



**OPERATIONS COMMITTEE  
AUGUST 19, 2004**

**SUBJECT: DIVISION 9 TRANSPORTATION BUILDING PROJECT**

**ACTION: APPROVE INITIAL STUDY/ MITIGATED NEGATIVE  
DECLARATION PURSUANT TO THE CALIFORNIA  
ENVIRONMENTAL QUALITY ACT (CEQA)**

**RECOMMENDATIONS**

- A. Approve and certify the Initial Study/Mitigated Negative Declaration (IS/MND) for the Division 9 Transportation Building Project to demolish the current transportation building and sector office building, and construct a new three-story transportation building (See Attachment A);
- B. Approve the Division 9 Transportation Building Project; and,
- C. Authorize staff to file a Notice of Determination of the IS/MND with the Los Angeles County Clerk (See Attachment B).

**RATIONALE**

The California Environmental Quality Act (CEQA) requires that the Metro Board of Directors (Board) read and consider the information contained in an Initial Study/Mitigated Negative Declaration (IS/MND) before making a decision on a project and that the Board certify that the IS/MND was presented to the Board, which reviewed and considered the IS/MND before approving the project.

The proposed Project is the first phase of a cooperative effort between the City of El Monte, CalTrans and Metro to revitalize and improve the El Monte Transit Center, the Division 9 Metro bus operations facility, and the surrounding area. Since 2002, Metro has been working with El Monte to coordinate implementation of the Division 9 Master Plan. The Division 9 Master Plan outlines the scope of work necessary to expand and modernize Metro's Division 9 facility in concert with other surrounding and adjacent private developments driven primarily by the City of El Monte and the private sector. The master plan calls for construction of new transportation and maintenance buildings, improvement of the El Monte Transit Center, and other site improvements to allow for an efficient division capacity of approximately 300 buses. The first phase of this plan is to construct the new transportation building with sector and Sheriff's offices, followed by demolition of the

existing out-dated and inefficient transportation and sector office buildings. Upon completion of Phase I, Phase II maintenance improvements could commence. Implementation of the Division 9 Master Plan is included within the Long Range Facility Plan presented to the Board in March 2004.

The existing Division 9 bus operations and maintenance facility serves the San Gabriel Valley and eastern Los Angeles bus routes as well as Metro buses utilizing the El Monte Busway. The facility is located within a designated redevelopment area of El Monte. The Division 9 facility was constructed in 1974 and has a current fleet of 192 buses. The current building improvements are 20 years old and additional maintenance and storage capacity will be needed in the future to accommodate forecasted fleet growth. Implementation of the Division 9 Master Plan is a response to this issue, as expansion of this facility to a fleet of up to 300 modern CNG coaches will be required to accommodate forecasted fleet growth through at least 2010.

As the initial element, or Phase I, of the master plan, design is in progress for a new transportation building at Division 9 that would house all transportation functions as well as offices for the San Gabriel Valley Service Sector and a substation for the Los Angeles County Sheriff staff. The proposed Project would demolish the current transportation building and sector office buildings, and construct a new state-of-the-art three-story transportation building. Preliminary design work for the new building will be complete in July 2004, and it is intended that a design/build procurement delivery system will be utilized for construction of the building. Construction is currently scheduled to start in December 2004, with a completion date of March 2006.

### **POLICY IMPLICATIONS**

Metro is required to comply with CEQA in order to expand the Division and construct the proposed project. The objectives of the proposed Project are:

- To replace aging buildings with a state-of-the-art new transportation building that provides offices for the functions of both the transportation department and the occupants of sector office building.
- To improve the site layout to allow parking for future additional buses.
- To allow for implementation of Phase II of the Division 9 Master Plan as described in the February 2004 Long Range Facility Plan.

### **ALTERNATIVES CONSIDERED**

- The Board has the option of disapproving the IS/MND. This alternative would have the effect of rejecting the Division Transportation Building Project, since the State's requirement to comply with CEQA would not have been met. This alternative is not recommended since the Division 9 facility would not be able to maintain the future forecasted additional fleet of buses because the maintenance building is undersized relative to the yard capacity and cannot efficiently service a substantially higher

number of buses.

- The Board has the option of requiring additional environmental review, such as preparing an Environmental Impact Report (EIR). This option is not recommended because there is no substantial evidence in the administrative record to support a fair argument that the proposed Division 9 Transportation Building Project may have a significant impact on the environment. Absent evidence of significant impact, CEQA does not require preparation of an EIR, but allows a Mitigated Negative Declaration.
- The Board has the option of adding new mitigation measures, removing or modifying any of the recommended mitigations discussed in this report and substituting measures which are equally or more effective. This alternative is neither supported or opposed by Metro staff and is subject to the Board's discretionary action on the proposed project. However, in Metro's Environmental Compliance & Services staff's opinion, the proposed mitigation measures for potential Air Quality and Cultural Resources impacts are adequate to reduce impacts to less than significant levels and fully satisfy the requirements of CEQA.

### **FINANCIAL IMPACT**

Approval of the Initial Study/Mitigated Negative Declaration will not affect the FY05 budget. However, funding for construction of this project is included in the FY05 and FY06 budgets in Cost Center 3341 for Capital Project #2305018, Division 9 Transportation Building Project. The funding is sufficient for the costs in the current estimate. This project is funded by Federal 5307 funds allocated by the Bus Operations Subcommittee.

### **MANDATORY FINDINGS OF SIGNIFICANCE AND RECOMMENDED MITIGATIONS UNDER CEQA**

Metro is conducting the public review process concurrently with the July Board agenda preparation cycle. A Notice of Availability for the Metro Division 9 Transportation Building Project was issued on July 26, 2004. The IS/MND was made available for public review for a period of 20 days. The public comment period began officially on July 26, 2004 and would end on August 16, 2004. All comments from agencies or interested parties received during the comment period will be considered as part of Metro's determination on the IS/MND and the Division 9 Transportation Building Project. Another opportunity for the public to provide input will be at the August 26, 2004 Board Meeting.

The IS/MND analyzed the environmental factors that could be potentially affected by the project, including noise, air quality, land use/planning, aesthetics, public services and mandatory findings of significance. Each category was evaluated as to how the proposed Division 9 Transportation Building Project could impact the existing environment. Due to the limited potential for environmental impacts, the IS/MND determined that the proposed Division 9 Transportation Building Project will not have a significant adverse effect on the environment and does not require the preparation of an Environmental Impact Report. This is because the proposed project has no potentially significant impacts after mitigation.

With the inclusion of mitigation measures for Geology and Soils and Cultural Resources, the Division 9 transportation Building Project will not have any significant adverse effect on the environment.

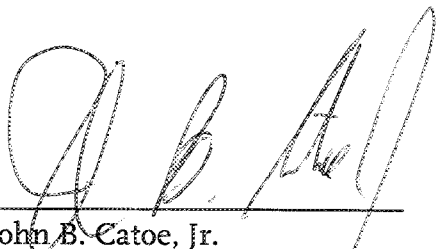
### **NEXT STEPS**

Any comments received from the public review period will be resolved prior to Board approval of the IS/MND. Responses will be provided to the Board and at the Operations Committee meeting. Metro will file a Notice of Determination with the Los Angeles County Clerk. After Board approval, construction will begin, with a scheduled completion date of March 2006.

### **ATTACHMENTS**

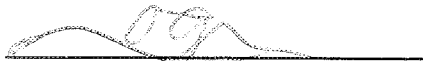
- A. IS/Mitigated Negative Declaration dated June 2004
- B. Notice of Determination

Prepared by: Denise Longley, Deputy Executive Officer, Facilities-Operations  
Tim Lindholm, Project Manager, Facilities-Operations  
Manuel Gurrola, Principal Environmental Specialist, EC&SD



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John B. Catoe, Jr.  
Deputy Chief Executive Officer



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Roger Snoble  
Chief Executive Officer



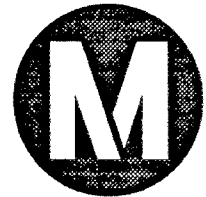
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**INITIAL STUDY**  
**FOR THE RECONSTRUCTION OF**  
**THE EI MONTE METRO DIVISION 9 FACILITIES**

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**Los Angeles County**  
**Metropolitan Transportation Authority**

*Prepared by*

**Manuel Gurrola, Environmental Specialist**  
**Metropolitan Transportation Authority**  
**1 Gateway Plaza, MS 99-17-2**  
**Los Angeles, CA 90012**  
**(213) 922-7305**  
[gurrolam@mta.net](mailto:gurrolam@mta.net)

**UltraSystems Environmental Inc.**

**June 2004**

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## 1.0 INTRODUCTION

### 1.1 Purpose of the Initial Study

The Los Angeles County Metropolitan Transportation Authority (“Metro”) is preparing this Initial Study (“IS”) to evaluate the potential environmental impacts that would result from proposed improvements to their Division 9 facility (“Project”), located in the City of El Monte (“El Monte”), California. The proposed Project would include demolition of the transportation building and the sector office building, construction of a new three-story building to house both the transportation and office activities, and minor modifications to the parking lot and some of the maintenance bays to accommodate the anticipated 22 additional 60-foot articulated buses scheduled to be allocated to Division 9 during Fiscal Year 2008. This IS has been prepared in accordance with the requirements of California Environmental Quality Act (“CEQA”) and the *Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines)*, for the purpose of analyzing the direct, indirect, and cumulative environmental effects of the proposed Project. The *State CEQA Guidelines* are codified as §15000 *et seq.* of the California Code of Regulations (“CCR”).

### 1.2 Project Background and Overview

The Division 9 facility is located within a designated redevelopment area of El Monte. The proposed Project is a cooperative effort between El Monte and Metro to revitalize the El Monte Transit Center and surrounding area. Since 2002, Metro has been working with El Monte to coordinate implementation of the Division 9 Master Plan. As the initial element of the master plan, design is in progress for a new transportation building at Division 9 that would house all normal transportation functions as well as offices for the San Gabriel Valley Service Sector and the Los Angeles County Sheriff staff. The existing Division 9 facility serves the San Gabriel Valley and eastern Los Angeles bus routes as well as Metro buses utilizing the El Monte Busway (see **Figure 1-1**, Regional Map, and **Figure 1-2**, Vicinity Map). Thus, as part of the Division 9 Master Plan, the proposed Project would demolish the current transportation building and sector office building, and construct a new three-story transportation building.

Currently, the Division 9 facility has a fleet of 192 buses and is designed for a maximum capacity of 294 buses. For this reason, the Division 9 facility may appear to be under capacity by more than 100 buses; however, the Sector and Division management report states that, in actuality, the Division 9 facility could only maintain a fleet of between 200 and 250 coaches because the maintenance building is undersized relative to the yard capacity and cannot efficiently service a substantially higher number of buses.

The proposed Project would allow for an increase of 50 new buses. Construction would be complete in September 2005.



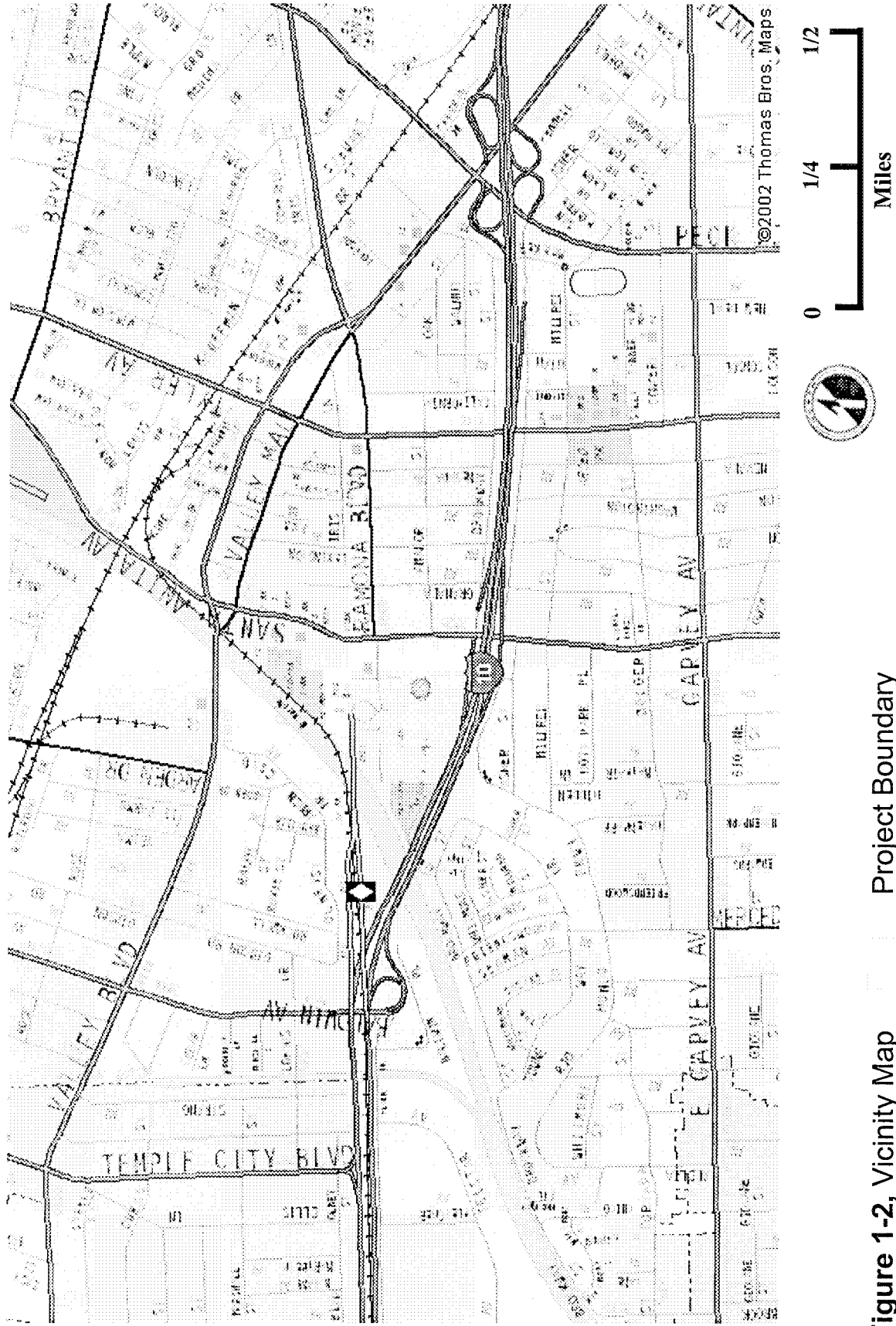


Figure 1-2, Vicinity Map

### 1.3 Statutory Authority

This IS has been prepared in accordance with the requirements of CEQA, and the *State CEQA Guidelines*, codified in the CCR, Title 14, Chapter 3, §15000 *et seq.*, for the purpose of analyzing the direct, indirect, and cumulative environmental effects associated with the proposed Project.

According to §15063(a) of the *State CEQA Guidelines*, “Following preliminary review, the Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment.” If, as a result of the IS, the Lead Agency finds that there is evidence that any aspect of the proposed project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze environmental impacts. However, if on the basis of the IS, the Lead Agency finds that the proposed project will not cause a significant effect on the environment, either as proposed or as modified to include the mitigation measures identified in the IS, a Negative Declaration or Mitigated Negative Declaration shall be prepared for that pending action.

§ 15063(d) of the *State CEQA Guidelines* identifies specific disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS includes the following:

- A description of the project, including the location of the project;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found;
- A discussion of ways to mitigate any significant effects identified, if any;
- An examination of whether the project is compatible with existing zoning, plans and other applicable land use controls;
- The name of the person or persons who prepared or participated in the preparation of the IS.

### 1.4 Incorporation by Reference

Pursuant to §15150 of the *State CEQA Guidelines*, this IS incorporates by reference all or portions of other technical documents that are a matter of public record. Those documents either relate to the proposed Project or provide additional information concerning the environmental setting in which the Project is proposed. Where all or a portion of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of this IS.

The information contained in this IS is based, in part, on the following related technical studies that include the Project site or provide information addressing the general Project area:

- *Bus Division Strategic Assessment Report, Division 9, Metro, February 2004.*
- *Division 9 Master Plan, excerpts including space programming for the building, rough conceptual layout, and cost estimate in 2003 dollars, Metro, October 2002.*

- *Un sourced Division 9 information faxed to UltraSystems Environmental, includes Division 9 – El Monte Data Sheet (page 1-34), Vicinity Map (page 1-36), Plot Map (page 1-35) and Aerial (unreadable, cannot determine if page number is indicated), Metro (fax sent by Manuel Gurrola on October 29, 2003).*
- *Los Angeles County Metropolitan Authority—Final Report of Geotechnical Investigation, MCTEC Project 4525-04-0002, May 5, 2004.*

### **1.5 Entitlements and Regulatory Permits**

The proposed Project may require the following regulatory permits:

- Entitlement and ministerial permits (such as grading permits) from the City
- Construction Permit from the South Coast Air Quality Management District (SCAQMD)
- Stormwater Pollution Prevention Program (SWPPP) construction permit from the Los Angeles Regional Water Quality Control Board (SCAQMD)
- Los Angeles County Department of Regional Planning
- State of California Department of Transportation (Caltrans)

### **1.6 Determination**

Sections 3.0 and 4.0 of this IS present a detailed analysis of the potential environmental impacts of the proposed Project. Section 4.0 includes specific mitigation measures to reduce potential Project impacts to a less-than-significant level. In accordance with § 21080(c) of CEQA, this IS supports the conclusion that the proposed Project would not have a significant adverse impact on the environment after incorporation of specified mitigation. Therefore, it is recommended that a Mitigated Negative Declaration be prepared for public circulation.

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## 2.0 PROJECT DESCRIPTION

### 2.1 Project Location

The Division 9 facility is situated on a 13-acre site adjacent to the El Monte Transit Station (see **Figure 2-1**, Site Map). The existing Division 9 facility serves the San Gabriel Valley and eastern Los Angeles bus routes as well as Metro buses utilizing the El Monte Busway (see **Figure 1-1**, Regional Map, and **Figure 1-2**, Vicinity Map). Interstate 10 borders the site to the south, and Santa Anita Avenue borders the site to the east. West of the site is parkland owned by El Monte, and north of the site is the El Monte Transit Station.

### 2.2 Project Objectives

The objectives of the proposed Project are:

- To replace aging buildings with a state-of-the-art new transportation building that provides offices for the functions of both the transportation department and the occupants of sector office building.
- To improve the site layout to allow parking for future additional buses.

### 2.3 Environmental Setting

The Project site is located in El Monte. The Project area is highly urbanized, and has generally flat topography. The Project site is not close to wildlands, agriculture, or a coastal zone. Two local parks are within a quarter mile from the Project site (see **Figure 2-2**, Aerial Photo). The Project site is zoned M-2, General Manufacturing, which allows for transportation facilities and parking lots. The current Land Use map of the El Monte City General Plan indicates that the land use designation for the Project site is Downtown Core, which means that the Project site has a variety of permitted uses such as retail, office, entertainment, service commercial, and light industrial, as well as high density residential and hotel uses. The Project site is currently being used as a transportation and maintenance facility, and the proposed Project would not change that use. Therefore, the current and proposed uses are consistent with the Land Use designation.

El Monte consists of a four-by-seven mile tract of low-lying land east of Los Angeles between the San Gabriel and Rio Hondo Rivers. El Monte's population is approximately 116,000. El Monte is an urban community of homes, schools and parks supported by an expanding industrial and commercial base. Located approximately 12 miles east of downtown Los Angeles, El Monte is the hub of the San Gabriel Valley, where two major freeways—Interstate 605 and Interstate 10—intersect. Other transportation alternatives are offered by the MetroLink train station, Metro bus terminal, and El Monte Airport, a Los Angeles County-operated general aviation facility. As the tenth largest city (out of 88) in Los Angeles County, the land use within El Monte's ten square mile area is 58 percent residential, 11 percent retail, 10 percent industrial, 7 percent office/commercial, and 14 percent other. El Monte is ethnically a very diverse community, with the year 2000 demographics reflecting an increase in the Asian population up to an all-time high of 18 percent, the Hispanic population remaining steady at 75 percent, and Caucasians decreasing to 7 percent.

The proposed Project site is located south of the El Monte Airport, in the central portion of El Monte. The Project site is abutted to the west by Fletcher Park, the El Monte Transit Center to the north, Santa Anita Avenue to the east, commercial development to the southeast and a major transportation corridor, which includes the Interstate 10 Freeway, borders directly to the south. Mixed residential, and commercial land uses

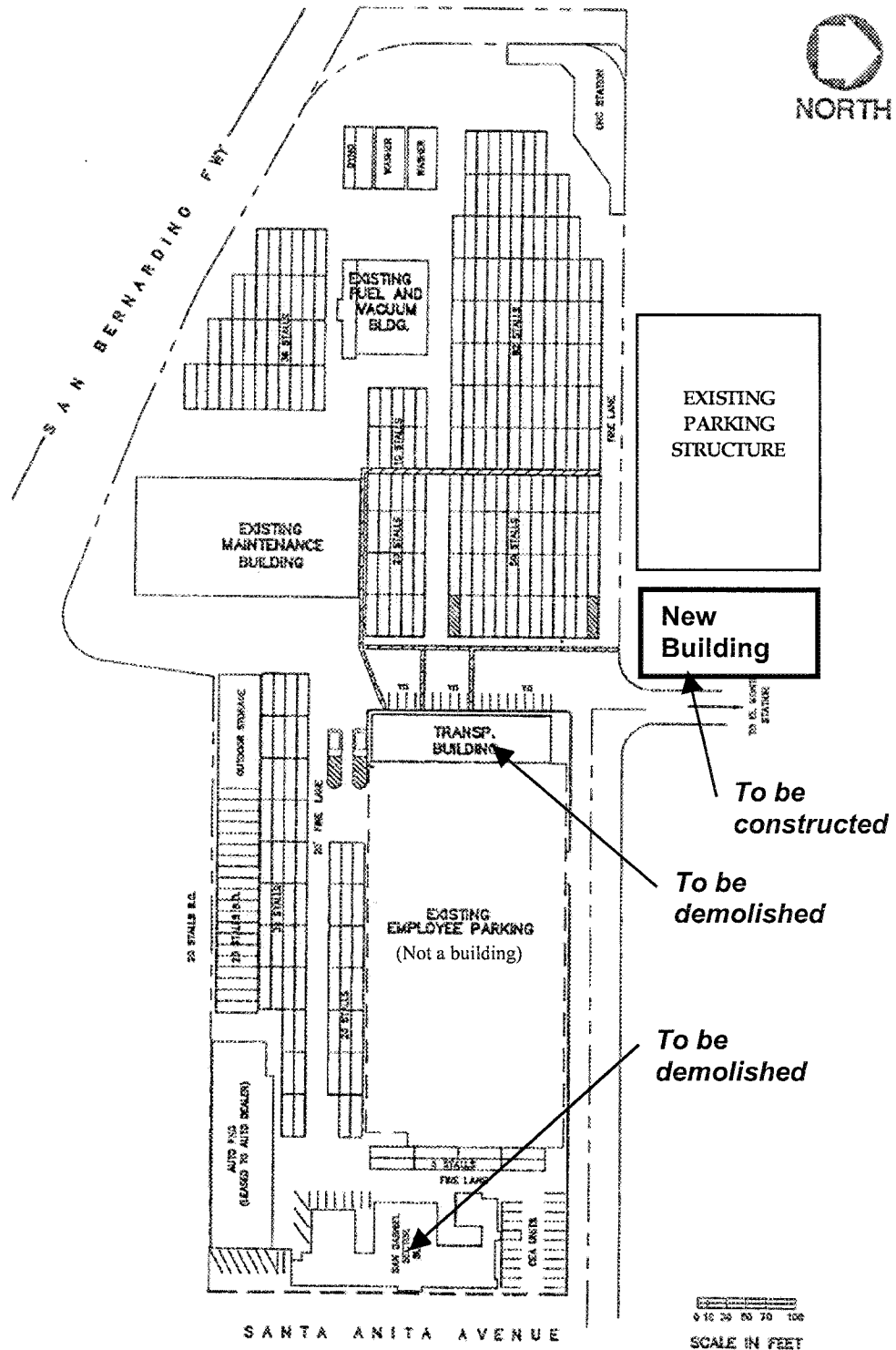


Figure 2-1, Site Map

are located further south of the Interstate 10 Freeway. No elementary schools are located within a quarter mile of the Project site (see **Figure 1-2** Vicinity Map, and **Figure 2-2**, Aerial Photo).

The El Monte Transit Center, combined with the Division 9 facilities, is planned to be part of the El Monte Transit Village.

## **2.4 Project Description**

The proposed Project would replace the aging transportation building and sector office building at Division 9 with a new transportation building. The proposed Project would be part of a redevelopment plan with El Monte to revitalize the El Monte Transit Center, directly north of the site, and the surrounding area. Since 2002, Metro has been working with El Monte to coordinate implementation of a Division 9 Master Plan. As the initial element of the Division 9 Master Plan, design is in progress for a new transportation building at Division 9 that would house all normal transportation office functions as well as offices for the San Gabriel Valley Service Sector and quarters for the Los Angeles County Sheriff staff.

Specifically, the proposed Project would:

- Demolish the current transportation building and the sector office building.
- Construct a new three-story transportation facility.

It is expected that the total square footage of the new Division 9 transportation building would be approximately 41,891 square feet. Additionally, the proposed Project would allow for an increase of 50 new buses housed onsite. Construction would be complete in September 2005.



Source: 2004 Keyhole Inc.

Metro Division 9 Site Boundary

Figure 2-2, Aerial Photo

### 3.0 MODIFIED ENVIRONMENTAL CHECKLIST FORM

#### 3.1 Introduction

1. **Project title:** Initial Study for the Division 9 Transportation Building Project
2. **Lead agency name and address:** Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2932
3. **Contact person and phone number:** Manuel R. Gurrola, (213) 922-7305
4. **Project location:** Metropolitan Transportation Authority's Division 9 Metro Bus Operations Facility is co-located with the El Monte Bus Station and is located south of Valley Boulevard, west of Santa Anita Avenue, north of the I-10 freeway, and east of the MetroLink tracks and the Rio Hondo River, in El Monte.
5. **Project sponsor's name and address:** Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2932
6. **General plan designation:** Downtown Core, which is designed to encourage development of a variety of related, compatible uses in El Monte's downtown core. Permitted uses under this designation are retail, office, entertainment, service commercial, light industrial, and high density residential and hotel uses.
7. **Zoning:** M-2, General Manufacturing
8. **Description of project:** See Section 2.4
9. **Surrounding land uses and setting:** See Section 2.3
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

Los Angeles County Department of Regional Planning  
Los Angeles Regional Water Quality Control Board (LARWQCB)  
South Coast Air Quality Management District (SCAQMD)  
State of California Department of Transportation (CalTrans)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all the potentially significant effects (1) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable legal standards, and (2) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

### 3.2 Completed Checklist

The following IS checklist presents a summary of the potential environmental impacts that could result from development of the proposed Project. Detailed explanations for each of the checklist responses are provided in Section 4.0. Potential sources of impact are categorized under one of four column headings:

- **Potentially Significant Impact:** A checkmark indicates that there is sufficient evidence that an effect would be significant, or that further analysis within an EIR is required to make that determination.
- **Less Than Significant With Mitigation Incorporated:** A checkmark indicates that that it can be reasonably concluded that a potentially significant effect would be avoided or reduced to less than significant through the implementation of one or more mitigation measures, as specified.
- **Less Than Significant:** A checkmark indicates that it is clear, based upon the project characteristics and the affected environment, that the project's impact would be less than significant. No further analysis within an EIR is required.
- **No Impact:** A checkmark indicates that it is clear, based upon the project characteristics and the affected environment, that this project would have no effect with respect to the checklist topic in question. No further analysis within an EIR is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
<b>I. AESTHETICS</b> —Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURAL RESOURCES</b> —In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY</b> —Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES</b> —Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b> —Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>VI. GEOLOGY AND SOILS</b> —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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. LAND USE AND PLANNING—Would the project:</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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**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 residents of the state?

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?

**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?

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

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

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

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?

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?

**XII. POPULATION AND HOUSING**—Would the project:

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

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

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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**XIII. PUBLIC SERVICES**

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

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

**XIV. RECREATION**

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

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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)?

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c. 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, effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## 4.0 ENVIRONMENTAL EVALUATION

This section contains the supportive information utilized by Metro in its role as Lead Agency to derive the preliminary conclusions presented in Section 3.0 (Environmental Checklist Form). For ease of reference, each environmental issue is enumerated the same as in Section 3.0 and categorized under one of the same four column headings: Potentially Significant Impact, Less than Significant with Mitigation Incorporated, Less than Significant Impact, or No Impact.

### I. AESTHETICS

**Impact Thresholds.** The visual environment of a project area is comprised of both the built environment features (including development patterns, buildings, parking areas, and circulation elements) and natural features (such as hills, vegetation, rock outcroppings, drainage pathways, and soils). Views are characterized by visual quality, viewer groups and sensitivity, duration, and visual resources.

- **Visual quality** refers to the general aesthetic quality of a view, such as vividness, intactness, and unity. Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive patterns. Intactness is the visual integrity of the natural and built landscape and its freedom from encroachment. Unity is the visual coherence and compositional harmony of the landscape considered as a whole.
- **Viewer groups and sensitivity** identify who is most likely to experience the view and what are the associated sensitivities of the viewer (sensitivity receptor) and land use. Residents are considered to have high sensitivity as a viewer group. High-sensitivity land uses are schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas. Motorists and transit patrons have varying sensitivity, depending on the nature of their trips. Motorists on pleasure trips are generally considered to be more sensitive than are persons who are commuting to work, school, or other regular travel destinations.
- **Duration** of a view is the amount of time that a particular view can be seen by a specific viewer group. Two duration categories are used in this analysis: fleeting or intermittent views (such as those experienced by motorists and cyclists), and long-term or constant views (including views from residences).
- **Visual resources** within a view may include unique views, views identified in local plans, views from scenic highways, or views of specific unique structures or landscape features, including distinct groups of mature trees.

#### a) **Would the project have a substantial adverse effect on a scenic vista?**

**Project Impacts: No Impact.** The proposed Project would be constructed in place of existing buildings and a parking lot situated in a highly urbanized area, and the Project site does not include any visual resources. The areas surrounding the Project site are highly urbanized, generally of flat terrain, and distal from coastlines, mountains, or other visual resources. Though the proposed Project would include new vertical elements, these new elements would be in scale with the land use elements outlined in the Downtown Core designation from the El Monte General Plan. Thus, the proposed Project would not adversely impact scenic vistas.

#### b) **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**



Project Impacts: No Impact. The proposed Project would be constructed in place of existing buildings and a parking lot situated in a highly urbanized area, and the Project site does not include any scenic resources. Three roadways surround the Project site: (1) Interstate Highway 10, located south of the Project site, (2) Santa Anita Avenue, located east of the Project site, and (3) Ramona Boulevard, located north of the Project site; these three roadways are not defined as scenic highways. Thus, the proposed Project would not adversely impact scenic resources.

**c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

Project Impacts: No Impact. Currently on the Project site are an asphalt-paved parking lot and transportation and sector office buildings. The proposed Project would demolish the existing transportation building and sector office building, and build a new three-story transportation facility. Remove the old buildings and replace them with a new building would improve the existing visual character and quality of the Project site. Therefore, the proposed Project would not degrade the existing visual character of the site.

The proposed Project also would not degrade the existing visual character of the surroundings. The areas surrounding the Project site contain a major transportation corridor (Interstate Highway 10) and the El Monte Transit Center. The proposed Project would construct a facility that would be consistent with the surrounding transportation land uses. As discussed in section a), above, the proposed Project's new vertical elements would be in scale with surrounding land uses. Furthermore, the proposed Project would not adversely impact views from surrounding residences because the existing residences and businesses currently have views of roadways, a major transportation corridor, and other commercial land uses. Thus, the proposed Project would be consistent with the existing visual character of the surroundings, and no significant adverse impacts would occur.

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

Project Impacts: No Impact. The proposed Project would operate continually on a 24-hour day, 7-day per week basis. Operation of the proposed Project would not generate new sources of light relative to those currently at the site. The proposed new transportation building would be centrally sited on the site, and even though larger in size would be further away from residences and businesses than the current transportation and sector office buildings; therefore, no additional light or glare from building lights would be created. Specifically, the proposed Project would not generate any new light from employee or Metro vehicle headlights, outdoor lights illuminating the parking lot, or interior lights necessary for facility operations beyond that which currently exists on the site. Thus, no significant adverse impacts would occur.

## II. AGRICULTURAL RESOURCES

**a) Would the project 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?**

Project Impacts: No Impact. The proposed Project would be constructed on a site that is not designated as Farmland. Therefore the proposed Project would not convert Farmland, and no significant adverse impacts would occur.

- b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Project Impacts: No Impact. The Project site and surrounding areas are not zoned for agricultural use. Furthermore, the Project site and surrounding areas are fully developed. The proposed Project would not conflict with the conservation of agricultural lands under the Williamson Act; therefore, no significant adverse impacts would occur.

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

Project Impacts: No Impact. The proposed Project would be constructed in a highly urban setting. Thus, the proposed Project would not involve any direct or indirect changes that would result in conversion of Farmland to non-agricultural use. No significant adverse impacts would occur.

### III. AIR QUALITY

The proposed Project would be located within the South Coast Air Quality Management District (SCAQMD) and subject to SCAQMD Construction and Operation Emissions Thresholds used to assess impacts on regional air quality. The SCAQMD is responsible for preparing a regional air quality management plan (AQMP) to improve air quality in the South Coast Air Basin (SCAB). The AQMP includes a variety of strategies to accommodate growth, to reduce the high levels of pollutants within the SCAB, to meet State and federal air quality performance standards, and to minimize the fiscal impact that pollution control measures have on the local economy.

- a) **Would the project conflict with or obstruct implementation of the applicable air quality plan?**

Project Impacts: No Impact. Projects are consistent with the applicable SCAQMD AQMP if they are consistent with the projections of employment and/or population forecasts identified in the Growth Management Chapter of Southern California Association of Government's Regional Comprehensive Plan and Guide (RCPG). This is because the Growth Management Chapter forms the basis of the land use and transportation control portion of the AQMP. Therefore, the proposed Project needs to be evaluated to determine whether it would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecast in the AQMP.

The proposed Project would not generate population and employment growth because the proposed Project would be neither a source of new housing nor a significant source of new jobs. Although the Metro has planned to add an estimated 70 new employees to the existing 165 employees at the Project site by the year 2008 to accommodate normal growth projections, the addition of employees would occur with or without the proposed Project, and would not be considered significant growth for the area over a four-year period. Thus, because the proposed Project would not generate growth, the proposed Project would be consistent with the applicable AQMP.

- b) **Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Air quality impacts are typically divided into two categories, short-term impacts and long-term impacts. Short-term impacts are associated with construction activities, such as site grading, excavation, and

building construction. Long-term impacts are associated with the operation of a particular project upon its completion.

The SCAQMD provides thresholds of significance for short-term and long-term air quality impacts in its 1993 *CEQA Air Quality Handbook*. **Table 4-1** (SCAQMD Significance Thresholds) presents the emission significance thresholds for criteria pollutants.

**Table 4-1**  
**SCAQMD Significance Thresholds**

<i>Project Phase</i>	<i>Pollutant Emission Threshold (lbs/day)</i>			
	<i>ROG</i>	<i>NO<sub>x</sub></i>	<i>CO</i>	<i>PM<sub>10</sub></i>
Construction	75	100	550	150
Operation	55	55	550	150

Source: CEQA Air Quality Handbook, SCAQMD, 1993.

Short-Term (Construction) Impacts: Less Than Significant. Air pollutants emissions would result from the use of heavy-duty equipment including graders, excavators, bulldozers, and front-end loaders. In addition, vehicular use by construction employees traveling to and from the Project site would generate air emissions during the construction phase.

The proposed Project would consist of demolition of the current transportation building and the sector office building, and construction of a new three-story transportation building to house both operations. Construction of the proposed Project would take about a year to complete. For modeling purposes, it is assumed that a maximum total of five pieces of construction equipment and one truck are assumed to be operating per day.

Projected air emissions from the construction activities were estimated using the construction module of URBEMIS 2002, the emissions model approved by the California Air Resources Board (CARB). URBEMIS is a computer program that can be used to estimate emissions associated with land development projects in California including the construction of those projects. The URBEMIS 2002 model uses EMFAC2002 emissions factors for vehicle traffic. Specific air emissions calculations worksheets can be found in **Appendix A**.

The predicted emissions of the proposed Project are shown in **Table 4-2** (Maximum Daily Construction Emissions) and compared to SCAQMD's thresholds of significance.

**Table 4-2**  
**Maximum Daily Construction Emissions**

	<i>Pollutant Emission (lbs/day)</i>			
	<i>ROGs</i>	<i>NO<sub>x</sub></i>	<i>CO</i>	<i>PM<sub>10</sub></i>
<b>Maximum Daily Construction Emissions</b>	18.90	81.22	105.50	7.16
<b>SCAQMD Significance Thresholds</b>	75	100	550	150
<b>Significant After Mitigation?</b>	No	No	No	No

As shown in **Table 4-2**, maximum daily emissions would be below the SCAQMD significance thresholds for all criteria pollutants. Therefore, air quality impacts associated with construction of the proposed Project would be temporary and less-than-significant.

Long-Term (Operational) Impacts. No Impact. The proposed Project would not change the hours of operation of the facility, or require new buses or employees beyond what is already planned by Metro. To accommodate normal growth projections, the Metro has planned to add 22 new articulated buses to the existing fleet of 192 by the end of 2008, as well as an estimated 70 new employees to the existing 165 employees over the same time period. Because these increases in the numbers of buses and employees are planned to accommodate normal growth projections, the increases would occur with or without the proposed Project. The purpose of the proposed Project is only to provide improved facilities and combine office operations of the two existing transportation and sector office buildings, and the re-striping and minor alterations to the maintenance bays are to accommodate the planned articulated buses. Thus, operation of the proposed Project would not generate additional air emissions. No adverse impacts to air quality would occur due to operation of the proposed Project.

- c) **Would the project 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)?**

Project Impacts: Less than Significant. According to the website maintained by the California Air Resources Board (CARB), as of June 1, 2003, the proposed Project is in a State and national nonattainment area for ozone, CO, and small particulate matter (PM<sub>10</sub>). The AQMP includes performance standards aimed at reducing these high levels of pollutants within the region. In general, if the environmental analysis shows that an individual project is consistent with the AQMP performance standards, the project's cumulative impact is considered less-than-significant. If the analysis shows that a project does not comply with the standards, then cumulative impacts are considered to be significant, unless there is other pertinent information to the contrary.

The proposed Project would comply with AQMP performance standards because it would not introduce significant new air emissions to the region. Although the proposed Project would construct a new facility, the facility would replace two old facilities. The new facility would support an existing job function and would utilize existing employees. As discussed in section b), above, the Metro plans to increase the number of buses and employees to accommodate normal growth projections over the next four years. However, these increases would occur with or without the proposed Project. Accordingly, impacts resulting from the proposed Project would be less-than-significant.

- d) **Would the project expose sensitive receptors to substantial pollutant concentrations?**

Project Impacts: Less than Significant. Sensitive receptors include children, athletes, the elderly, and the chronically ill who would be more susceptible to air pollution than the general population. Examples of land uses where substantial numbers of sensitive receptors are often found are: schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. The only sensitive receptors within ¼ mile of the Project site to be considered would be those utilizing the adjacent Fletcher Park, west of the proposed project site, and Pioneer Park, north of the proposed site (see **Figure 2-2, Aerial Photo**). The potential for sensitive receptors to be exposed to pollutants from the proposed Project would be during construction and would be considered less than significant, as they are temporary and will cease when construction is completed. Operational activities from the proposed Project would not have any more air pollutants to sensitive receptors in the parks than what exist today due to the

proximity of the parks to the El Monte Transit Center and the Interstate 10 Freeway. Thus, adverse impacts to sensitive receptors as a result of the proposed Project would be less than significant.

**e) Would the project create objectionable odors affecting a substantial number of people?**

Project Impacts: No Impact. Construction activities occurring for the proposed Project would generate airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust), asphalt operations, and the application of paints and coatings. These emissions would occur during daytime hours only, and would be isolated to the immediate vicinity of the construction site and activity. As such, they would not affect a substantial number of people. When construction is completed, odors from the proposed Project would not significantly differ from the surrounding land uses. Therefore, no significant adverse impacts would occur.

**IV. BIOLOGICAL RESOURCES**

**a) Would the project 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?**

Project Impacts: No Impact. Given the disturbed, urban nature of the region, the Project area does not support habitat for any species identified as candidate, sensitive or special status in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Thus, no direct or indirect significant adverse impacts would occur due to development of the proposed Project.

**b) Would the project 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?**

Project Impacts: No Impact. The Project site does not support any riparian habitat or other sensitive natural communities. The nearest surface water to the Project site is the Rio Hondo channel. Located approximately 1/4 mile west of the Project site, the Rio Hondo channel is a fully concrete-lined major tributary to the San Gabriel River. The beneficial uses of the channel are degraded, and the proposed Project would not have an effect on any riparian habitat or other natural community supported by channel. Thus, no direct or indirect significant adverse impacts would occur due to development of the proposed Project.

**c) Would the project have a substantial adverse effect on federally protected wetlands as defined by §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?**

Project Impacts: No Impact. The Project area and immediate vicinity do not include any federally protected wetlands. Thus, no direct or indirect significant adverse impacts would occur due to development of the proposed Project.

**d) Would the project 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?**

Project Impacts: No Impact. There are no native resident or migratory wildlife corridors or nursery sites present on the urbanized Project area. Therefore, no significant adverse impacts would occur.

- e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Project Impacts: No Impact. The Project area is fully paved and does not include any biological resources protected by local policies or ordinances. No significant adverse impacts would occur.

- f) **Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

Project Impacts: No Impact. The highly urbanized Project area is not part of local, regional, or state habitat conservation plan, and the Project area is not part of a coastal or riparian habitat. Therefore, no significant adverse impacts would occur.

## V. CULTURAL RESOURCES

- a) **Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

Project Impacts: No Impact. *State CEQA Guidelines* §15064.5 discusses general criteria for determining impacts on the environment. A project is typically found to have an impact on a historical resource if it causes a change in an otherwise eligible property that would prevent its inclusion in the National Register of Historic Places. The proposed Project would demolish two existing buildings that were built in the 1970s. These buildings are not of historic value and would not be considered for inclusion in the National Register of Historic Places. Thus, pursuant to §15064.5, no significant adverse impacts would occur.

- b) **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

Project Impact: Less Than Significant Impact with Mitigation Incorporated. The Project site has been used primarily as a commercial transit center and commercial businesses. The ground surface of the Project site has been graded and heavily disturbed, and no known or recorded archeological resources are on the Project site. Nonetheless, any new ground-disturbing activity has the potential to unearth previously unidentified archaeological resources. In the unlikely event that a previously unidentified archaeological resource is exposed during Project construction, incorporation of mitigation measure CR-1 would ensure that potential impacts would be less-than-significant.

### Mitigation Measure:

**CR-1:** If buried archaeological resources are encountered during construction activities, the activities will cease until a qualified archaeologist has evaluated the resources and determined significance. If any significant resources are discovered, all resources shall be protected in compliance with *State CEQA Guidelines* §15064.5 (f).

- c) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Project Impacts: Less Than Significant Impact with Mitigation Incorporated. No known or recorded paleontological resources are on the Project site. Nonetheless, any ground-disturbing activity has the potential to unearth previously unidentified paleontological resources. In the unlikely event that a previously unidentified paleontological resource is exposed during Project construction, incorporation of mitigation measure **CR-2** would ensure that potential impacts would be less-than-significant.

Mitigation Measure:

**CR-2:** If buried paleontological resources are encountered during construction activities, the activities will cease until a qualified paleontologist has evaluated the resources and determined significance. If any significant resources are discovered, the resources shall be protected to the extent feasible.

- d) **Would the project disturb any human remains, including those interred outside of formal cemeteries?**

Project Impacts: Less Than Significant Impact with Mitigation Incorporated. No known or recorded human remains are on the Project site. Nonetheless, any ground-disturbing activity has the potential to unearth previously unidentified human remains. In the unlikely event that a previously unidentified human remain is exposed during Project construction, incorporation of mitigation measure **CR-3** would ensure that potential impacts would be less-than-significant.

Mitigation Measure:

**CR-3:** If buried human remains are encountered during construction activities, the activities will cease until the County coroner has evaluated the remains, in accordance *State CEQA Guidelines §15064.5 (e)*.

## VI. GEOLOGY AND SOILS

- a) **Would the project 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.)*

Project Impacts: Less Than Significant. No Alquist-Priolo Earthquake Fault Zones or other known active faults cross the Project site. However, while surface fault rupture would not likely occur onsite, any facility in the southern California area is subject to potential earthquake-related hazards. To mitigate for potential hazards, all structures would be constructed in accordance with Uniform Building Code (UBC) and State seismic safety standards. Adhering to these standard construction requirements would reduce the potential risk from rupture of an earthquake fault to a less-than-significant level. Therefore, no significant adverse impacts would occur.

- ii) ***Strong seismic ground shaking?***

Project Impacts: Less Than Significant. As discussed in section i), above, substantial ground shaking could occur as a result of earthquakes on faults in the surrounding region. Design of aboveground structures would need to accommodate the maximum design earthquake. All structures would be

Project Impacts: No Impact. The proposed Project would not be located within ¼ mile of an existing school. Therefore, operation and construction of the proposed Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. Therefore, no impact would occur.

- d) **Would the project 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?**

Project Impacts: Less Than Significant. The Project site is on a list of hazardous materials sites because there are underground storage tanks within the fueling area for the Metro buses. The underground storage tank (UST) system was upgraded in 1988; however, the majority of tanks required retrofitting of secondary containment systems to achieve compliance with State and local regulations. A design/build project is in process to upgrade twelve existing underground tanks as required by State and federal regulations. The project is scheduled for completion in 2004. Therefore, a less-than-significant impact would occur.

- 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?**

Project Impacts: Less Than Significant. Airports within Los Angeles County are included in the Los Angeles County Airport Land Use Plan. The closest airports to the Project site are (1) El Monte Airport, located approximately 1 mile north, (2) Long Beach Municipal Airport, located approximately 18 miles south, (3) Hawthorne Municipal Airport, located approximately 20 miles west, and (4) LAX, located approximately 24 miles west. The County Airport Land Use Plan delineates the "airport influence areas" separately for each airport, and the Project site is not located in any airport influence area.

In particular, the proposed Project would not result in a safety hazard related to the El Monte Airport for several reasons. First, the proposed Project would not be located within the airport influence area or the Runway Protection Zone (RPZ; formerly referred to as the "clear zone"), based on the map of the Airport Influence Area for the El Monte Airport prepared by the Los Angeles County Airport Land Use Commission, May 3, 2003. Second, the Safety Element (on page 8) of the El Monte General Plan states that historically there have been very few incidences with airport traffic from El Monte Airport. Third, because the proposed Project would build a structure to house the existing activities on the Project site, no new hazards would result from the proposed Project. Therefore, the proposed Project would not pose a significant safety hazard from the El Monte Airport or any other airport, and no significant adverse impacts would occur.

- 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?**

Project Impacts: No Impact. The proposed Project is not located in the vicinity of a private airstrip. Therefore, no significant adverse impacts would occur.

- g) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Project Impacts: No Impact. During construction of the proposed Project, detours, street closures, and increased traffic at intersections would potentially affect emergency response. Prior to construction of the proposed Project, consultations and communication with emergency service providers and school officials



would ensure that emergency response and evacuation plans would not be impaired. Operation of the proposed Project would not block or interrupt emergency access or evacuation routes. The proposed Project would be constructed in place of an existing transportation building and sector office building and would be entirely off-street. Therefore, the proposed Project would not present significant adverse impacts to emergency response or evacuation.

- h) Would the project 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?**

Project Impacts: No Impact. The proposed Project is located in an urban area distal from wildlands. Therefore, no significant adverse impacts would occur.

## VIII. HYDROLOGY AND WATER QUALITY

- a) Would the project violate any water quality standards or waste discharge requirements?**

Project Impacts: No Impact. The proposed Project would be constructed in place of existing buildings located on an asphalt-paved parking lot that already has high surface water runoff; thus, the proposed Project would not add new impervious surfaces that would result in additional runoff. During construction, adherence to Best Management Practices (BMPs) and to applicable regulations would ensure that the proposed Project would not add significant sediment or contaminants into runoff to the storm water and/or surface systems. Adherence to BMPs would also ensure that Project construction would not result in an accidental release of contaminants to groundwater beneath the site. Operation of the Project would be in accordance with all applicable regulations. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements, and no significant adverse impacts would occur due to development of the proposed Project.

- b) Would the project 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)?**

Project Impacts: No Impact. The El Monte Water Department supplies water to the Project site; therefore, the proposed Project would not utilize groundwater supplies. The proposed Project also would not interfere with groundwater recharge in that it would not add new impervious surfaces to the site. Therefore, the proposed Project would not generate a deficit in aquifer volume or lower the local groundwater table, and no significant adverse impacts would occur.

- c) Would the project 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?**

Project Impacts: No Impact. The proposed Project would be developed in place of existing buildings located on an asphalt-paved parking lot. No streams, rivers, or other bodies of water exist on the site. Thus, the proposed Project would present no impact to existing drainage patterns.

- d) Would the project 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?**

Project Impacts: No Impact. The proposed Project would be developed in place of the existing buildings currently on the site. No streams or rivers cross the Project site. Thus, the proposed Project would not alter existing drainage patterns, increase the amount of impervious surfaces, or otherwise increase runoff in a manner that would result in flooding. No significant adverse impacts would occur as a result of the proposed Project.

- e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Project Impacts: No Impact. Stormwater runoff from the Project site enters storm drains located along Santa Anita Avenue. Because the proposed Project would be constructed in place of the existing buildings, it would not increase the amount of impervious surfaces or otherwise increase runoff that would exceed the capacity of the stormwater drainage systems. Thus, the proposed Project would not provide significant additional sources of polluted runoff, and no significant impacts to stormwater drainage systems would occur.

- f) Would the project otherwise substantially degrade water quality?**

Project Impacts: No Impact. The proposed Project would have no additional impacts to water quality beyond those discussed in the preceding sections.

- g) Would the project 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?**

Project Impacts: No Impact. The proposed Project does not involve relocating existing housing or constructing new housing. Thus, the proposed Project would not place housing within a 100-year flood hazard area, and no significant adverse impacts would occur.

- h) Would the project place structures within a 100-year flood hazard area, which would impede or redirect flood flows?**

Project Impacts: No Impact. According to a letter from the Federal Emergency Management Agency to the City of El Monte dated August 6, 1999, the applicable FEMA Flood Insurance Rate Map (FIRM) indicates that the Project site would be in Zone C. Zone C is a flood insurance rate zone that corresponds to areas outside the 100-year floodplains. Thus, the proposed Project would not place structures within a 100-year flood hazard area, and no significant adverse impacts would occur.

- i) Would the project 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?**

Project Impacts: No Impact. As discussed in section h), above, the proposed Project would not be located within a 100-year flood hazard area. The Project site would not be adjacent to a flood control channel, levee or dam, or surface body of water. The nearest surface water to the Project site is the Rio Hondo Channel, a fully concrete-lined major tributary to the Los Angeles River. Rio Hondo is located

approximately ¼-mile west of the Project site, and the Los Angeles River is located approximately 10 miles west of the Project site. Therefore, no significant adverse impacts would occur from flooding.

**j) Would the project be subject to inundation by seiche, tsunami, or mudflow?**

Project Impacts: No Impact. A seiche is an oscillation of a land-locked water body, such as a lake. Because no such bodies of water exist in the vicinity of the proposed Project, it would not be subject to inundation by a seiche. A tsunami is large ocean wave associated with a seismic event. Because the proposed Project is approximately 22 miles north of the Pacific Ocean, the proposed Project would not be subject to inundation by a tsunami. Lastly, the proposed Project would be developed on generally flat terrain, distal from a hillside area subject to mudflows. Therefore, no significant adverse impacts would occur.

**IX. LAND USE AND PLANNING**

**a) Would the project physically divide an established community?**

Project Impacts: No Impact. The proposed Project would construct a transportation facility in place of existing facilities and would not annex new land or improve undeveloped land. The proposed Project would not conflict with the current land uses of the site or adjacent areas, would not be located within residential portions of the community, and would not divide the surrounding community. Therefore, no adverse impacts would occur due to development of the proposed Project.

**b) Would the project 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?**

Project Impacts: No Impact. The Project site is zoned M-2, General Manufacturing, which allows for transportation facilities and parking lots. The current Land Use map of the El Monte City General Plan indicates that the land use designation for the Project site is Downtown Core, which means that the Project site has a variety of permitted uses such as retail, office, entertainment, service commercial, and light industrial, as well as high density residential and hotel uses. The Project site is currently being used as a transportation and maintenance facility, and the proposed Project would not change that use. Therefore, the current and proposed uses are consistent with applicable land use plans, policies, and regulations, and the proposed Project would not generate significant adverse impacts.

**c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

Project Impacts: No Impact. The proposed Project would be developed in place of existing buildings located on an asphalt-paved parking lot within an urbanized area. Because there is no habitat conservation plan or natural community plan in effect in the Project area, no conflict with such a plan would develop. Therefore, no significant adverse impacts would occur.

**X. MINERAL RESOURCES**

**a) Would the project 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?**

Project Impacts: No Impact. The proposed Project would be developed in an urbanized area not identified as having known mineral resources. Therefore, no significant adverse impacts would occur.

- b) **Would the project 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?**

Project Impacts: No Impact. The proposed Project would be developed in an urbanized area not having locally important mineral resources. Therefore, no significant adverse impacts would occur.

## XI. NOISE

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting," written as dBA.

Sound is recorded among several factors. One such factor is the equivalent continuous noise level (Leq), a measure of sound energy averaged over a period of time. It is referred to as the equivalent continuous noise level because it is equivalent to the level of a steady sound, which, over a referenced duration and location, has the same A-weighted sound energy as the fluctuating sound. Leqs' for periods of one-hour, during the daytime or nighttime hours, and 24 hours are commonly used in environmental assessments. El Monte uses CNEL, the Community Noise Equivalent Level, as the noise measuring scale to determine consistency with the General Plan. CNEL is a 24-hour average  $L_{eq}$  that adds a 5-dB penalty for evening noise events (7:00 p.m. to 10:00 p.m.), as well as the 10-dB nighttime penalty. This weighting takes into account the increased human sensitivity to noise in the evening and nighttime hours.

- a) **Would the project result in 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?**

Project Impacts: No Impact. Regarding potential noise impacts from construction of the proposed Project, please reference section d), below. Regarding potential noise impacts from operation of the proposed Project, the Noise Element of the El Monte General Plan indicates that residential land uses and other noise sensitive receptors should locate in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA CNEL. The interior standard noise level for these receptors is 45 dBA CNEL. El Monte's noise ordinance establishes exterior noise standards for point sources in all areas, and these standards are presented in **Table 4-3** (El Monte Noise Standards). As shown in **Table 4-3**, noise levels up to 70 dBA are acceptable for industrial uses, which is the land use for the Project site.

In addition, the noise ordinance requires that: (1) noise standards shall not exceed the standards by more than 5 dBA for a cumulative period of 15 minutes in any hour at the boundary line of any property, (2) at the boundary line between a residential zone and a commercial and/or manufacturing zone, the noise level of the residential zone shall be used, and (3) if a residential use is located within a commercial or industrial zone, the ambient noise level shall not exceed 50 dBA between the hours of 10:00 PM and 7:00 AM.

**Table 4-3  
El Monte Noise Standards (dBA)**

Land Use	Day	Night
	7 AM to 10 PM	10 PM to 7 AM
Residential		
Single-family	50	45
Multi-family	55	50
Commercial	65	60
Industrial	70	70

Source: El Monte General Plan, July 1991, Noise Element, p. 19.

Operation of the proposed Project would adhere to the requirements of the El Monte Municipal Code; therefore, no significant adverse impacts would occur due to development of the Project

**b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Project Impacts: Less Than Significant. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of building interior surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). Typical outdoor sources of perceptible ground-borne vibration are construction equipment and traffic on rough roads.

It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. **Table 4-4** (Vibration Source Levels for Construction Equipment) provides estimations of vibration levels from typical construction equipment that cause the highest vibration levels. The vibration levels are estimated at distances of 25, 50, and 100 feet from the equipment.

**Table 4-4  
Vibration Source Levels for Construction Equipment**

Equipment	Approximate VdB		
	25 Feet	50 Feet	100 Feet
Loaded Truck	86	80	74
Jackhammer	79	73	67
Small Bulldozer	58	52	46

Source: Federal Railroad Administration 1998.

The nearest sensitive receptors to the Project site are the residences across the street from the existing sector office building that would be demolished. The distance between these residences and the Project site is approximately 100 feet. As shown in **Table 4-4**, above, vibration levels at a distance of 100 feet would be no greater than 74 VdB, which is lower than the significance threshold of 80 VdB used by the

federal government.<sup>1</sup> Therefore, no significant adverse impacts would occur as a result of Project construction.

- c) **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Project Impacts: No Impact. The proposed Project is situated next to a major transportation corridor that includes Interstate Highway 10. The Project vicinity also includes other major roadways and the El Monte Transit Station. Operation of the proposed Project would not generate more noise than what currently exists on the Project site. Relative to the ambient noise levels generated by the surrounding transportation land uses, noise generated by operation of the proposed Project is not significant.

- d) **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Project Impacts: Less Than Significant Impact. Construction of the proposed Project would generate intermittent high noise levels on and adjacent to the Project site during the construction phase. Construction noise levels would fluctuate depending on construction activity, equipment type and duration of use, and the distance between noise source and receiver. **Table 4-5** (Project Construction Noise Levels) lists the loudest types of equipment anticipated to function during construction of the proposed Project, the typical noise levels generated by the equipment at a distance of 50 feet, and the composite averages of the noise from all equipment at 50 feet, 75 feet and at the nearest residences (about 100 feet from the nearest end of the Project site).

The El Monte noise ordinance does not contain a maximum noise standard for construction activities; however, Los Angeles County Code Section 12.08.440 restricts noise level from construction activities to 75 and 80 dBA for residential areas and 85 dBA for semi-residential/commercial areas, during daytime hours. As shown in **Table 4-5**, the maximum construction noise level at 100 feet would be approximately 81 dBA. This is below the 85 dBA construction noise limit for semi-residential/commercial areas, required by the Los Angeles County Code Section 12.08.440; therefore, construction of the proposed Project would not generate a substantial temporary or periodic increase in ambient noise levels at the nearest receptors in the Project vicinity. Thus, no adverse impacts would occur from construction of the proposed Project.

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<sup>1</sup> Office of Planning – FTA, U.S. Department of Transportation, *Transit Noise and Vibration Impact Assessment*. April 1995.

**Table 4-5  
Project Construction Noise Levels**

<i>Construction Step</i>	<i>Loudest Equipment</i>	<i>Maximum Sound Level at 50 ft (dBA)</i>	<i>Equipment Utilization Factor<sup>1</sup> (%)</i>	<i>Composite Noise at Receptors (dBA)</i>		
				<i>At 50 ft</i>	<i>At 75 ft</i>	<i>At 100 ft</i>
Site Preparation	Excavator	85	30			
	Loader	85	60	87	84	81
	Grader	85	60			
	Dozer	85	15			
Demolition	scraper	89	35			
	Dozer	85	35	87	83	81
	Loader	85	35			
Building Erection	Crane	83	60			
	Trucks, Dump	88	30	87	83	81
	Other Equipment	85	60			

<sup>1</sup> Utilization Factor is estimated as percentage of daily shift that the equipment would be operating at full power.

Source: Calculations performed by Ultrasystems Environmental, Inc.

- 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.**

Project Impacts: No Impact. As discussed in section VII. (Hazards and Hazardous Materials), above, the El Monte Airport is the only airport in the vicinity of the Project site. The Noise Element of the El Monte General Plan provides noise contours within El Monte (Figures N-3 and N-5) as well as noise contours showing the effect of airport noise on the surrounding land uses (Figures N-4 and N-6). These figures indicate that the noise level from the freeway and roadways in the Project area (70 dBA) is higher than the noise from the El Monte Airport operation (60 dBA). Furthermore, the proposed Project would construct a new building in place of existing buildings and would not alter existing land uses. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airport activities, and no significant adverse impacts would occur.

- 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?**

Project Impact: No Impact. There are no private airstrips in the vicinity of the Project area. Therefore, no significant adverse impacts would occur.

## **XII. POPULATION AND HOUSING**

- a) **Would the project 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)?**

constructed in accordance with UBC and State seismic safety standards. Adhering to these standard construction requirements would reduce the potential impact from seismic ground shaking to a less-than-significant level. Therefore, no significant adverse impacts would occur.

**iii) Seismic-related ground failure, including liquefaction?**

Project Impacts: Less Than Significant Impact with Mitigation Incorporated. During moderate to strong seismic ground shaking, liquefaction may occur in areas underlain by loose sediments and groundwater levels within 40 feet of the surface. The Final Report of Geotechnical Investigation, dated May 5, 2004, prepared for the Metro states that the Project site is located within a State of California designated Liquefaction Hazard Zone, and the medium dense soils encountered within the upper 25 feet below the Project site have a high potential for liquefaction. The report makes recommendations of construction mitigation measures aimed at reducing the risk from liquefaction, and these recommendations have been incorporated herein as mitigation measures **GS-1**, and **GS-2**. Incorporation of mitigation measures **GS-1**, and **GS-2** would ensure that any potential impacts from liquefaction would be less-than-significant. In addition, to lessen any unforeseen potential geologic risks, the proposed Project would comply with the UBC and State seismic safety standards. Therefore, potential impacts would be less-than-significant.

Mitigation Measures: The following mitigation measures are derived from the recommendations of the *Final Report of Geotechnical Investigation* (May 5, 2004).

**GS-1:** To mitigate for liquefaction-induced settlement, during the design phase, Metro will design the proposed transportation building either (1) to be founded on driven or Cast-in-Drilled-Hole (CIDH) concrete piles, or (2) with a mat foundation if it can be designed to accommodate the anticipated settlement with respect to the adjacent grade.

**GS-2:** Unless ground improvement is used to mitigate the effects of liquefaction-induced settlement, during the design phase, Metro will design the floor slabs of the proposed transportation building to be structurally supported.

**iv) Landslides?**

Project Impacts: No Impact. The proposed Project would not be located within an earthquake-induced landslide hazard zone (Seismic Zone Map, State Department of Conservation, Division of Mines and Geology, 1998). In addition, because the proposed Project would be developed on generally flat topography in accordance with construction BMPs, excavation and grading during the construction phase would not generate landslide hazards. Therefore, no significant adverse impacts would occur.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

Project Impacts: No Impact. The proposed Project would be completely paved and developed on flat terrain. Therefore, the proposed Project would not result in the loss of topsoil or substantial erosion, and no significant adverse impacts would occur.

**c) Would the project 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?**

Project Impacts: Less Than Significant Impact with Mitigation Incorporated. As discussed in section iii), above, the Project site is within a liquefaction zone; however, with incorporation of mitigation measures **GS-1**, and **GS-2**, any potential impacts from liquefaction would be less-than-significant. In addition, to



lessen any unforeseen potential geologic risks, the proposed Project would comply with the UBC and State seismic safety standards. In particular, subsidence is not known to occur on the Project site, and there is no evidence that the site would be subject to collapse. Therefore, no significant adverse impacts would occur.

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

Project Impacts: No Impact. All onsite structures would be designed and constructed consistent with the UBC, and any expansive soils would be removed or compacted during construction. No further risks related to expansive soils would be created due to development of the proposed Project. Therefore, no significant adverse impacts would occur.

- e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Project Impacts: No Impact. Sewers would be available for disposal of wastewater generated by the proposed Project. Therefore, the proposed Project would not require the use of septic tanks or alternative wastewater disposal systems, and no significant adverse impacts would occur.

## VII. HAZARDS AND HAZARDOUS MATERIALS

- a) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Project Impact: Less Than Significant. During the construction phase of any project, there is the potential for the transport, use, and disposal of hazardous materials; however, adherence to federal and State regulations and to standard construction practices would mitigate impacts to a less-than-significant level during construction. Regarding operation, the proposed Project would replace two existing buildings and would not add any new operation activities beyond what already exists at the Project site. Thus, operation of the proposed Project would present the same potential impacts from hazardous materials as does operation of the existing Division 9 facility, and the proposed Project would not pose a significant hazard to the public. Therefore, a less-than-significant impact would occur.

- b) **Would the project 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?**

Project Impacts: Less Than Significant. The potential for accidents releasing hazardous materials is present during any construction project; however, adherence to federal and State regulations and to standard construction practices would mitigate impacts to a less-than-significant level during the construction phase. Regarding operation, the proposed Project would replace two existing buildings and would not add any new operation activities beyond what already exists at the Project site. Thus, operation of the proposed Project would present the same potential impacts from hazardous materials as does operation of the existing Division 9 facility, and the proposed Project would not pose a significant hazard through the release of hazardous materials. Therefore, a less-than-significant impact would occur.

- c) **Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Project Impacts: No Impact. The proposed Project would not generate population and employment growth because the proposed Project would not develop new housing or a new business. The proposed Project would replace existing facilities and support the same job function. Furthermore, although the Metro has planned to add an estimated 70 new employees to the existing 165 employees at the Project site by the year 2008 to accommodate normal growth projections, the addition of employees would occur with or without the proposed Project. Moreover, it is anticipated that the existing workforce in the region would provide the 70 additional employees. Finally, the proposed Project would not develop new roads or infrastructure or indirectly induce population growth. Therefore, the proposed Project would not directly or indirectly induce substantial population growth, and no significant adverse impacts would occur.

**b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Project Impacts: No Impact. The proposed Project would be constructed in place of existing buildings and would not involve the displacement of any residences. Therefore, no significant adverse impacts would occur.

**c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Project Impacts: No Impact. The proposed Project would be constructed in place of existing buildings and would not involve the displacement of any people. Therefore, no significant adverse impacts would occur.

### **XIII. PUBLIC SERVICES**

**Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:**

**a) Fire protection?**

Project Impacts: No Impact. The El Monte City Fire Department would provide fire protection services to the proposed Project. The nearest fire station is approximately ¼-mile north of the Project site, on Santa Anita Avenue.

The existing fire protection services are adequate to serve the proposed Project. The proposed Project would be constructed in accordance with applicable regulations and would not present a fire hazard. In addition, the proposed Project would not interfere with emergency access because (1) the proposed Project would not generate traffic congestion at intersections, and (2) the onsite parking lot currently does not interfere with fire access roads. Thus, because the proposed Project would not require substantial new fire protection services and would not alter fire protection emergency response time, no significant adverse impacts would occur.

**b) Police protection?**

Project Impacts: No Impact. The proposed Project would provide quarters onsite for the Los Angeles County Sheriff staff. In addition, the El Monte City Police Department would provide police protection services for the proposed Project.

The existing police protection services are adequate to serve the proposed Project. The proposed Project is replacing existing structures with a new structure, and the new structures would support the same job function. Therefore, the proposed Project would not attract crime any more than the existing facilities on the Project site. The proposed Project would operate 24-hours, 7 days per week, and the Project site already contains perimeter fencing and nighttime lighting needed for round-the-clock operation. In addition, the proposed Project would not interfere with emergency access because (1) the proposed Project would not generate traffic congestion at intersections, and (2) the onsite parking lot would not interfere with emergency vehicle access. Thus, because the proposed Project would not require substantial new police protection services and would not alter police protection emergency response time, no significant adverse impacts would occur.

**c) Schools?**

Project Impacts: No Impact. The proposed Project would not result in increased student enrollment in the Project vicinity since it would not cause increased residential population. Thus, the proposed Project would not result in a need for new schools or expanded school capacities, and no adverse impacts would occur.

**d) Parks?**

Project Impacts: No Impact. The proposed Project would not increase residential population or require a significant number of new employees that would substantially utilize parks or recreational facilities. Also the proposed Project would not acquire, involve direct use of, temporarily occupy, or block access to any parks or recreational facilities. Therefore, no significant adverse impacts would occur.

**e) Other public facilities?**

Project Impacts: No Impact. Other public facilities include libraries, religious institutions, and health care facilities.

Libraries. The proposed Project would not increase the residential population or hire a significant number of new employees that would require new libraries or expanded library capacities. Therefore, no significant adverse impacts would occur.

Religious Institutions. The proposed Project would not increase the residential population or hire a significant number of new employees that would require new religious facilities or expanded religious institution capacities. No religious institutions are located adjacent to the proposed Project, and the proposed Project would not interfere with access to a religious institution. Therefore, no significant adverse impacts would occur.

Health Care Facilities. The proposed Project would not increase the residential population or hire a significant number of new employees that would result in a need for new health care facilities or expanded health care facility capabilities. Therefore, no significant adverse impacts would occur.

#### **XIV. RECREATION**

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

Project Impacts: No Impact. The proposed Project would not increase residential population or require a significant number of new employees that would increase use of existing parks such that substantial physical deterioration of the facilities would occur. Therefore, no significant adverse impacts would occur.

- 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?**

Project Impacts: No Impact. The proposed Project would not acquire any parks or recreational facilities or involve use of any parks or recreational facilities. There would be no temporary occupancy or construction activities at public parks and recreation areas that would result in a temporary use of those resources. Therefore, no significant adverse impacts would occur.

## XV. TRANSPORTATION / TRAFFIC

- a) **Would the project 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)?**

Project Impacts: Less Than Significant. During construction of the proposed Project, there would be additional truck trips from construction activities. However, the increase in truck trips would be temporary and not considered significant. The proposed Project would not generate any new daily vehicles trips, as the proposed Project would replace existing buildings and would not add any new employees or buses beyond what is already projected by Metro as normal growth for the existing Project site. In other words, although the Metro plans to add 22 new articulated buses and 70 new employees by 2008, these increases would occur with or without the proposed Project. For this reason, increases in daily vehicle trips to the Project site, which would result from additional buses and employees, would occur with or without the proposed Project. Thus, operation of the proposed Project would not cause an increase in traffic, and no significant adverse impacts would occur.

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

Project Impacts: Less Than Significant. As mentioned in section a), above, the proposed Project would not substantially impact traffic. Project construction would generate short-term increases in traffic; however, these increases would be temporary and not significant. Project operation would not generate an increase in traffic because planned increases in vehicle trips would occur with or without the proposed Project. Therefore, the proposed Project would not exceed established level of service standards, and no significant adverse impacts would occur.

- c) **Would the project 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?**

Project Impacts: No Impact. The proposed Project would not result in any change to air traffic patterns. Therefore, no significant adverse impacts would occur.

- d) **Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Project Impacts: No Impact. The proposed Project would construct a new facility in place of the existing facilities and would not involve construction of new intersections or roads. The proposed Project would not include hazardous design features or incompatible uses. In addition, contractor standard safety measures would be taken during construction of the proposed Project to avoid generating any hazards. Therefore, no significant adverse impacts would occur.

**e) Would the project result in inadequate emergency access?**

Project Impacts: No Impact. As discussed in sections XIII. (Public Services) a) and b), the proposed Project would not result substantially impair emergency access. Therefore, no significant adverse impacts would occur.

**f) Would the project result in inadequate parking capacity?**

Project Impacts: Less Than Significant. The proposed Project would be constructed on an existing parking lot area next to a parking structure. The existing parking lot is designated for use by Metro employees. Re-stripping of both the existing employee parking lot and the surface where the transportation building and sector office building are currently located would accommodate any parking capacity lost due to construction of the proposed Project. Thus, the proposed Project would not result in inadequate parking capacity, and impacts would be less than significant.

**g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Project Impacts: No Impact. As discussed in section IX. (Land Use and Planning) a), above, the proposed Project would conform to applicable planning documents; therefore, the proposed Project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Furthermore, the purpose of the proposed Project is to provide new facilities to support existing public transportation. Thus, the proposed Project would not present adverse impacts to alternative transportation, but would support existing public transportation. No significant adverse impacts would occur.

## **XVI. UTILITIES AND SERVICE SYSTEMS**

**a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Project Impacts: No Impact. The proposed Project would not add additional employees. Metro plans to add an additional 70 employees by 2008; however, the addition is planned as part of a normal growth and would occur with or without the proposed Project. Thus, no additional wastewater treatment requirements would result from the proposed Project, and no significant adverse impacts would occur.

**b) Would the project 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?**

Project Impacts: No Impact. As discussed in section a), above, the proposed Project would not result in additional employees. Thus, no additional or new wastewater treatment expansions would be needed for the proposed Project, and the existing water and wastewater treatment facilities are adequate to serve the proposed Project. Therefore, no significant adverse impacts would occur.

- c) **Would the project 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?**

Project Impacts: No Impact. The proposed Project would be constructed in place of existing buildings located on a paved parking lot; therefore, the proposed Project would not create any new impervious surfaces that would generate additional runoff. Thus, the proposed Project would not necessitate the construction of new or expansion of existing storm water drainage facilities, and no significant adverse impacts would occur.

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

Project Impacts: No Impact. The El Monte Water Department currently supplies water to the Project site, and the existing water supply is sufficient to serve the proposed Project. Thus, the proposed Project would not require new or expanded entitlements, and no significant adverse impacts would occur.

- e) **Would the project 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?**

Project Impacts: No Impact. As discussed in sections a) and b), above, the proposed Project would not generate significant quantities of wastewater. Thus, the current wastewater treatment provider has adequate capacity to serve the proposed Project's demand, and no significant adverse impacts would occur.

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

Project Impacts: No Impact. Operation of the proposed Project would not generate any additional quantities of solid waste and would not present a significant adverse impact on solid waste disposal services. During the construction phase of the proposed Project, construction debris would be disposed of at an authorized solid waste disposal facility. Due to the temporary nature of construction and the relatively low volume of waste, construction of the proposed Project would not present a significant adverse impact on solid waste disposal services.

- g) **Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

Project Impacts: No Impact. As discussed in section f), above, the proposed Project would not generate additional quantities of solid waste. Construction debris would be disposed of at an authorized solid waste disposal facility. Thus, the proposed Project would comply with statutes and regulations related to solid waste, and no significant adverse impacts would occur.

## **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 plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Project Impacts: No Impact. Based on the preceding analysis, the proposed Project would not 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. Therefore, no significant adverse impacts would occur.

- 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)?**

Project Impacts: No Impact. The proposed Project would be constructed on previously developed land and would not generate significant new environmental impacts. Based on the preceding analysis, the proposed Project would not directly or indirectly induce development activities that, in combination with the proposed Project, have the potential to produce cumulatively significant environmental impacts. Therefore, no significant adverse impacts would occur.

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

Project Impacts: No Impact. Based on the preceding analysis, the proposed Project would adhere to applicable regulations and would not directly or indirectly adversely affect human beings. Therefore, no significant adverse impacts would occur.

- d) **Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term goals?**

Project Impacts: No Impact. The environmental evaluation in this document has determined that the Project would not achieve short-term environmental goals to the disadvantage of long-term goals. Therefore, no significant adverse impacts would occur.





## APPENDIX A

### Air Quality Modeling Output

**APPENDIX A**  
**Air Emissions Estimation**  
**(Model Outputs)**

USEEMIS 2002 For Windows 7.4.2

File Name: G:\00 Open Projects\5160 MTA (CWC#25) - Division 9 Transportation Building Project - (1  
 Project Name: 5160 - MTA Division 9  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005 ***							
TOTALS (lbs/day, unmitigated)	10.89	78.49	86.56	0.03	7.55	3.54	4.01
TOTALS (lbs/day, mitigated)	10.35	59.77	82.33	0.03	5.94	3.37	2.57
*** 2006 ***							
TOTALS (lbs/day, unmitigated)	18.90	61.22	105.50	0.00	3.38	3.33	0.05
TOTALS (lbs/day, mitigated)	17.97	65.00	105.50	0.00	3.38	3.33	0.05

## URBEMIS 2002 For Windows 7.4.2

File Name: G:\00 Open Projects\5160 MTA (CWO#29) - Division 9 Transportation Building Project - (I  
 Project Name: 5160 - MTA Division 9  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: February, 2005  
 Construction Duration: 14  
 Total Land Use Area to be Developed: 1.4 acres  
 Maximum Acreage Disturbed Per Day: 0.4 acres  
 Single Family Units: 0 Multi-Family Units: 0  
 Retail/Office/Institutional/Industrial Square Footage: 41000

## CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.50	-	0.50
Off-Road Diesel	9.98	76.29	74.33	-	3.50	3.50	0.00
On-Road Diesel	0.09	2.04	0.34	0.03	0.05	0.04	0.01
Worker Trips	0.06	0.16	1.56	0.00	0.01	0.00	0.01
Maximum lbs/day	10.13	78.49	76.23	0.03	4.06	3.54	0.52
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	4.00	-	4.00
Off-Road Diesel	10.79	75.62	84.60	-	3.15	3.15	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.10	0.18	1.96	0.00	0.01	0.00	0.01
Maximum lbs/day	10.89	75.80	86.56	0.00	7.16	3.15	4.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.91	52.53	65.09	-	2.30	2.30	0.00
Bldg Const Worker Trips	0.12	0.07	1.38	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.02	52.59	66.47	0.00	2.32	2.30	0.02
Max lbs/day all phases	10.89	78.49	86.56	0.03	7.55	3.54	4.01
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.91	51.27	65.43	-	2.11	2.11	0.00
Bldg Const Worker Trips	0.11	0.06	1.32	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	6.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.11	0.06	1.32	0.00	0.02	0.00	0.02
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.53	29.80	37.05	-	1.22	1.22	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.03	0.02	0.38	0.00	0.01	0.00	0.01
Maximum lbs/day	18.90	81.22	105.50	0.00	3.38	3.33	0.05
Max lbs/day all phases	18.90	81.22	105.50	0.00	3.38	3.33	0.05

Phase 1 - Demolition Assumptions  
 Start Month/Year for Phase 1: Feb '05  
 Phase 1 Duration: 0.7 months  
 Building Volume Total (cubic feet): 18468  
 Building Volume Daily (cubic feet): 1200  
 On-Road Truck Travel (VMT): 66  
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Trucks	417	0.490	8.0
1	Other Equipment	190	0.620	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 2 - Site Grading Assumptions  
 Start Month/Year for Phase 2: Feb '05  
 Phase 2 Duration: 1.4 months  
 On-Road Truck Travel (VMT): 0  
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Core/Drill Rigs	218	0.750	8.0
1	Off Highway Trucks	417	0.490	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions  
 Start Month/Year for Phase 3: Apr '05  
 Phase 3 Duration: 11.9 months  
 Start Month/Year for SubPhase Building: Apr '05  
 SubPhase Building Duration: 11.9 months  
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Off Highway Trucks	417	0.490	8.0
2	Rough Terrain Forklifts	94	0.475	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Feb '06  
 SubPhase Architectural Coatings Duration: 1.2 months  
 Start Month/Year for SubPhase Asphalt: Mar '06  
 SubPhase Asphalt Duration: 0.6 months  
 Acres to be Paved: 0  
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Paving Equipment	111	0.530	8.0
2	Rollers	114	0.430	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source ... 2005...	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
<b>Phase 1 - Demolition Emissions</b>							
Fugitive Dust	-	-	-	-	0.50	-	0.50
Off-Road Diesel	9.48	57.98	70.61	-	3.32	3.32	0.00
On-Road Diesel	0.09	1.63	0.34	0.03	0.05	0.04	0.01
Worker Trips	0.06	0.16	1.56	0.00	0.01	0.00	0.01
Maximum lbs/day	9.63	59.77	72.51	0.03	3.89	3.37	0.52
<b>Phase 2 - Site Grading Emissions</b>							
Fugitive Dust	-	-	-	-	2.56	-	2.56
Off-Road Diesel	10.25	57.47	80.37	-	2.99	2.99	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.10	0.18	1.96	0.00	0.01	0.00	0.01
Maximum lbs/day	10.35	57.65	82.33	0.00	5.56	2.99	2.57
<b>Phase 3 - Building Construction</b>							
Bldg Const Off-Road Diesel	7.91	42.02	65.09	-	2.30	2.30	0.00
Bldg Const Worker Trips	0.12	0.07	1.38	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.02	42.09	66.47	0.00	2.32	2.30	0.02
Max lbs/day all phases	10.35	59.77	82.33	0.03	5.84	3.37	2.57

\*\*\* 2006\*\*\*

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.91	41.02	65.43	-	2.11	2.11	0.00
Bldg Const Worker Trips	0.11	0.06	1.32	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	5.29	-	-	-	-	-	-
Arch Coatings Worker Trips	0.11	0.06	1.32	0.00	0.02	0.00	0.02
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.53	23.84	37.05	-	1.22	1.22	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.03	0.02	0.38	0.00	0.01	0.00	0.01
Maximum lbs/day	17.97	65.00	105.50	0.00	3.38	3.33	0.05
Max lbs/day all phases	17.97	65.00	105.50	0.00	3.38	3.33	0.05

Construction-Related Mitigation Measures

- Phase 1: Off-Road Diesel Exhaust: Use diesel oxidation catalyst  
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
- Phase 1: On-Road Diesel Exhaust: Use diesel oxidation catalyst  
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
- Phase 1: Off-Road Diesel Exhaust: Properly maintain equipment  
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
- Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily  
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
- Phase 2: Off-Road Diesel Exhaust: Use diesel oxidation catalyst  
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
- Phase 2: On-Road Diesel Exhaust: Use diesel oxidation catalyst  
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
- Phase 2: Unpaved Roads: Water all haul roads 2x daily  
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 3.3%)
- Phase 2: Off-Road Diesel Exhaust: Properly maintain equipment  
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
- Phase 3: Off-Road Diesel Exhaust: Use diesel oxidation catalyst  
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
- Phase 3: Off-Road Diesel Exhaust: Use diesel oxidation catalyst  
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
- Phase 3: On-Road Diesel Exhaust: Use diesel oxidation catalyst  
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
- Phase 3: Offgassing: use low emission paint  
Percent Reduction(ROG 80.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)
- Phase 3: Offgassing: use low offgas asphalt  
Percent Reduction(ROG 15.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Feb '05  
 Phase 1 Duration: 0.7 months  
 Building Volume Total (cubic feet): 18468  
 Building Volume Daily (cubic feet): 1200  
 On-Road Truck Travel (VMT): 66  
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Trucks	417	0.490	8.0
1	Other Equipment	190	0.620	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Feb '05  
 Phase 2 Duration: 1.4 months  
 On-Road Truck Travel (VMT): 0  
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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1	Bore/Drill Rigs	218	0.750	8.0
1	Off Highway Trucks	417	0.490	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Apr '05

Phase 3 Duration: 11.9 months

Start Month/Year for SubPhase Building: Apr '05

SubPhase Building Duration: 11.9 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Off Highway Trucks	417	0.490	8.0
2	Rough Terrain Forklifts	94	0.475	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Feb '06

SubPhase Architectural Coatings Duration: 1.2 months

Start Month/Year for SubPhase Asphalt: Mar '06

SubPhase Asphalt Duration: 0.6 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Paving Equipment	111	0.530	8.0
2	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.002  
Phase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst  
has been changed from off to on.  
Phase 1 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst  
has been changed from off to on.  
Phase 1 mitigation measure Off-Road Diesel Exhaust: Properly maintain equipment  
has been changed from off to on.  
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily  
has been changed from off to on.  
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst  
has been changed from off to on.  
Phase 2 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst  
has been changed from off to on.  
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily  
has been changed from off to on.  
Phase 2 mitigation measure Off-Road Diesel Exhaust: Properly maintain equipment  
has been changed from off to on.  
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst  
has been changed from off to on.  
Phase 3 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst  
has been changed from off to on.  
Phase 3 mitigation measure Offgassing: use low emission paint  
has been changed from off to on.  
Phase 3 mitigation measure Offgassing: use low offgas asphalt  
has been changed from off to on.



ATTACHMENT B

Notice of Determination  
for the

RECONSTRUCTION OF THE EL MONTE METRO DIVISION 9 FACILITIES

# Notice of Determination

Form C

To:  Office of Planning and Research  
 PO Box 3044, 1400 Tenth Street, Room 222  
 Sacramento, CA 95812-3044

County Clerk  
 County of Los Angeles  
12400 E. Imperial Highway, Room 2  
Norwalk, CA 90650

From: (Public Agency) Los Angeles County MTA  
One Gateway Plaza, MS 99-17-2  
Los Angeles, CA 90012  
 (Address)

### Subject:

**Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.**

Division 9 Transportation/Operations Facility

### Project Title

State Clearinghouse Number (If submitted to Clearinghouse)	Manuel R. Gurrola Lead Agency Contact Person	213-922-7305 Area Code/Telephone/Extension
El Monte Division 9, 3449 Santa Anita Avenue, El Monte, CA		

### Project Location (include county)

### Project Description:

Demolish the current transportation building and the sector office building, construct a new 3 story transportation facility and implement 3 minor modifications to accommodate additional 22 buses: Re-stripe pavement to create 65-foot long parking stalls (22); Seal the openings around the bellows of the existing vacuum system (in the existing maintenance building); Install three-post hoists.

This is to advise that the Los Angeles County Metro has approved the above described project on  Lead Agency  Responsible Agency  
 \_\_\_\_\_ and has made the following determinations regarding the above described project:  
 (Date)

1. The project [will will not] have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A statement of Overriding Considerations [was was not] adopted for this project.
5. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:

\_\_\_\_\_  
 Signature (Public Agency)

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Title

Date received for filing at OPR:

Revised May 1999