to recommended Mitigation Measure **GS1** in Section 3.0 Environmental Assessment, Subsection 3.2.9 Geology, Soils, and Seismicity.

[10]State of California Department of Conservation, Seismic Hazards Zone Map Los Angeles Quadrangle, March 25, 1999, available at: http://www.conservation.ca.gov/cgs/shzp/Pages/Index.aspx, accessed January 22, 2008

iv) Landslides?

No Impact. Areas prone to hazards from landslides are usually located on hillsides or next to hillsides. The project site has a flat terrain and is not located near a hillside. According to the City of Los Angeles General Plan Public Safety Element, the project site is not within a designated landslide area and, therefore, is not subject to earthquake-induced landslides.[11] Thus, no impact related to landslides is anticipated.

Mitigation Measures: None required.

b) Result in substantial soil erosion or the loss of topsoil?

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.9 Geology, Soils, and Seismicity. As discussed, the project site is located on Hartford Association soil. This type of soil is known to have a slight erosion hazard and has good natural drainage. Erosion could occur during the grading and excavation phase of the proposed project. However, the potential for soil erosion during the operation of the proposed project is low because the project site would be nearly entirely paved. During construction, Best Management Practices (BMPs) would be implemented to limit the potential erosion impacts to acceptable levels. With the implementation of these tools, practices, and the recommended mitigation measure, less-than-significant impacts related to erosion are anticipated.

Mitigation Measures: Refer to Mitigation Measure **GS2** in Section 3.0 Environmental Assessment, Subsection 3.2.9 Geology, Soils, and Seismicity.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-Than-Significant Impact. The project site is not located within a landslide area.[12] However, according to the State of California State Geologist, the project site is located within a designated liquefaction zone.[13] The facilities and buildings constructed on the project site would be required to comply with the Uniform Building Code. Compliance with these requirements would reduce the impacts of the proposed project on unstable soil and liquefaction. Therefore, less-than-significant impacts related to unstable soil and liquefaction are anticipated.

Mitigation Measures: None required.

[11]City of Los Angeles, Los Angeles General Plan (Public Safety Element), 2001.

[12]City of Los Angeles, Los Angeles General Plan (Public Safety Element), 2001.

[13]Seismic Hazards Zone Map Los Angeles Quadrangle, State of California Department of Conservation, March 25, 1999, available at: http://www.conservation.ca.gov/cgs/shzp/, accessed January 22, 2008

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less-Than-Significant Impact. According to the Natural Resource Conservation Service Report and General Soil Map for Los Angeles County, the project site is situated on Holocene surficial alluvium soil (Hartford Association) of the late Quaternary period.[14] The Hartford Association soil is characterized by two to five percent sloping alluvial fans made up of pale-brown, course sandy loam. This type of soil is known to have a slight erosion hazard and has good natural drainage. The proposed project would be required to comply with the Uniform Building Code. Compliance with these requirements would reduce the impacts related to expansive soils to a less-than-significant level.

Mitigation Measures: None required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project site is served by the City of Los Angeles wastewater disposal system. Septic tanks and other alternative wastewater disposal systems are not required or necessary for the proposed project. Therefore, no impact related to the use of septic tanks is anticipated.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.9 Geology, Soils, and Seismicity. As discussed, the development of the proposed project in conjunction with the 34 related projects would result in the infill of the Downtown Los Angeles area. The geotechnical properties of a project are site-specific, and there is little, if any, cumulative geological relationship between one project and another. All of these projects would be required to comply with applicable local and State standards regarding seismic considerations. Topsoil erosion is potentially possible during the construction phases of the proposed project and the 34 related projects. The analysis of proposed project-related erosion impacts concluded that implementation of mitigation measures would reduce potential effects. Therefore, less-than-significant cumulative impacts are anticipated.

HAZARDS AND HAZARDOUS MATERIALS (HM)

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.8 Hazardous Materials. As discussed, hazardous materials generated by the proposed project would be either disposed of at a recycler, shipped to a transfer station, or treated and incinerated off-site. The use, transport, and disposal of any hazardous materials produced by the proposed project would be in compliance with California Department of Toxic Substances (DTSC) and Department of Transportation (Caltrans) guidelines. Therefore, less-than-significant impacts related to the use, transport, and disposal of hazardous materials are anticipated.

[14]Los Angeles County Report and General Soil Map, Department of Agriculture, Soil Conservation Service, 1969.

Mitigation Measures: None required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.8 Hazardous Materials. As discussed, according to the Phase I Environmental Site Assessment (Phase I ESA), there were no indications of a substantial release of hazardous waste or gasses in the existing project site or adjacent to the project site. In addition, the project site was not identified as being located on a former oil field, oil well, within a methane zone or methane buffer zone. Therefore, less-than-significant impacts related to the handling and emitting of hazardous materials are anticipated.

Mitigation Measures: Refer recommended Mitigation Measure **HM3** in Section 3.0 Environmental Assessment, Subsection 3.2.8 Hazardous Materials.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.8 Hazardous Materials. The closest school to the project site is Central Los Angeles Area High School No. 9, located 0.67 miles west of the project site. As such, exposure of existing or proposed schools within one-quarter mile of the project area is not expected to occur. Therefore, a less-than-significant impact related to hazardous emissions is anticipated.

Mitigation Measures: None required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.8 Hazardous Materials. As discussed, the Phase I ESA indicated the potential for Underground Storage Tanks (USTs) to still be located beneath the RRC Building 1 and triangular-shaped parcel areas. Chemicals stored in USTs can contaminate adjacent soils. In addition, contaminated groundwater and subsurface soils could be encountered during excavations for the proposed project. The proposed parking structure would require grading and excavation of this area, resulting in a potential impact. The existing RRC Building 1 was constructed in 1983 after federal regulations banned the use of asbestos containing materials and lead-based paints.[15] The RRC Building 1 would be demolished with the proposed project. Therefore, the potential for asbestos containing materials and lead-based paints to be present in RRC Building 1 is considered to be low. The implementation of the mitigation measure provided would reduce potentially significant impacts. Therefore, less-than-significant impacts related to the creation of a significant public hazard are anticipated .

Mitigation Measures: Refer Mitigation Measure **HM1**, **HM2**, and **HM3** in Section 3.0 Environmental Assessment, Subsection 3.2.8 Hazardous Materials.

[15] *Ibid.*

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is located approximately 13 miles northeast of the Los Angeles International Airport (LAX), a large and busy public airport. The project site is also located 12.2 miles southeast of the Burbank-Glendale-Pasadena Airport. Therefore, the project site is not located within two miles of a public airport and is not within the LAX or Burbank-Glendale-Pasadena Airport noise contour and land use plans.[16] The City of Los Angeles Police Department (LAPD) operates the C. Erwin Piper Technical Center located south and east of the project site. The roof of this three- to four story facility operates as a helipad for LAPD use. The height of the proposed project (approximately 35 to 46 feet) would not pose a hazard to approaching airplanes or helicopters. Therefore, less-than-significant impacts related to creating safety hazards are anticipated.

Mitigation Measures: None required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. Refer to response HM(e). The project site is not located within the vicinity of any private airstrips. Therefore, no significant impact related to safety hazards is anticipated.

Mitigation Measures: None required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The project site is located along Cesar E. Chavez Avenue and Vignes Street in an industrial area of the City of Los Angeles. Neither route is a City-designated disaster evacuation route.[17] Therefore, the proposed project would not alter evacuation circulation patterns or otherwise physically interfere with evacuation plans. The proposed project does not involve activities or approvals that would interfere with an established emergency response plan. A fire lane associated with the Twin Towers Correctional Facility is located along the portion of the project site with access from the Vignes Street entrance to the project site. This fire lane would be maintained with implementation of the proposed project. Therefore, no impact related to emergency response or evacuation plans is anticipated.

Mitigation Measures: None required.

[16]Los Angeles World Airports, available at: http://www.lawa.org/lax/laxContourMaps.cfm, accessed on November 29, 2006. Burbank-Glendale-Pasadena Airport, available at: burbankairport.com, accessed: January 23, 2008.

[17]City of Los Angeles, Los Angeles General Plan (Public Safety Element), 2001.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. According to the City of Los Angeles General Plan, potential danger due to wildland fires is low to non-existent.[18] The project site is located in an urbanized area and is surrounded primarily by a public facility and industrial uses. Thus, no impacts related to the exposure of people or structures to a significant risk of loss of injury or death involving wildfires are anticipated.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. The 34 related projects are not located within any airport land use plan or within two miles of an airport or private airstrip. These related projects, as well as the proposed project, are not susceptible to danger from wildfires since these projects are located in an urbanized section of Los Angeles that does not include wildlands, high fire hazard terrain, or vegetation. In addition, potentially significant impacts related to the release of hazardous materials, particularly during the construction phase, would be assessed on a project-by project basis. The implementation of provided mitigation measures would reduce significant impacts related to hazardous materials. Therefore, no cumulative impacts are anticipated.

HYDROLOGY AND WATER QUALITY (HW)

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.13 Water Quality, Navigable Waterways, and Coastal Zones. As discussed, the proposed project would not entail any activity or processes that would degrade water quality. Project construction and operations would comply with applicable federal, State, and local regulations, as well as other code requirements and permit provisions to prevent any violation of water quality standards or waste discharge requirements. Therefore, less-than-significant impacts related to water quality are anticipated.

Mitigation Measures: None required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less-Than-Significant Impact. Groundwater in the City of Los Angeles is approximately 30 feet below ground surface (bgs) or lower.[19] The project site is located in an urbanized area and is not located on or near a designated groundwater recharge area. Although construction would require grading and excavation up to 20 feet, these activities are not anticipated to interfere with or deplete

[18] *Ibid.*

[19] County of Los Angeles, Department of Regional Planning, Shallow and Perched Groundwater Map, December 1990.

groundwater supplies. In the event the contaminated groundwater is encountered, mitigation measures have been proposed to ensure that the groundwater would be properly extracted (refer to Section 3.0 Environmental Assessment, Subsection 3.2.8 Hazardous Materials). The proposed project is not anticipated to substantially deplete or degrade groundwater resources or result in a demonstrable reduction in groundwater recharge capacity. Therefore, less-than-significant impacts related to groundwater are anticipated.

Mitigation Measures: None required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.13 Water Quality, Navigable Waterways, and Coastal Zones. As discussed, the project site is nearly flat and within a heavily urbanized area and has been previously developed with impervious surfaces. Stormwater in the project area moves as sheet flow across the paved areas. The drainage patterns at the site show that runoff flows in a western direction on Cesar E. Chavez Avenue and a southern direction on Vignes Street.[20] The proposed project would not interfere with these patterns. The nearest waterway is the paved Los Angeles River, approximately 0.15 miles east of the project site and, as such, the proposed project would not alter the course of a river. Therefore, less-than-significant impacts related to drainage patterns are anticipated.

Mitigation Measures: None required.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less-Than-Significant Impact. The project site would be located on land with a flat terrain that is nearly entirely developed with impervious surfaces. The construction of the proposed project would not substantially increase the amount of impervious surfaces and, therefore, would not alter the amount of surface runoff. Runoff from the project site would continue to be collected on-site and directed towards the existing municipal storm drainage system in the project vicinity. The proposed project would be required to implement standard engineering practices, including BMPs during construction and as established by the City's Municipal Code, to minimize or prevent flooding on- or off-site. In addition, the project site is not in a Federal Emergency Management Agency (FEMA) flood zone, further reducing the risk of flooding on- or off-site.[21] Therefore, a less-than-significant impact related to drainage patterns is anticipated.

Mitigation Measures: None required.

[20]City of Los Angeles Department of Public Works, Bureau of Engineering, NavigateLA website: Drainage Patterns for Vermont/Manchester Area: http://navigatela.lacity.org/index.cfm, accessed November 30, 2006.

[21]City of Los Angeles, Los Angeles General Plan (Public Safety Element), 2001.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less-Than-Significant Impact. Refer to response HW(d). The project site is currently developed with impervious surfaces. Any runoff related to the proposed project would be collected through the existing storm drainage system in the vicinity of the project site. The existing storm drainage system serves a large urbanized area and is considered adequate to handle existing runoff as well as runoff from future development on the project site. Although the proposed project would reintroduce impervious surfaces to the project site, runoff from the proposed project is not anticipated to exceed the capacity of the existing stormwater drainage system. Therefore a less-than-significant impact related to runoff water is anticipated.

Mitigation Measures: None required.

f) Otherwise substantially degrade water quality?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.13 Water Quality, Navigable Waterways, and Coastal Zones. As discussed, the proposed project would not entail any activity or processes that would degrade water quality. Project construction and operations would comply with applicable federal, State, and local regulations, as well as other code requirements and permit provisions to prevent any violation of water quality standards or waste discharge requirements. Therefore, less-than-significant impacts related to water quality are anticipated.

Mitigation Measures: None required.

g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project would develop a parking structure and maintenance/office building. A housing component is not proposed. According to the City of Los Angeles General Plan, the project site does not lie within the 100-year or 500-year flood zone boundary.[22] Therefore, the proposed project will not place housing in a flood hazard area. Therefore, less-than-significant impacts related to flood hazards are anticipated.

Mitigation Measures: None required.

h) Place within 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. Refer to response HW(g). The project site is not located in a 100-year flood hazard area. Therefore, no impacts related to flood hazards are anticipated.

Mitigation Measures: None required.

[22]Federal Emergency Management Agency, Map Service Center, Flood Insurance Rate Map (Map Item ID 0601370075D), Revised July 6, 1998, available at http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1, accessed July 22, 2008.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less-Than-Significant Impact. The nearest dam to the project site is the Silver Lake Reservoir/Dam located approximately 3.3 miles to the northwest. According to the Los Angeles General Plan, the project site is located in an inundation hazard zone.[23] However, in the unlikely event that failure of the reservoir would occur, implementation of emergency evacuation procedures in place would reduce the exposure of people or structures to a significant risk of loss or injury or death. Therefore, a less-than-significant impact related to dam failure is anticipated.

Mitigation Measures: None required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is located approximately 3.3 miles southeast of Silver Lake Reservoir/dam. The occurrence of a seiche due to seismic activity would not likely affect the proposed project. A tsunami is a great sea wave, produced by a significant undersea disturbance, such as tectonic displacement of a sea floor associated with large shallow earthquakes. The project site is approximately 15 miles inland from the Pacific Ocean, and as such, inundation due to a tsunami is not likely to affect the project site. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is located within a relatively flat area, as such it is not subject to mudflows.[24] Therefore, no impact related to inundation by seiche, tsunami, or mudflow is anticipated.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.13 Water Quality, Navigable Waterways, and Coastal Zones. As discussed, construction of the 34 related projects in conjunction with the proposed project will result in infill of an already urbanized area. The construction phases of the related projects and the proposed project would likely cause a minimal amount of erosion and runoff into the existing storm drains. No new storm drainage facilities would require construction to accommodate the proposed project or related projects. In addition, BMPs implemented for the proposed project and for all related projects, as well as compliance with all applicable federal, State, and local regulations and code requirements would prevent violations of any water quality standards or waste discharge requirements. Therefore, less-than-significant cumulative impacts related to inundation are anticipated.

[23]City of Los Angeles, Los Angeles General Plan (Public Safety Element), 2001.

[24]*Ibid*.

LAND USE AND PLANNING (LU)

Would the project:

a) Physically divide an established community?

No Impact. The project site is located along a developed industrial corridor, including the RRC Complex, which has been in operation for approximately 23 years. The proposed project involves the vacation of Lyon Street, north of Cesar E. Chavez Avenue. This segment of Lyon Street is currently used to access the bus layover parking area, RRC Lot A, and the RRC complex. Lyon Street terminates at the RRC facility and at the temporary layover area, connecting only to Cesar E. Chavez Avenue. The vacation of Lyon Street may result in a minor redirection of pedestrian and vehicular flow, but there is enough access to circumvent these closures such that it would not effect the cohesion of any community in the surrounding area. Additionally, new access routes would be created for the RRC employees to access these facilities. Therefore, no impacts are anticipated related to dividing an established community.

Mitigation Measures: None required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.1 Zoning & Land Use. The project site is located within the City of Los Angeles General Plan and the Central City North Community Plan. The proposed project is located within the planning area of the Southern California Association of Governments (SCAG), which is the regional planning organization. The proposed project is located within the South Coast Air Basin and, as such, is within jurisdiction of the South Coast Air Quality Management District (SCAQMD).

The City of Los Angeles General Plan Land Use Element subdivides the City into 35 Community Plan areas. The Central City North Community Plan designates the land uses of the project site, north of Cesar E. Chavez Avenue as Public Facility and, on the triangular-shaped parcel south of Cesar E. Chavez Avenue, as Public Facility and Heavy Industrial. The City Zoning Code designates the parcel on the project site north of Cesar E. Chavez Avenue as Public Facilities, which allows for development of public facilities, such as government offices and maintenance yards. On the south side of Cesar E. Chavez Avenue, there are two parcels that comprise this part of the project site parcel. The northernmost parcel is designated as Public Facilities and the southernmost parcel is designated as both Public Facilities and Heavy Industry. The proposed project would construct public facilities on all of the parcels. In addition, Metro would coordinate with the City of Los Angeles and comply with applicable regulations related to the construction and operation of the proposed vehicle bridge above the City-owned Cesar E. Chavez Avenue right-of-way. Therefore, the proposed project would be consistent with the Central City North Community Plan and the City of Los Angeles Zoning Code.

The project site is located within the SCAG six-county jurisdiction, which includes Los Angeles County, Orange County, Imperial County, San Bernardino County, Riverside County, and Ventura County. SCAG is the regional planning organization with responsibility for reviewing the consistency of local plans, projects, and programs with regional plans. SCAG has prepared a Regional Comprehensive Plan and Guide (RCPG) to serve as a framework to guide decision-making

with respect to the growth and changes that can be anticipated in the planning horizons for each document. At the regional level, the goals, objectives, and policies in the RCPG are used for measuring consistency of a project with the adopted plans. In the RCPG, issues related to land use and development are addressed in the Growth Management chapter. Specific goals within the RCPG that apply to the proposed project include the following:

1. Encouraging development in activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment;

2. Encouraging plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment;

3. Supporting and encouraging settlement patterns which contain a range of urban densities; and

4. Encouraging planned development in locations least likely to cause adverse environmental impact.

The proposed project would support RCPG policies since the development of the proposed project would be located within a commercial and industrial corridor, on a site that has been previously developed as a public facility. The project site is located in an urbanized area of the City in which transportation, transit, public services, and utility infrastructure is in place. The proposed project would be an infill development, utilizing previously developed land. The proposed project would make use of the existing infrastructure without creating a need to develop substantial new infrastructure systems. The proposed project is considered consistent with the RCPG. The consistency of the proposed project with SCAQMD's Air Quality Management Plan (AQMP) is discussed in the Air Quality section (AQ(a)).

The project site is located within the Los Angeles Federal Empowerment Zone and Eastside State Enterprise Zone. One of the purposes of each of these programs, is to encourage businesses to locate in these program areas in order to improve employment and economic development patterns. The proposed project would develop a bus maintenance and operations facility with offices and a public access CNG facility and would create new jobs during both the operational and construction phases. Therefore, the proposed project would further the goals of these programs in the project area.

The proposed project is anticipated to be consistent with all the local, regional, State, and federal jurisdictions and their plans for the project area. Therefore, less-than-significant impacts related to consistency with local land use plans and policies are anticipated.

Mitigation Measures: None required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed in the Biological Resources (BR) section, the project site does not contain any biological resources or habitats that would require conservation or special care. Accordingly, the City of Los Angeles General Plan has no adopted habitat conservation plan or natural community

conservation plan that would be affected by the proposed project. The project site is located in a fully urbanized area within the City of Los Angeles. Therefore, no impact related to conservation plans is anticipated.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. The proposed project and the 34 related projects are located within a primarily industrial and commercial section of Los Angeles and are not of a scale to physically divide an established community. Development of the proposed project in conjunction with the related projects would contribute to the infill of the Downtown Los Angeles area. Therefore, a less-than-significant cumulative impact is anticipated.

A majority of the related projects are subject to the planning guidelines and restrictions as established by the City of Los Angeles General Plan, including either the Central City North, Central City, Boyle Heights, Westlake, or Southeast Los Angeles Community Plans, Community Redevelopment Area Plans, and the City of Los Angeles Municipal Code (Zoning Code). All of the related projects, as well as the proposed project, are located within the planning area of SCAG, which is the regional planning organization. The proposed project is located within the South Coast Air Basin and, as such, is within jurisdiction of the (SCAQMD). Based on information available regarding the related projects, it is reasonable to assume that the related projects would implement and support local and regional planning goals and policies. Thus, cumulative impacts are considered less than significant.

MINERAL RESOURCES (MR)

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. There are no known mineral resources at the project site. The project site is not located in an oil field or an oil drilling area and has not historically been used for oil drilling.[25] Therefore, no impact related to mineral resources is anticipated.

Mitigation Measures: None required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to response to MR(a).

Mitigation Measures: None required.

[25]City of Los Angeles, Los Angeles General Plan (Public Safety Element), 2001.

Cumulative Impacts

No Impact. The proposed project in combination with the 34 related projects would infill an existing developed area of the City of Los Angeles. The area where the 34 related projects are proposed does not contain any mineral resources.[26] No cumulative impacts are anticipated to any known mineral resources.

NOISE (N)

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less-than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsections 3.2.6 Noise and 3.2.17 Construction. As discussed, mobile noise generated by the proposed project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 decibels Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" category or any 5 decibel or more increase in noise level. In addition, noise generated by the buses and employee vehicles entering and exiting the project site would be below the significance threshold. Construction noise levels would exceed the incremental increase significance threshold and would require the implementation of mitigation measures. Therefore, with implementation of the provided mitigation measures, less-than-significant impacts would result related to operational and construction noise impacts.

Mitigation Measures: Refer to Mitigation Measures **N1** through **N4** in Section 3.0 Environmental Assessment, Subsection 3.2.17 Construction.

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Less-than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsections 3.2.6 Noise and 3.2.17 Construction. As discussed, the proposed project would not include any significant sources of vibration. In addition, it is unusual for buses to cause perceptible vibration as rubber tires and suspension systems provide vibration isolation. During construction, the vibration level from heavy-duty equipment used during construction would be less than the significance threshold. Therefore, less-than-significant impacts would result related to operational and construction ground-borne vibration.

Mitigation Measures: None required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less-than-Significant Impact. Refer to response to N(a). During the operation of the proposed project, ambient noise levels would not be significantly impacted. However, construction noise levels would require the implementation of mitigation measures. The construction phase is temporary and ambient noise impacts would not be permanent. Therefore, less-than-significant impacts would result related to a permanent increase in ambient noise levels.

---

[26] *Ibid.*

Mitigation Measures: None required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less-than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.17 Construction. As discussed, construction noise levels would exceed the incremental increase significance threshold and would require the implementation of mitigation measures. Therefore, with implementation of the provided mitigation measures, less-than-significant impacts would result related to the temporary increase in ambient noise levels.

Mitigation Measures: Refer to Mitigation Measures **N1** through **N4** in Environmental Assessment, Subsection 3.2.17 Construction.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A potentially significant impact would occur if the project exposed people to excessive noise due to the proximity to an airport or air traffic activity. The nearest public use airport to the project site is the Los Angeles International Airport, which is located approximately 13 miles to the southwest of the project site. The project site is located outside the 65 decibel Community Noise Equivalent Level contour. Therefore, the project would not expose any people to excessive noise levels associated with any airport activities. The project would have no impact in relation to airport noise levels.

Mitigation Measures: None required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A potentially significant impact would occur if the project exposed people to excessive noise due to the proximity to an airstrip or air traffic activity. The project site is not located within the vicinity (i.e., five miles) of any airstrips. Therefore, the project would not expose any people to excessive noise levels associated with any airstrip activities. The project would have no impact in relation to airport noise levels.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.6 Noise. As discussed, when calculating future traffic impacts, the traffic consultant took 34 additional projects into consideration. Thus, the future traffic results without and with the proposed project already account for the cumulative impacts from these other projects. Since the noise impacts are generated directly from the traffic analysis results, the future without project and future with project noise impacts described in this report already reflect cumulative impacts. The maximum cumulative roadway noise increase would be 0.6 dBA (CNEL) and would occur along Alameda Street between Cesar E. Chavez Avenue and Vignes Street. As

such, cumulative weekday roadway noise levels would not exceed the 3 dBA threshold increment and would not result in a perceptible change in noise level. Therefore, less-than-significant noise impacts are anticipated.

POPULATION AND HOUSING (PH)

Would the project:

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

Less-Than-Significant Impact. The proposed project is a public facility that would be constructed on a previously developed site. The proposed project does not include a housing element. It is not anticipated that the proposed project would induce a direct substantial population growth as it will not provide additional housing units to the area.

The proposed project would have a total of 579 employees at build-out. Most of these employees would be reassigned from other divisions. The proposed project would create approximately 25 new jobs in the area. This represents less than one percent of the SCAG projected growth in number of jobs by 2010 in the City of Los Angeles (**Table 5.2-3**). The additional jobs created by the new public facility development is consistent with the SCAG projected growth of jobs in the area. Therefore, less-than-significant impacts related to population growth are anticipated.

TABLE 5.2-3: PROPOSED PROJECT GROWTH VS. SCAG PROJECTED GROWTH

Element	SCAG 2005 (in Millions)	SCAG 2010 (in Millions)	SCAG Projected Growth	Project Projected Growth	% of SCAG Projected Growth
Employment (jobs)	1.80	1.99	193,592	25	<1 %

SOURCE: TAHA, 2006; SCAG Growth Projections *http://www.scag.gov*.

Mitigation Measures: None required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is located in a commercial and industrial corridor. No housing currently exists on the project site. The proposed project would not displace any housing. Therefore, no impact related to the displacement of housing is anticipated.

Mitigation Measures: None required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Refer to response to PH(b).

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. The 34 related projects would result in numerous new jobs in the project area. According to the SCAG employment growth projections, the increase in jobs for the City of Los Angeles is nearly 193,592 by the year 2010 (**Table 5.2-3**). The total new jobs represent ten percent of the SCAG projected employment growth for the City of Los Angeles. The proposed project and related projects would add jobs to the project area. Therefore, less-than-significant cumulative impacts are anticipated.

PUBLIC SERVICES (PS)

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

Fire protection?

Less-Than-Significant Impact. The proposed project would be served primarily by the City of Los Angeles Fire Department Fire Station No. 4, which is located approximately 0.5 miles west from the project site at 800 North Main Street in Chinatown. Fire Station No. 4 is part of Battalion 1 and would be the first respondent to the project site in case of an emergency. Two additional Fire Stations may serve the project site: Fire Station No. 2, located at 1962 East Cesar E. Chavez Avenue in Boyle Heights (1.25 miles east), and Fire Station No. 3, located at 108 North Fremont Street in the Civic Center/Bunker Hill community (1.4 miles southwest).

Fire Station No. 4 has 18 firefighters on duty at all times. Six firefighters are assigned to the Light Force (Truck and Engine), four firefighters are assigned to the Fire Engine, four firefighters are assigned to the Hazardous Materials Squad, two firefighters are assigned to the Paramedic Rescue Ambulance, and two firefighters are assigned to the Basic Life Support (BLS) Ambulance. Over the last year, this station responded to 4,760 incidents.[27]

Fire Station No. 2 has 14 firefighters on duty at all times. Six firefighters are assigned to Light Force. Four firefighters are assigned to the Fire Engine and two firefighters are assigned to the Paramedic Rescue Ambulance. Two firefighters are assigned to the Battalion command team. Over the last year, Fire Station No. 2 received 4,270 incidents to which it was the first-respondent.

Fire Station No. 3 has 16 firefighters on duty at all times. Six firefighters are assigned to the Light Force, and four to the Fire Engine. Two firefighters are assigned to the Paramedic Rescue Ambulance and two other firefighters are assigned to the BLS Rescue Ambulance. Two firefighters are assigned to the Division Command Team. Over the last year, Fire Station No. 3 responded to 5,264 incidents.

According to the City of Los Angeles Fire Department's Planning Section, the staffing and resources at Station No. 4 are adequate to meet the proposed project's demands for Fire Protection and Emergency Services. The Fire Department estimates that the response time for any Fire Emergency

[27] Written correspondence with Captain William Wells, City of Los Angeles Fire Department, Planning Section, dated November 27, 2006.

to the project site would be approximately 3.4 minutes from Station No. 4, 4.9 minutes from Fire Station No. 2, and 5.2 minutes from Fire Station No. 3. The City of Los Angeles Fire Department does not anticipate that any additional equipment or personnel would be needed as a direct result of the proposed project.[28] Nevertheless, the proposed project would be required to comply with all applicable State and local codes, ordinances, and guidelines as set forth in the City Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the City of Los Angeles General Plan. A less-than-significant impact related to fire protection services is anticipated.

Mitigation Measure: None required.

Police protection?

Less-Than-Significant Impact with Mitigation Incorporated. The proposed project would be served primarily by Metro Safety and Security, as well as the Central Community Police Station, located at 251 East 6th Street. The Central Community Police Station is approximately 1.3 miles south of the project site. The Central Community Area has approximately 174,500 residents and covers 4.83 square miles. The service boundaries of the Central Community Area include Lilac Terrace and State Route 110 (Pasadena Freeway) to the north, Washington Boulevard and 7th Street to the south, the Los Angeles River to the east, and Interstate 110 (Harbor Freeway) to the west. The Central Community Police Station is part of the Central Bureau of the Los Angeles Police Department (LAPD). The station employs approximately 321 sworn officers and 30 civilian support staff. Additionally, the project site would fall under LAPD Reporting District (RD) 119 whose boundaries are North Broadway to the north, Commercial Boulevard to the south, Alameda Street to the west, and the Los Angeles River to the east.

The average response time to emergency calls for service in the Central Community area during 2005 was six minutes. The City-wide average response time to emergency calls during the same period was 6.8 minutes. The ratio of officers to persons for the area is approximately one officer per 544 persons. For the Central Community area, there were 12 crimes per 1,000 persons. City-wide, there were 40 crimes per 1,000 persons. The predominant crimes in the Central Community Area were burglary from auto and other theft. Similarly, the predominant crimes in the RD 119 area were burglary from auto and grand theft auto (**Table 5.2-4**).

The LAPD anticipates that the proposed project would have a moderate impact on police protection services. However, the proposed project includes security elements in its design including secured entrances and security lighting of exterior building areas and within the parking structure. The proposed project would be required to comply with all applicable State and local codes, ordinances, and guidelines as set forth in the Safety Plan which is an element of the City of Los Angeles General Plan. To reduce the impact on police protection, mitigation measure are required to be implemented. Therefore, less-than-significant impacts related to police protection are anticipated.

Mitigation Measures:

PS1 The applicant shall provide proposed project plans to the LAPD Crime Prevention Unit personnel regarding any additional crime prevention and security features that are appropriate for the design of the property of the proposed project. Any additional design

[28] *Ibid.*

features identified by the LAPD Crime Prevention Unit shall be incorporated into the proposed project's final design and to the satisfaction of the LAPD, prior to issuance of a Certificate of Occupancy for the proposed project.

TABLE 5.2-4: LOS ANGELES POLICE DEPARTMENT 2005 CRIMES BY REPORTING DISTRICT OF OCCURRENCE

Types of Crime	RD 119	% of RD 119 Total	Central Area	% of Central Area Total	Citywide	% of Citywide Total
Burglary from Business	9	1.9	328	5.6	4,638	3.2
Burglary from Residence	1	0.2	141	2.4	13,785	9.4
Burglary Other	4	0.8	80	1.4	3,510	2.4
Street Robbery	10	2.1	627	10.6	9,071	6.2
Other Robbery	2	0.4	183	3.1	4,522	3.1
Murder	1	0.2	13	0.2	490	0.3
Rape	1	0.2	29	0.5	1,095	0.7
Aggravated Assault	16	3.3	703	11.9	16,086	11.0
Burglary from Vehicle	24	5.0	1,102	18.7	22,585	15.4
Theft from Vehicle	9	1.9	229	3.9	10,807	7.4
Grand Theft Auto	24	5.0	635	10.7	11,978	8.2
Theft from Person	4	0.8	198	3.4	949	0.6
Purse Snatch	0	0	38	0.6	335	0.2
Other Theft	11	2.3	936	15.8	18,039	12.3
Vehicle Theft	28	5.8	659	11.2	28,458	19.4
Bunco	1	0.2	6	0.1	203	0.1
Total	**481**	**100**	**5,907**	**100**	**146,609**	**100**

SOURCE: Written correspondence with City of Los Angeles Police Department dated January 18, 2007

PS2 Upon completion of the proposed project, the applicant shall provide the Central Community Area Commanding Officer with a diagram of each portion of the property, including access routes and any additional information that would facilitate police response, as requested by the LAPD.

Schools?

No Impact. The proposed project does not include a housing component and, thus, it would not result in a direct increase in population in the area. Subsequently, it would not cause an additional demand on local schools. Also, the increase in the number of employees in the area resulting from

the proposed project is not anticipated to warrant relocation to the area, particularly since there are limited residential areas in the vicinity of the project site. As such, no impact related to public schools is anticipated.

Mitigation Measures: None required.

Parks?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.11 Public Parkland and Recreation Areas. As discussed, parkland is not equally distributed throughout the City of Los Angeles, resulting in some communities lacking a significant amount of parkland. The proposed project would incorporate landscaped areas, not add a large number of new employees to the area, and not include a housing component. Therefore, less-than-significant impacts related to parks are anticipated.

Mitigation Measures: None required.

Other public facilities?

No Impact. The proposed project would not include a housing element and, thus, the population in the area is not anticipated to increase as a result of the proposed project. The nearest public library to the project site is the Chinatown Branch of the Los Angeles Public Library, located at 639 North Hill Street, 0.5 miles to the west. The nearest hospital to the project site is the Los Angeles County Jail Hospital, located at 441 Bauchet Street, 0.1 miles to the north. It is not anticipated that libraries, hospitals, and other public facilities in the area would be impacted by the proposed project. Therefore, no impact related to other public facilities is anticipated.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. There are 34 related projects within 1.5 miles of the project site, 19 of which may add dwelling units to the project area. This would increase the residential population and the demand for schools, parks and recreational facilities, libraries, and hospitals. The proposed project would not include a housing component and, therefore, would not contribute to a potential strain on existing schools, parks and recreational facilities, libraries, and hospitals. It is anticipated that all the related projects that include a housing component would pay all applicable developer fees.

Of the 34 related projects, approximately 24 are located within the Central Community Area of the LAPD. As discussed, the proposed project, with implementation of mitigation measures, would have a less-than-significant impact on police services. Therefore, the proposed project is not anticipated to result in a disproportionate cumulative impact on police services in association with the related projects.

It is not known at this time whether any of the 34 related projects would significantly affect existing park facilities or would add parks or other open space as part of the project. However, since the proposed project does not include a residential component and would not create additional demand for park facilities, a less-than-significant cumulative impact on parks is anticipated. Similarly, there would be no impact on libraries or hospitals due to the lack of residential units included with the proposed project. Therefore, less-than-significant cumulative impacts related to public services are anticipated.

RECREATION (RC)

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.11 Public Parkland and Recreation Areas. As discussed, parkland is not equally distributed throughout the City of Los Angeles, resulting in some communities lacking a significant amount of parkland. The proposed project would incorporate landscaped areas, not add a large number of new employees to the area, and not include a housing component. Therefore, less-than-significant impacts related to parks and recreational facilities are anticipated.

Mitigation Measures: None required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.11 Public Parkland and Recreation Areas. The proposed project would not include the construction of a recreational facility or the expansion of existing recreational facilities. Therefore, no impact related to recreational facility construction is anticipated.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than -Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.11 Public Parkland and Recreation Areas. It is not known at this time whether any of the 34 related projects would significantly affect existing park or recreation facilities. However, since proposed project does not include a residential component and would not create additional demand for park facilities. Therefore, a less-than-significant cumulative impact on parks is anticipated.

TRANSPORTATION/TRAFFIC (TT)

Would the project:

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.2 Traffic & Parking. As discussed, the proposed project is estimated to generate 2,161 daily trips, with 87 trips during the AM peak hours and 83 trips during the PM peak hours. The effects to the existing roadway and intersection operations would be generated by the employee vehicles traveling to and from the project site, not from the buses. The implementation of mitigation measure would be required. Therefore, less-than-significant impacts related to a substantial increase in traffic are anticipated .

Mitigation Measures: Refer to Mitigation Measure **TT1** in Section 3.0 Environmental Assessment, Subsection 3.2.2 Traffic & Parking.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less-Than-Significant Impact. In 1990, the State of California Congestion Management Program (CMP) was enacted as a result of Proposition 111. In Los Angeles County, the CMP is enforced by Metro and requires that the traffic impact of individual projects of potential regional significance be evaluated. A specific system of arterial roadways and all freeways comprise the CMP system. A total of 164 intersections is identified for monitoring on the system for Los Angeles County. The current CMP (2004) lists the following two monitoring intersections, located approximately 2.5 miles of the project site:

- Sunset Boulevard and Alvarado Street
- Alameda Street and Washington Boulevard

The CMP *Traffic Impact Analysis Guidelines* require the analysis of all surface street monitoring locations where a project adds 50 or more trips during the AM or PM peak hours. The guidelines also require all freeway segments to be analyzed where a project adds 150 of more trips during the AM or PM peak hours. Based on the estimated trip generation for the proposed project listed previously in **Table 3-1** in Section 3.0 Environmental Assessment, Subsection 3.2.2 Traffic & Parking, as well as the location of the proposed project and projected dispersal of employee vehicle and bus trips, the proposed project is anticipated to result in less than 50 peak hour trips at the two CMP monitoring intersections. Similarly, the proposed project is not anticipated to add 150 trips to nearby freeways. A large portion of proposed project trips are not anticipated to heavily utilize Sunset Boulevard, Alameda Street, or freeways to the point of significantly impacting the CMP system. Therefore, further CMP impacts analysis is not required, and impacts would be less-than-significant.

Mitigation Measures: None required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. Refer to HM(e). The project site is located approximately 13 miles northeast of the Los Angeles International Airport (LAX), a large and busy public airport. The project site is also located 12.2 miles southeast of the Burbank-Glendale-Pasadena Airport. Therefore, the project site is not located within two miles of a public airport and is not within the LAX noise contour and land use plan.[29] Additionally, the height of the proposed buildings (approximately 35 to 46 feet) would not result in a change to air traffic patterns. Therefore, no impact related to air traffic patterns is anticipated.

Mitigation Measures: None required.

[29]Los Angeles World Airports, LAX website, http://www.lawa.org/lax/laxContourMaps.cfm, accessed on January 18, 2008.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-Than-Significant Impact. The design features of the proposed project would not create dangerous intersections or sharp curves. Although Lyon Street, north of Cesar E. Chavez Avenue, would be vacated with the proposed project, no reduction or interruption of traffic flow lanes is expected on the remainder of Lyon Street, Cesar E. Chavez Avenue, or Vignes Street (except temporarily during the construction phase). Lyon Street, which includes a cul-de-sac south of Cesar E. Chavez Avenue, is primarily used by buses and employee vehicles entering and exiting the project site, as well as some C. Erwin Piper Technical Center employee vehicles. With the proposed project, buses would enter and exit the project site exclusively on Vignes Street and an additional left-turn lane would be provided on the southbound approach at the intersection of Vignes Street and Cesar E. Chavez Avenue. Employee vehicles would enter and exit from Lyon Street, on the south side of Cesar E. Chavez Avenue. With this design, buses would be separated from employee vehicles, adding to the safety of the proposed project and the Cesar E. Chavez Avenue/Vignes Street intersection operations. Private vehicles would enter and exit the proposed CNG facility through a driveway along Cesar E. Chavez Avenue, east of the vehicle bridge structure. The CNG facility would not be heavily used and would not contribute to any design hazards. The proposed project includes public facility uses, which is consistent with existing public facility and industrial character of the project area. Therefore, less-than-significant impacts would result from the proposed project.

Mitigation Measures: None required.

e) Result in inadequate emergency access?

Less-Than-Significant Impact. The proposed project would not involve any activities which would interfere with or create an impediment to the implementation of an existing emergency response plan. Further, as described in TT(a) above, after the implementation of mitigation measures, the proposed project would not adversely affect the surrounding street system or any intersection near the project site. The Vignes Street entrance to the proposed project would continue to be shared with the adjacent Twin Towers Correctional Facility. Currently, the driveway is minimally used by the facility as a fire lane. The proposed project would not block or interrupt this driveway. Additionally, all construction plans must adhere to Fire and Safety Guidelines for access to emergency services and be approved prior to construction. As such, emergency vehicle access in the City of Los Angeles would not be affected by the proposed project. Therefore, no impacts related to emergency access are anticipated.

Mitigation Measures: None required.

f) Result in inadequate parking capacity?

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.2 Traffic & Parking. The proposed project would include 417 employee vehicle parking spaces and up to 200 bus parking spaces. The project site is located within the PF Zone. According to the City of Los Angeles, the PF Zone does not have any parking restrictions or requirements for the development of publicly-owned lands. The parking spaces provided with the proposed project are anticipated to adequately serve the proposed project. Therefore, less-than-significant impacts related to parking capacity are anticipated.

Mitigation Measures: None required.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less-Than-Significant Impact. The City of Los Angeles General Plan Transportation Element designates the transportation plans and programs within the City. According to the City's Bike Plan map, two bikeways are located in the immediate vicinity of the project site: a Class I bikeway along the Los Angeles River and a Commuter bikeway along Cesar E. Chavez Avenue. The Los Angeles River bikeway is located approximately 830 feet east of the project site and would not be affected by the proposed project. The Commuter bikeway runs along Cesar E. Chavez Avenue, directly adjacent to the project site. However, since the proposed project would not change the width of the street, the Commuter bikeway would not be significantly affected. Therefore, less-than-significant impacts related to adopted policies, plans, and programs supporting alternative transportation are anticipated.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. Refer to Section 3.0 Environmental Assessment, Subsection 3.2.2 Traffic & Parking. As discussed, the traffic analysis took into account the 34 related projects within 1.5 miles of the proposed project and an annual one percent ambient traffic growth rate to account for an increase in traffic from potential development not yet proposed or from outside of the study area. Thus, cumulative impacts have already been accounted for by the proposed project traffic analysis. It should be noted that Future without Project conditions do not reflect any mitigation measures that may be required of the individual projects that are currently in the planning stages, as well as future improvements which could be implemented before the related projects are built. Thus, the traffic analysis is considered to be conservative.
Parking impacts are site-specific. Because the project site is owned by a public agency, the project site is not subject to parking restrictions. Therefore, less-than-significant cumulative impacts related to traffic and parking are anticipated.

UTILITIES AND SERVICE SYSTEMS (US)

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less-Than-Significant Impact. The proposed project would be constructed on previously developed land. The project site already has existing infrastructure in place for removal of wastewater away from the site. Wastewater from the proposed project would be conveyed to the Hyperion Treatment Plant (HTP) in Playa del Rey via a system of existing sewage infrastructure that is maintained by the City of Los Angeles Bureau of Sanitation. HTP is a public wastewater treatment facility owned by the City of Los Angeles and, as such, is subject to local and State wastewater treatment requirements. Any wastewater resulting from the proposed project would be treated according to the treatment requirements as enforced by the Los Angeles Regional Water Quality Control Board. A less-than-significant impact related to wastewater treatment is anticipated.

Mitigation Measures: None required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less-Than-Significant Impact. The proposed project site would be served by sanitary sewers conveying effluent to the HTP located at 12000 Vista del Mar in Playa del Rey, approximately 14.4 miles southwest of the project site. The HTP serves the entire City of Los Angeles (except the areas near the Harbor) as well as several contract cities. The HTP has a capacity of 450 million gallons per day (mgd) and currently treats approximately 362 mgd of wastewater.[30]

Table 5.2-5 shows the projected wastewater generation by the proposed project during its operational phase. The proposed project would generate approximately 68,960 gallons per day of wastewater. This represents approximately 0.1 percent (about 0.075 percent) of the total remaining capacity (88 mgd) at HTP. The operational phase of the proposed project would not contribute to an exceedance of the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. Therefore, a less-than-significant impact related to wastewater is anticipated.

TABLE 5.2-5: PROJECTED WASTEWATER GENERATION BY PROPOSED PROJECT, OPERATIONAL PHASE

Type of Development	Measurement (square feet)	Wastewater Generation Rate (gallons per day/ gross square feet)	Wastewater Generation (gallons per day)
Parking Structure	325,151	20/1,000	6,503
Maintenance Operations	65,976	800/1,000	52,780
Office/Central Cash Counting Facility (CCCF)	64,513	150/1,000	9,677
		Total Wastewater Generation	**68,960**

SOURCE: TAHA, 2006; City of Los Angeles Draft CEQA Thresholds Guide (1998).

Mitigation Measures: None required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less-Than-Significant Impact. The proposed project is located in an urbanized area of the City of Los Angeles. As such, storm water drainage infrastructure currently exists. Storm drains are located on the western side of the project site, at the Cesar E. Chavez Avenue/Vignes Street intersection. The drainage flow on Cesar E. Chavez Avenue, west of Lyon Street, is to the west. The flow on Vignes Street is to the south. On Cesar E. Chavez Avenue, to the east of Lyon Street,

[30]City of Los Angeles Department of Public Works, Bureau of Sanitation website: *http://www.lacity.org/SANWwaster water/factfigures.htm*, accessed December 7, 2006.

the drainage flow is to the east.[31] The project site consists primarily of impermeable surfaces (paved areas). The storm drains that serve the project site were designed to handle the stormwater runoff from impermeable surfaces. As such, the additional amount of runoff resulting from the proposed project would be minimal, and the existing drainage infrastructure would be adequate. The proposed project's use of existing storm water drainage facilities would not require construction or expansion of new storm water infrastructure. Therefore, no impacts related to storm drains are anticipated.

Mitigation Measures: None required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less-Than-Significant Impact. The proposed project would not be in exceedance of SCAG projections for employment growth in the Southern California region and in the City of Los Angeles (Refer to response to PP(a)). The proposed project's daily water consumption is shown on **Table 5.2-6.** The City of Los Angeles Water Code, Section 10910, requires the identification of any public water system that may supply water for proposed projects that are subject to the California Environmental Quality Act and provides guidelines to include in the water supply assessment.[32] A water supply assessment would be required for a proposed project under the following circumstances:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space
- A proposed hotel or motel, or both, having more than 500 rooms
- A mixed-use project that includes one or more of the projects specified in this subdivision
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project

The proposed project would not include a housing component, but would include approximately 64,513 square feet of office space, which is below the screening threshold listed above. Accordingly, the proposed project would not require a water supply assessment. The water needs of the proposed project would be provided according to the City of Los Angeles Department of Water and Power's Water Plan, which uses SCAG projections. Further, the proposed project is expected to incorporate water conservation guidelines in its design such as low-flush toilets and selecting landscape plants that do not require extensive watering. Therefore, it is anticipated that the proposed project would have a less-than-significant impact on the existing water supply.

Mitigation Measures: None required.

[31]City of Los Angeles Bureau of Engineering Navigate LA website: *http://navigatela.lacity.org/index.cfm,* accessed December 2006.

[32]City of Los Angeles, *Draft CEQA Threshold Guidelines* (1998).

TABLE 5.2-6: PROJECTED WATER CONSUMPTION BY PROPOSED PROJECT

Type of Development	Measurement (gross square feet)	Water Consumption Rate (gallons per day/ gross square feet) /a/	Water Consumption (gallons per day)
Parking Structure	325,151	24/1,000	7,804
Maintenance Operations	65,976	960/1,000	63,337
Office/CCCF	64,513	180/1,000	11,612
		Total Water Consumption	82,753

/a/ Water consumption estimates for projects in Los Angeles are typically calculated as 120 percent of City of Los Angeles Draft CEQA Thresholds Guide (2006) wastewater generation rates.
SOURCE: TAHA, 2006; City of Los Angeles, *Draft CEQA Thresholds Guide*, 2006.

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-Than-Significant Impact. Refer to response to US(b). Based on the discussion in the response to US(b), the proposed project would not contribute to an exceedance of the wastewater treatment capacity at HTP. Therefore, the wastewater treatment provider, in this case the City of Los Angeles Bureau of Sanitation, would have adequate capacity to serve the proposed project's projected wastewater demand in addition to the current demands. Therefore, a less-than-significant impact related to wastewater treatment is anticipated.

Mitigation Measures: None required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less-Than-Significant Impact. The City of Los Angeles Bureau of Sanitation is responsible for the retrieval and disposal of typical solid waste from single-family residences, multi-family residences of four or less units, and public facilities. The proposed project, a public facility, would be serviced by the City of Los Angeles Bureau of Sanitation. A majority of the solid waste generated by the City of Los Angeles is disposed of at the Sunshine Canyon Sanitary Landfill (SLF) County Extension. The Sunshine Canyon SLF County Extension has sufficient intake capacity. Information of Sunshine Canyon landfill is presented in **Table 5.2-7.**

Construction Impacts

The construction of the proposed project would generate waste, both from materials used to construct the structures and from employees (e.g., trash). In 1989, Assembly Bill 939 (AB939) was signed into law requiring all local jurisdictions to divert 50 percent of their generated solid waste from landfills. As of 2002, the City of Los Angeles had a diversion rate of 62 percent.[33] Furthermore, the City of Los Angeles has a 70 percent diversion rate goal for the year 2020. For

[33]State of California Integrated Waste Management Board, City of Los Angeles Jurisdiction Profile, available at: www.ciwmb.ca.gov, accessed January 18, 2008.

TABLE 5.2-7: COUNTY OF LOS ANGELES LANDFILL SITE SERVING THE CITY OF LOS ANGELES

Landfill Name	Location	Estimated Closure Year	Permitted Daily Intake (tons per day)	Estimated Permitted Capacity (millions of cubic yards)	Estimated Capacity Used (millions of cubic yards)
Sunshine Canyon SLF County Extension	Sylmar	2013	6,600	37.3	20.3

SOURCE: State of California Integrated Waste Management Board Information System website: *www.ciwmb.ca.gov*, accessed January 2008.

this analysis, the 62 percent solid waste diversion rate will be used. **Table 5.2-8** shows the breakdown of the solid wastes generated during the construction phase of the proposed project. It is estimated that in total, 885 tons of solid waste would be generated during the construction process. After diverting 62 percent of this solid waste generated from landfills via reduction, recycling and composting, the amount that would be conveyed by the construction phase of the proposed project would be 336 tons (38 percent of 885 tons). The daily conveyance of solid waste, assuming a 542-day construction period, as discussed in Section 2.0 Project Description, would be 0.62 tons (336 tons divided by 542 days). The calculated daily construction solid waste that would be conveyed to the Sunshine Canyon SLF County Extension is not a significant percentage of the total remaining daily intake. As such, the net daily construction solid waste generation would not be in exceedance of the permitted throughput capacity of the landfill accepting solid waste from the proposed project. In addition, Metro's Construction and Demolition Debris Recycling and Reuse Policy (GEN 51) would be implemented to maximize, to the extent feasible, the use of recyclable and recycled materials, as well as the diversion of solid waste from local landfills. Therefore, less-than-significant impacts related to construction solid waste are anticipated.

TABLE 5.2-8: PROJECTED SOLID WASTE GENERATION: CONSTRUCTION PHASE

Type of Construction	Size (square feet)	Generation Factor (lbs/sq. ft.) /a/	Total (lbs)	Total (tons)
Parking Structure	325,151	3.89	1,264,837	632
Maintenance Operations	65,976	3.89	256,647	128
Office/CCCF	64,513	3.89	250,956	125
Construction Solid Waste Generation Total			**1,772,440**	**885**

/a/ From EPA Report: Characterization of Building-Related Construction and Demolition Debris in the United States (1998)
SOURCE: TAHA 2006 and EPA Report: *Characterization of Building-Related Construction and Demolition Debris in the United States* (1998).

Operational Impacts

The operation of the proposed project would generate solid waste from two main uses: the office/CCCF areas and the maintenance operations. The solid waste generation rate for office buildings is approximately 10.53 pounds per employee per day. For maintenance operations the solid

waste generation rate is approximately 8.93 pounds per employee per day.[34] The projected amount of solid waste generated by the operation of the proposed project is shown in **Table 5.2-9**. The total proposed project is anticipated to generate 5,919 pounds of solid waste per day or approximately three tons per day. As stated above under Construction Impacts, 62 percent of the solid waste produced must be diverted from landfills. This means that only 1.1 tons per day would be conveyed to the Sunshine Canyon SLF County Extension from the proposed project. The Sunshine Canyon SLF County Extension would adequately handle the operational solid waste from the proposed project. The solid waste generated by the operation of the proposed project would not be in exceedance of the permitted throughput capacity of the landfill accepting solid waste from the project site. In addition, existing Metro recycling facilities would accommodate the recycling needs of the proposed project. Therefore, less-than-significant impacts related to operational solid waste are anticipated.

TABLE 5.2-9: PROJECTED SOLID WASTE GENERATION: OPERATIONAL PHASE

Type of Development	Employees	Generation Factor (lbs/employee/day) /a/	Total (lbs)	Total (tons)
Office/CCCF	468	10.53	4,928	2.5
Maintenance Operations	111	8.93	991	0.5
Operational Solid Waste Generation Total			**5,919**	**3.0**

/a/ City of Los Angeles CEQA Thresholds Guide (2006).
SOURCE: TAHA, 2008; City of Los Angeles, *Draft CEQA Thresholds Guide* (2006).

Mitigation Measures: None required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less-Than-Significant Impact. The solid waste generated by the proposed project would be disposed of in accordance with all applicable statutes and conservation measures regarding solid waste. The landfills that would serve the proposed project will have the capacity to accept the amount of non-recyclable solid waste that would be generated by the proposed project. Therefore, no impact related to solid waste is anticipated.

Mitigation Measures: None required.

Cumulative Impacts

Less-Than-Significant Impact. HTP will service the 34 related projects in the 1.5-mile radius of the proposed project. The exact amount of wastewater that would be produced by the related projects is not known at this time. However, due to the remaining capacity of HTP, it is not anticipated that the construction and development of utility facilities would be necessary.

It is not known if the individual related projects would require a water needs assessment in compliance with the City of Los Angeles Water Code, Section 10910. The proposed project would not require a water needs

[34]City of Los Angeles, City of Los Angeles CEQA Threshold Guidelines (2006).

assessment. As discussed previously, the 34 related projects would cumulatively contribute to the infilling of the surrounding area. The number of employment added would likely be consistent with SCAG projections. As such, the planning of water needs is based on SCAG projections. Therefore, the proposed project would have less-than-significant cumulative impacts on the water demand for the area.

In terms of solid waste, the landfill which currently serves the project area as shown in **Table 5.2-8** would be adequate for the solid waste generated by the construction and operational phases of the 34 related projects and the proposed project. As discussed, the City of Los Angeles has a current landfill diversion rate of 62 percent. It is anticipated that the same percentage of refuse diversion would apply to all related projects within the City of Los Angeles. With compliance with local and State standards, the proposed project in conjunction with the 34 related projects would have less-than-significant cumulative impacts on solid waste generation.

5.3 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact. The project site is located in an urbanized area in the City of Los Angeles and would have no effect on biological resources. No historic structures exist on the proposed project site. Archaeological or paleontological resources are known to exist in the project area. Although the likelihood of encountering any of these resources during the construction phase of the proposed project is relatively low, mitigation measures are provided should any of these resources be encountered. These mitigation measures will reduce any impacts to a less-than-significant level.

Mitigation Measures: Refer to Mitigation Measures **CR1** through **CR6** in Section 3.0 Environmental Assessment, Subsection 3.2.4 Historic, Archaeological, Paleontological Resources.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less-than-Significant Impact. All potential impacts of the proposed project have been identified and mitigation measures have been prescribed, where applicable, to reduce potential impacts to less-than-significant levels. Although 34 related projects have been identified within 1.5 miles of the project site, the cumulative impacts to which the proposed project would contribute would be less-than-significant as discussed in the previous sections. All potential impacts of the proposed project will be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementing mitigation measures would ensure that no cumulative impacts arise.

Mitigation Measures: None required.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact. Several potential impacts of the proposed project have been identified and mitigation measures have been prescribed where applicable to reduce all potential impacts to a less-than-significant level. Upon implementation of mitigation measures, the proposed project would not have potential to result in substantial adverse effects on human beings either directly or indirectly.

Mitigation Measures: None required.

6.0 PERSONS AND SOURCES CONSULTED

6.1 PERSONS & AGENCIES CONSULTED

Fire Protection Services
Captain William N. Wells
Planning Section
Los Angeles Fire Department
200 N. Main Street, Room 1800
Los Angeles, CA 90012
(213) 978-3845
Contacted: November 27, 2006

Police Protection Services
Community Relations Section
Crime Prevention Unit
Los Angeles Police Department
150 N. Los Angeles Street, Room 818
Los Angeles, CA 90012
(213) 485-3134
Contacted: January 18, 2007

6.2 LEAD AGENCY

Los Angeles County Metropolitan Transportation Authority (Metro)
Metro Gateway Headquarters
One Gateway Plaza
Los Angeles, CA 90012
Contact: Manuel Gurrola, Project Manager, Facilities-Operations
Tim Lindholm, Director of Capital Projects, Facilities-Operations
Gwynneth Doyle, Senior Environmental Specialist, Environmental Compliance and Services Department

6.3 SOURCES CONSULTED

Andersen Environmental, *Draft Phase I Environmental Site Assessment Report for the Portion of Metropolitan Transportation Authority Property Vicinity of Intersection East Cesar Chavez and North Lyon Street, Los Angeles, California 90012*, December 12, 2006.

City of Los Angeles, *City of Los Angeles CEQA Thresholds Guide*, 2006.

City of Los Angeles, *City of Los Angeles General Plan: Central City-North Community Plan*, December 15, 2000.

City of Los Angeles, *City of Los Angeles General Plan - Public Safety Element*, 2001.

City of Los Angeles, *City of Los Angeles Municipal Code*, August 1996.

County of Los Angeles, Department of Regional Planning, Shallow and Perched Groundwater Map, December 1990.

Federal Emergency Management Agency, Map Service Center, Flood Insurance Rate Map (Map Item ID 0601370075D), Revised July 6, 1998.

Federal Highway Administration, *High-Speed Ground Transportation Noise and Vibration Impact Assessment*, December 1998.

Federal Transit Authority, *Transit Noise and Vibration Impact Assessment*, April 1995.

Department of Agriculture, Soil Conservation Service, Los Angeles County Report and General Soil Map, 1969.

Metro and Maintenance Design Group, *Metro Union Division Conceptual Design Report*, March 2006.

Meyer, Mohaddes Associates, *Metro Union Division Bus Maintenance and Operations Facility - Traffic Impact Analysis*, August 20, 2008.

SWCA Environmental Consultants, *Revised Final Cultural Resources Survey for the Metropolitan Transportation Authority Union Division Project, Los Angeles County, California*, October 25, 2007.

SWCA Environmental Consultants, *Revised Paleontological Assessment of the Metro Union Division Bus Maintenance and Operations Facility Project, Los Angeles, Los Angeles County, California*, October 25, 2007.

USEPA, *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*, March 2006.

6.4 PREPARERS OF THIS IS/MND

Environmental Consultant
Terry A. Hayes Associates LLC
8522 National Boulevard, Suite 102
Culver City, CA 90232
Contact: Terry Hayes, AICP, Principal
Madonna Marcelo, Senior Associate
Sam Silverman, Senior Environmental Scientist
Shannon Daniels, Project Manager
Jaime Guzmán, Planner
Veronica Padilla, Assistant Planner
Michael Sullivan, Assistant Planner
Janet Fitzgerald, Graphic Artist

Traffic Consultant
Meyer, Mohaddes Associates - Iteris Inc.
707 Wilshire Boulevard, Suite 4810
Los Angeles, CA 90017
Contact: Matthew L. Simons, Senior Transportation Engineer

Cultural and Paleontological Resources Assessment
SWCA Environmental Consultants
625 Fair Oaks Avenue, Suite 190
South Pasadena, CA 91030
Contact: Kevin Hunt, Project Manager-Cultural Resources
Cara Corsetti, Program Director

Phase I Environmental Site Assessment
Andersen Environmental
9937 Jefferson Boulevard, Suite 200
Culver City, CA 90232
Contact: Matt Rodda, Project Manager