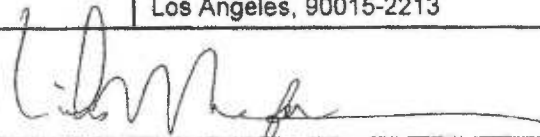


CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
MITIGATED NEGATIVE DECLARATION
 (Article I, City CEQA Guidelines)

LEAD CITY AGENCY AND ADDRESS: Department of Public Works, Bureau of Engineering on behalf of the City of Los Angeles Department of Transportation, 1149 South Broadway, Los Angeles 90015	COUNCIL DISTRICT 14
PROJECT TITLE: DOWNTOWN BUS MAINTENANCE AND INSPECTION FACILITY (W.O. E1904503)	T.G. 634, H3/4
PROJECT LOCATION: The project is located on multiple parcels of land located at 454-518 E. Commercial Street and 459-535 E. Ducommun Street in the Central City North community of Los Angeles	
DESCRIPTION: The project would include the construction of an administrative building, as well as a maintenance facility including four service bays, a fueling station and a bus-washing bay. The bay would include appropriate Best Management Practices for wash-water drainage and treatment. Vacation of Hewitt Street between Commercial Street and Ducommun Street will be required to construct the project. All buses would roll out in the early morning hours, prior to morning peak traffic. In addition, nearly all other personnel would work a very early shift, arriving before morning peak and leaving before afternoon peak traffic. Mechanics and attendants would rotate in three shifts, early morning, swing shift and nights. The facility would be functionally similar to our current contractor's Vernon yard, which is 3.3 acres and holds 60 vehicles. Twenty-two thousand square feet are used for bus parking, 10,000 square feet for employee parking and 7,500 square feet for administrative offices. The facility will be capable of handling from 60 to 70 DASH buses and approximately 90 coach operators, 12 back-up operators and 40 administrative and support personnel, including mechanics, dispatchers, road supervisors, service attendants, inventory control personnel and managers. Commuter Express buses will also layover at the facility mid-day.	
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:	
FINDING: The City Engineer of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons: See attached initial study.	
<SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED>	
Any written objections received during the public review period are attached, together with the responses of the lead City agency.	
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED	
PERSON PREPARING THIS FORM Lisa R. Dugas Environmental Specialist II	ADDRESS 1149 S. Broadway, Suite 600 Los Angeles, 90015-2213
SIGNATURE (Official) Ara Kasparian, Ph.D., Manager Environmental Management Group	TELEPHONE NUMBER (213) 485-5745
	DATE 3-09-2006

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C. Description

The project would include the construction of an administrative building, as well as a maintenance facility including four service bays, a fueling station and a bus-washing bay. The bay would include appropriate Best Management Practices for wash-water drainage and treatment. Vacation of Hewitt Street between Commercial Street and Ducommun Street is included in the project.

All buses would roll out in the early morning hours, prior to morning peak traffic. In addition, nearly all other personnel would work a very early shift, arriving before morning peak and leaving before afternoon peak traffic. Mechanics and attendants would rotate in three shifts, early morning, swing shift and nights.

The facility would be functionally similar to our current contractor's Vernon yard, which is 3.3 acres and holds 60 vehicles. Twenty-two thousand square feet are used for bus parking, 10,000 square feet for employee parking and 7,500 square feet for administrative offices. The facility will be capable of handling from 60 to 70 DASH buses and approximately 90 coach operators, 12 back-up operators and 40 administrative and support personnel, including mechanics, dispatchers, road supervisors, service attendants, inventory control personnel and managers. Commuter Express buses will also lay over at the facility mid-day.

II. EXISTING ENVIRONMENT

The subject property is zoned for commercial manufacturing uses (CM-1) and is occupied by one commercial manufacturing warehouse west of Hewitt Street and an undeveloped parcel to the east of Hewitt Street. However, the parcel to the east of Hewitt Street is being utilized by Shimmick Construction, contractor to the MTA, as a staging area for construction materials related to the East Los Angeles Light Rail project. No significant vegetation is present onsite.

The project site is situated in a commercial manufacturing area within the Central City North community of Los Angeles. The uses surrounding the subject property consist of the 101 Freeway and a large vacant parcel to the north across Commercial Street, commercial manufacturing buildings to the east across Garey Street, a large City of Los Angeles Department of Water and Power property to the south across Ducommun Street, and a commercial manufacturing building to the west. Most of the surrounding properties are also zoned CM-1, except the 101 Freeway, which is zoned as Public Facility (PF-1XL).

The streets surrounding the project site (Commercial Street, Garey Street, Ducommun Street and Hewitt Street) are all designated as Collector Streets. With the exception of Commercial Street, they each have one lane of traffic in each direction. Both Garey and Ducommun Streets are 30 feet wide and have parking available along both sides of the streets. Hewitt Street is 50 feet wide and also has parking available along both sides of the street. Commercial Street varies in width from 35-40 feet and normally has one lane of traffic in each direction, with parking along the southern side of the street. However,

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recent construction activities by Caltrans have closed the westbound traffic lane, and restriped for expanded left turn pockets for the eastbound traffic lane.

The project area is located within the Los Angeles quadrangle of the United States Geological Survey (USGS) 7.5-minute map series. The subject property is situated at approximately 270 feet above mean sea level (msl) and is essentially flat, with a slight topographic gradient to the southeast. The nearest surface water source is the Los Angeles River, which is located approximately ¼ mile southeast of the subject property. The California Division of Mines and Geology, Geologic Map of California, Los Angeles Sheet, dated 1981, shows the subject property to be underlain by Quaternary alluvial deposits consisting primarily of unconsolidated gravel, sand and clay.

The project site does not overlie an Alquist-Priolo earthquake fault zone area, an oil producing area, a high wind area or a hillside area. It is not located within a 100- or 500-year flood zones. However, the subject property is located within a liquefaction zone and a methane buffer zone.

The structures onsite were assessed and found to be of no historical significance. Archaeological research indicates that the general area of the project site is sensitive for cultural resources, including the Zanja Madre (an early water supply system) and former residential units.

The analysis in this document assumes that, unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and *Bureau of Engineering Standard Plans*). Construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., *The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications For Public Works Construction (AKA "The Brown Book," formerly Standard Plan S-610)*).

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.



Figure 1. Regional Map

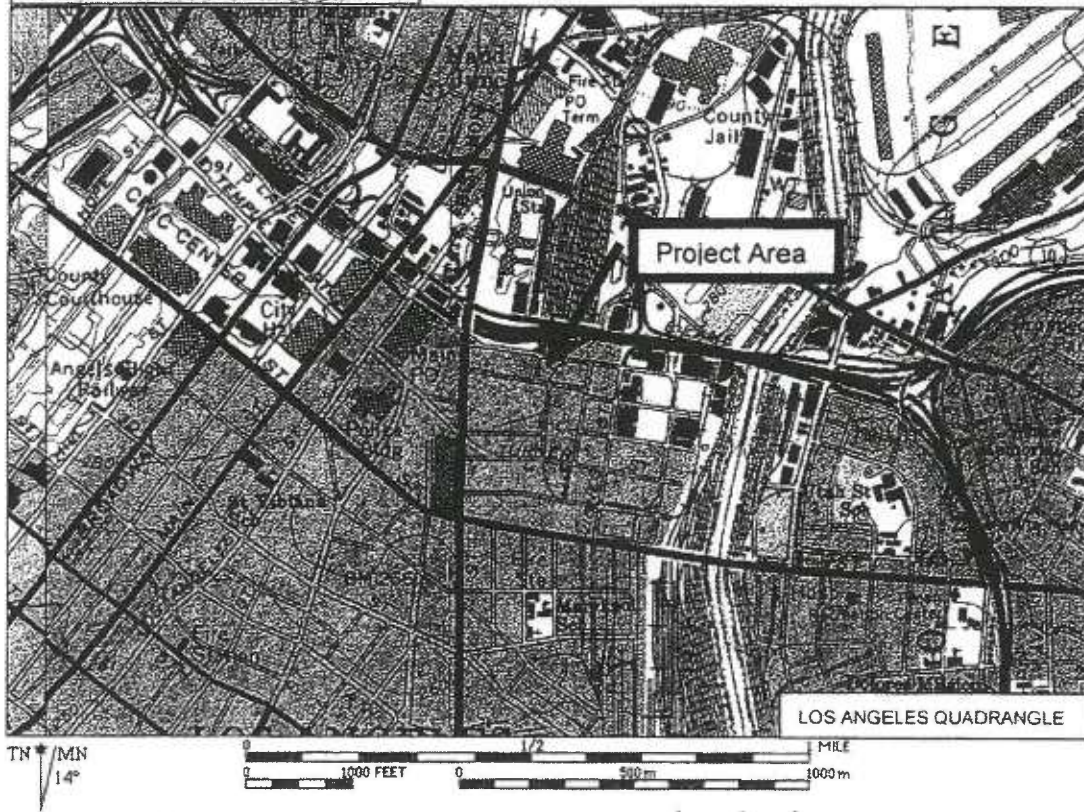


Figure 2. Vicinity Map

III. ENVIRONMENTAL IMPACT EVALUATION

The California Environmental Quality Act (CEQA) was enacted in 1970 as a system of checks and balances for land-use development and management decisions in California. In California, the development permit process is coordinated with the environmental review process under CEQA. Every development project which is not exempt from CEQA must be analyzed by the lead agency to determine the potential environmental effects of the project.

The Bureau of Engineering's Environmental Management Group has prepared this CEQA document on behalf of LADOT, which is the lead agency for this project. The City of Los Angeles Department of Transportation (LADOT) is responsible for the development of programs and implementation of solutions to meet the ground transportation needs of Los Angeles traveling public and commerce.

The basic purpose of CEQA is to inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities; identify ways that environmental damage can be avoided or significantly reduced; prevent significant, avoidable damage to the environment by providing ways to avoid or significantly reduce those impacts through the use of alternative techniques (also called mitigation measures); and disclose to the public the reasons why a governmental agency approved the project if significant environmental effects are involved.

The first step in the CEQA process is to determine whether the proposed project is subject to CEQA. There are a number of statutory and categorical exemptions. If the proposal is not covered by CEQA, the lead agency may file a notice of exemption. If so, the lead agency must prepare an initial study to determine whether the project may have a significant adverse environmental impact on the environment. An initial study is neither intended nor required to include the level of detail included in an environmental impact report (EIR). The initial study is used as the basis for deciding whether to prepare an EIR or a negative declaration.

An EIR is prepared when the lead agency finds substantial evidence that the project may have a significant effect on the environment. When the lead agency determines that there is no substantial evidence that the project may have a significant environmental effect on the environment, a negative declaration is prepared. Where potential significant environmental effects are shown in the initial study, but the project is modified such that the environmental effects are rendered insignificant, a mitigated negative declaration is prepared.

Publication of this mitigated negative declaration opens a public review period of 20 days. The public review process is intended to provide the public and responsible state or local agencies with an opportunity to review the initial study and comment on the environmental adequacy of the document. Any comments on the initial study should address the adequacy of the analysis, including any mitigation measures proposed, and the determination of potential environmental impacts. If you, as a reviewer, do not agree with the determination of environmental impact for any issue presented within the initial study, then your comment letter should address the issue (i.e. the potential

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environmental effect caused by the project), why the project would cause that issue to occur, and why you believe that issue to be significant in light of facts and/or expert opinion.

After close of the public review period, the project begins an approval process. The City Council is the decision-making body and considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, in the final decision on the project. During the project approval process, persons and/or agencies may address the City Council regarding the project.

Public notification of agenda items for Council committees and City Council is posted 72 hours prior to the date of the public meeting. The agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395, by calling (213) 978-1047, (213) 978-1048 or TDD/TTY (213) 978-1055, or via the internet at <http://www.lacity.org/CLK/index.htm>.

If the City Council approves the project, the Bureau of Engineering will file a notice of determination with the Los Angeles County Clerk within 5 days. The notice of determination will be posted by the county clerk within 24 hours of receipt, and begins a 30-day statute of limitations on court challenges to the approval under CEQA.

In the initial study checklist below, a brief explanation is provided for all answers except "No Impact" answers that are adequately and clearly supported by the information sources cited after each question (e.g. the California Natural Diversity Database shows no sensitive species in the project area). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on project specific screening analysis). All sources so referenced are available for review at the offices of the Bureau of Engineering, 1149 South Broadway, Los Angeles. (Call Lisa Dugas at [213] 485-5745 for an appointment.)

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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1. AESTHETICS – Would the project:

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

Reference: 14 (Section L2)

Comment: The determination of the significance of a scenic vista is made on a case-by-case basis. A scenic vista can include:

- natural topography or settings;
- man-made or natural features of visual interest;
- natural resources such as mountains or the ocean, and/or;
- a focal point or a panoramic vista within view from a designated scenic highway, corridor or parkway.

The project locale is not within a designated Scenic Plan area and scenic vistas are not present onsite.

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? Reference: 5; 14 (Section L2) Comment: There are no officially-designated state scenic highways within the City of Los Angeles.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Substantially degrade the existing visual character or quality of the site and its surroundings? Reference: 14 (Sections L1 and L3) Comment: A substantial degradation of the existing visual character or quality of the site and its surroundings would occur if a contrasting element were introduced, or if the proposed project were to cast significant shadows or block access to the light to shadow-sensitive uses in the area (e.g. residential, commercial, institutional or other land use types where sunlight is important to function, physical comfort, or commerce). The project would construct a new bus maintenance and inspection facility. These improvements will be compatible to surrounding land uses. No adverse changes to the visual character or quality of the site or its surroundings would occur as a result of the project.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Reference: 14 (Section L4); 15 Comment: Any new lighting would be directed onsite and/or would be shielded by structural features or landscaping. This would be in accordance with applicable lighting regulations of the municipal code. As such, it is unlikely the project would result in substantial light or glare impacts.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. AGRICULTURE RESOURCES – Would the project:				
<p>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? Reference: 2 Comment: No such farmland exists within the City of Los Angeles.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? Reference: 2 Comment: No agricultural zoning is present in the project area and there are no Williamson Act lands located within the City of Los Angeles.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use? Reference: 2 Comment: No farmland exists within the project area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY – Would the project:				
<p>a) Conflict with or obstruct implementation of the applicable air quality plan? Reference: 20</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Comment: The project is consistent with the Central City North Community Plan. This plan is in conformance with the Air Quality Element of the City's General Plan and as such, would also be in conformance with the Air Quality Management Plan for the region. Therefore, the project would not conflict with applicable air quality plans.

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

Reference: 14 (Sections E1, E2 and E3); 20; 21

Comment: An air quality analysis was conducted for the project using the Transportation and Land Use Programs Computer Model (URBEMIS 2002). The analysis includes estimated construction emissions from site grading and building construction, including exhaust from workers' travel and construction equipment. Results of the analysis revealed construction emissions of the project would not exceed the established South Coast Air Quality Management District (SCAQMD) thresholds for criteria pollutants. Accordingly, the project would not violate any air quality standards or substantially contribute to existing or projected air quality violations within the South Coast Air Basin. A summary of the emissions data generated for each criteria pollutant is provided below.

	LBS/DAY				
	ROG	NOx	CO	PM ₁₀	SOx
Construction Emissions- 2006	7.98	54.87	62.97	4.29	0.24
Construction Emissions- 2007	33.35	70.94	86.98	0.67	0.00
SCAQMD Construction Emission Thresholds	75	100	550	150	150
Significant Impact?	No	No	No	No	No
Operational Emissions	7.46	9.01	77.93	7.06	0.07
SCAQMD Operational Emission Thresholds	55	55	550	150	150
Significant Impact?	No	No	No	No	No

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

Reference: 14 (Sections E1 and E2); 20; 21

Comment: The South Coast Air Basin is a non-attainment area for ozone, fine particulate matter (PM₁₀), and carbon monoxide. As indicated in Item 3(b) above, construction and operational emissions of the project would not exceed the SCAQMD's thresholds for criteria pollutants. For those emissions generated during construction, the minor generation of criteria pollutants would be temporary and short-term in nature. Applicable SCAQMD rules pertaining to fugitive dust control would be followed. Based on the above, the project would not result in a cumulatively considerable net increase of any criteria air pollutants.

- d) Expose sensitive receptors to substantial pollutant concentrations?

Reference: 14 (Sections E1, E2 and E3); 20; 21

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Comment: Land uses considered to be sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child-care centers and athletic facilities. The project is located within a commercial manufacturing area and no sensitive receptors are located within ¼ mile. As indicated in Items 3(b) and (c) above, the project would not result in substantial air pollution concentrations.</p>				
<p>e) Create objectionable odors affecting a substantial number of people?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 14 (Section E2)</p>				
<p>Comment: During construction, the project would not require any activities, other than excavation, grading, paving, and the installation of equipment and structures, that would result in objectionable odors. (e.g., incineration, oil/gas production, manufacturing, etc.). No odors will be generated when this project is complete.</p>				
<p>4. BIOLOGICAL RESOURCES – Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 7; 14 (Section G)</p>				
<p>Comment: Research of the California Department of Fish and Game's, <i>California Natural Diversity Database</i> found no occurrences of federal- or state-listed threatened or endangered species of plants and animals within the project site's topographic quadrangle.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 7; 11; 14 (Section G)</p>				
<p>Comment: The project site is not located within a Significant Ecological Area or does not support natural communities containing riparian habitats or sensitive biological resources.</p>				
<p>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 14 (Section G); 22</p>				
<p>Comment: There are no wetlands within or adjacent to the project site.</p>				
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 7; 14 (Section G)</p>				
<p>Comment: As indicated in items 4(a) and (b) above, the project site has no occurrences of sensitive species and does not support natural communities or favorable habitat. Therefore, the project would not result in impacts to the movement or migration of sensitive species or wildlife corridors.</p>				

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Reference: 13; 14 (Section G) Comment: The project site is located within an industrial area and does not support natural communities containing protected biological resources, such as oak trees. No significant vegetation is present onsite.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? Reference: 11 (Conservation Element); 14 (Section G) Comment: As indicated in item 4(b) above, the project site does not support any natural communities that would be subject to habitat conservation plans.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES – Would the project:				
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5? Reference: 14 (Section M3); 16 Comment: A historical evaluation was conducted for the project site by EDAW, Inc., and is dated April 18, 2005. Results of the investigation found no significant historical resources, as defined by CEQA. The industrial complex present onsite is not eligible for inclusion in the California Register of Historical Resources or the Los Angeles Historic-Cultural Monuments database.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5? Reference: 9 (Section 6-3.2); 14 (Section M3); 18 Comment: An archaeological investigation was conducted for the project site by Greenwood and Associates, and is dated April 2005. Results of the investigation found one identified cultural resource onsite, a rail alignment. Caltrans, as part of their Commercial Street Widening project adjacent to the project site, completed a "Supplemental Historic Property Survey Report", where they evaluated the historical significance of the rail alignment onsite. Caltrans determined that the rail alignment is not considered a significant historic resource. Other potential archaeological resources include the Zanja Madre, an early water conveyance system dating back to the founding of the City of Los Angeles in 1781, which, if present beneath the asphalt pavement on the project site, is a significant cultural resource.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Reference: 9 (Section 6-3.2); 14 (Section M1) Comment: The project site is not located within an area that contains known paleontological resources. Furthermore, the project site is underlain by alluvial fan material, which typically does not have a high occurrence of fossil remains. However, in the event fossil remains are encountered during construction, standard practices such as the suspension of work would be employed until a qualified paleontologist can evaluate the find and make recommendations as appropriate for the protection of paleontological resources.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>d) Disturb any human remains, including those interred outside of formal cemeteries? Reference: 14 (Section M2); 18 Comment: During the archaeological investigation conducted in April 2005, no known burial sites were identified within or near the project site. The probability for cultural materials is considered to be low. As such, the potential to encounter human remains during project construction is very unlikely.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. GEOLOGY AND SOILS – Would the project:				
<p>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<p>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? References: 3 Comment: Los Angeles is generally considered to be geologically active; therefore, most projects in will be exposed to some risk of ground shaking. The project site is not located within an Alquist-Priolo special study zone or fault rupture study area. A significant environmental impact would occur if construction of the project would cause or accelerate the geologic hazard(s) already onsite. The proposed project would not alter the earthquake hazard risk already present onsite.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>ii) Strong seismic ground shaking? Reference: 14 (Section C1) Comment: The project site, much like the rest of Southern California, is subject to strong ground shaking from earthquake faults. The project would be designed in accordance with applicable seismic design parameters of the building code to prevent structural failure. Furthermore, to prevent seismic settlement, undocumented fill material and any unsuitable material at the project site would be removed and replaced with properly compacted fill materials for foundations.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>iii) Seismic-related ground failure, including liquefaction? Reference: 14 (Section C1) Comment: The project site is located within a liquefaction area. As stated above, the design and construction of the facility will minimize the risk of damage to the buildings from earthquake hazards.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>iv) Landslides? Reference: 14 (Section C1) Comment: The project site is not located within a landslide area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Result in substantial soil erosion or the loss of topsoil? Reference: 14 (Section C2)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Comment: In accordance with state requirements, the project would implement a stormwater pollution prevention plan for erosion and sedimentation control during construction. Best management practices would be undertaken to control runoff and erosion from earthmoving activities such as excavation, grading, and compaction. Implementation of such control measures would prevent substantial soil erosion or the loss of topsoil.</p>				
<p>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? Reference: 14 (Section C2)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Comment: No significant fill, excavation or grading of the project area is planned. Because no significant topographical changes are planned, no alteration of the geological stability of the area is expected. See also comments to Sections 6(a)(i), (ii), (iii), and (iv).</p>				
<p>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? Reference: 1</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: Expansive soils typically have high clay content and may present a significant environmental impact to a project due to a high shrink-swell potential. Shrinking and swelling of soils underlying a project area may cause structures to become physically unsound or walkways to buckle and become dangerous or difficult to navigate. The soils underlying the project are Alluvial-fan deposits (Holocene)—Unconsolidated bouldery, cobbley, gravelly, sandy, or silty alluvial deposits on active and recently active alluvial fans. These soils are not considered to be expansive. Therefore, no impact is anticipated.</p>				
<p>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? Reference: 8</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: The project does not include the use of septic tanks or alternative wastewater disposal systems.</p>				
<p>7. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</p>				
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Reference: 14 (Section H1)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Comment: The project would require the routine use of petroleum-based products and generation of petroleum-type wastes associated with the maintenance of vehicles. The LADOT must comply with all applicable fire, life and safety codes, as well as regulations regarding the use, storage and disposal of hazardous materials. Therefore, the potential for the project to create a significant hazard is considered to be low.</p>				
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Reference: 10, 14 (Section H1 and H2)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Comment: The project site will conduct maintenance and repair of buses and will use, store and generate hazardous substances. Given the project would comply with all applicable health and safety codes and would incorporate necessary safety measures and detection systems, the potential for a significant hazard to occur as a result of a release of hazardous substances is considered to be low. Proper handling and disposal, as discussed above, would be followed for the prevention of upset and accident conditions involving hazardous substances.</p>				
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Reference: 14 (Section H1), 22 Comment: There are no existing or proposed schools within ¼ mile of the project site.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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? Reference: 10 Comment: The project site is not included on any federal, state, or local regulatory agency databases that list hazardous materials sites. However, the Los Angeles Fire Department has documentation related to the installation of several underground storage tanks (USTs) on the property at 510 E. Commercial Street. The files do not completely address the abandonment of these USTs, and there is a potential for residual contamination onsite. Any grading, excavation or other soil disturbance onsite will take into account the potential for USTs and/or contamination. If found, USTs will be properly abandoned in accordance with all applicable regulations. Potentially-contaminated soil will be contained and assessed. Contaminated soil will be handled and disposed of in accordance with all applicable regulations.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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? Reference: 22 Comment: The project site is not located within an airport land use plan or within two miles of an airport.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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? Reference: 22 Comment: No private airstrips are located within the vicinity of the project site.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Reference: 14 (Section H1) Comment: Emergency response and evacuation plans are required for businesses that use hazardous materials or involve a potential threatened release of hazardous materials during operation or construction. Following construction of the project, a business plan will be filed with the LAFD.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? Reference: 14 (Section J2) Comment: The project site is not located within a wildland fire hazard area or fire brush clearance zone.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8. HYDROLOGY AND WATER QUALITY – Would the project:</p>				
<p>a) Violate any water quality standards or waste discharge requirements? Reference: 14 (Section D2) Comment: A discharge would normally have a significant impact on water quality standards or waste discharge requirements if discharges would create pollution, contamination or nuisance as defined in the California Water Code, or that cause regulatory standards, such as those imposed by a National Pollutant Discharge Elimination Standard (NPDES) permit or a Waste Discharge Permit, to be violated. During construction, the project would implement a stormwater pollution prevention plan in accordance with applicable state stormwater management requirements. Construction practices would include, but may not be limited to: erosion control; spill prevention and control; solid and hazardous waste management; and dust control to reduce the discharge of pollutants from the construction area to the stormwater system. These measures would prevent impacts to water quality. Once constructed, the project will generate waste discharges from the bus-washing bay. An industrial waste discharge permit will be required to operate the bus-washing bay. Construction of the project will incorporate Best Management Practices, to which are designed to reduce the amount of pollution entering the sanitary sewer. Given the above, the project is not anticipated to result in a violation of water quality standards or waste discharge requirements.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Reference: 14 (Section D3); 22 Comment: Groundwater is a major component of the water supply for many public water suppliers in the Los Angeles metropolitan area, and is also used by private industries, as well as a limited number of private agricultural and domestic users. A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would: reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow. The proposed project will not install wells nor will it utilize existing groundwater resources. Therefore, there is no impact.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>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? Reference: 14 (Section D1); 22 Comment: A significant impact from altering the existing drainage pattern of the area could occur if redirected flood waters would cause a change in erosion or siltation patterns such that it may potentially harm people or damage property. The project will not alter the area drainage pattern.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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 that would result in flooding on- or off-site? Reference: 14 (Section D1); 22 Comment: See comment to Section 8(c).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? Reference: 14 (Section D1); 22 Comment: A significant impact would occur if runoff water from the project site were to exceed the capacity of the stormwater drainage system and flood adjacent properties, causing damage to persons or property. Because the project will not substantially alter the site geography, it is not anticipated to change the existing stormwater discharge in the project area and no impact is expected.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Otherwise substantially degrade water quality? Reference: 14 (Section D2); 22 Comment: Surface water quality is assessed in relation to the existing characteristics of the body of water that would receive the discharge, including its size, flows, designated beneficial uses, and present concentrations of pollutants. Increased concentrations of toxic metals, organic compounds, suspended solids, nutrients, pathogenic microorganisms and other pollutants, or changes in temperature may result in sedimentation, eutrophication, habitat degradation, and/or threats to public health. The process of eutrophication occurs when a body of water becomes rich in dissolved nutrients and thereby allows for increased growth of oxygen-depleting plants, which can result in fish die-offs and harm to other organisms within the ecosystem. Bus-washing water will be directed to the sanitary sewer via the use of Best Management Practices, and permitted via an industrial waste discharge permit. Given the above, the project is not anticipated to substantially degrade water quality.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Reference: 14 (Section D1); 17 Comment: The project does not include the placement of any housing, nor is it located within the 100-year floodplain.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? Reference: 14 (Section D1); 17 Comment: The project is not located within the 100-year floodplain.	<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? Reference: 14 (Section D1); 17 Comment: The project area is located in Federal Emergency Management Agency (FEMA) Flood Hazard Mapping Zones X and C, which are outside the 1-percent annual chance floodplain, areas of 1-percent annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1-percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1-percent annual chance flood by levees. The project area is also not located downstream from a dam.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow? Reference: 14 (Section C1) Comment: The project area is located approximately 14 miles northeast of the Pacific Ocean and inundation by a tsunami is unlikely. The project is not located proximal to a lake or a hillside area, and inundation by a seiche or mudflow is unlikely.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community? Reference: 14 (Section A2) Comment: Because no disruption of the physical arrangement of the community will be caused by this proposed project, no impact is identified.	<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? Reference: 11; 14 (Section A1) Comment: The project site is located within the Central City North Community Plan area. A significant impact would occur if the project were inconsistent with the General Plan and/or the current zoning designation. Although located in an industrial area, the project site is zoned for Commercial Industrial uses (CM-1). According to the Department of Building and Safety's Zoning Information Counter, the project is classified as "bus storage and maintenance yard", which is not consistent with the current CM-1 zoning. A bus storage and maintenance yard is a permitted use only in zones M-1, M-2 and M-3.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<p>The surrounding land uses include the adjacent City of Los Angeles Department of Water and Power Central District Headquarters and equipment yard, occupying roughly 17 acres, the 101 Freeway and various commercial manufacturing operations. LADOT will be required to obtain a variance or zone change from the City Planning Department in order to construct the project. Allowance of the variance or zone change requires a finding by the City Planning Department that the requested modification to the zoning would not substantially alter the City's goals for the affected community.</p>				
<p>c) Conflict with any applicable habitat conservation plan or natural community conservation plan? Reference: 11; 14 (Section G) Comment: The project site is not located within a Significant Ecological Area or other natural community containing riparian habitat or sensitive biological resources.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10. MINERAL RESOURCES – Would the project:</p>				
<p>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Reference: 14 (Section C4) Comment: Underlying the City of Los Angeles are finite deposits of non-renewable mineral resources, including petroleum and natural gas, limestone, and aggregate. Development over areas containing these deposits may block access to the resource and result in a loss of availability. Determination of whether a project would cause a significant environmental impact depends on whether, or the degree to which, the proposed project might result in the permanent loss of, or access to, a significant mineral resource. The determination is also dependent on whether the mineral resource is of regional or statewide significance. As the proposed project is not in a designated area containing significant mineral deposits, no impact is identified.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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? Reference: 11; 14 (Section C4) Comment: See comment to Section 10(a).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11. NOISE – Would the project result in:</p>				
<p>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? Reference: 11 (Noise Element); 14 (Sections I1, I2, I3 and I4) Comment: Construction will comply with Municipal Code Section 41.40, which regulates the hours and days of construction.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Reference: 11 (Noise Element); 14 (Sections I1, I2, I3 and I4); 15 Comment: Grading activities associated with the proposed project could generate groundborne vibration from heavy equipment. These effects would be temporary and short-term in nature and would comply with applicable noise standards of the municipal code.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Reference: 11 (Noise Element); 14 (Sections I1 and I2) Comment: See comments to Sections 11(a) and 11(b) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Reference: 11 (Noise Element); 14 (Sections I1 and I2) Comment: See comments to Sections 11(a) and 11(b) above. Once construction is completed, the ambient noise levels should be the same as were present before the project.	<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 expose people residing or working in the project area to excessive noise levels? Reference: 11 (Noise Element); 22 Comment: The project area is not located within an airport land use plan, and the project area is not located within two miles of a public airport.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? Reference: 11 (Noise Element); 22 Comment: No private airstrips are located within the vicinity of the project area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. POPULATION AND HOUSING – Would the project:				
a) induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Reference: 14 (Section B2) Comment: The project area surroundings are densely-developed with commercial industrial uses and there are no significant areas of vacant land left to develop. Because no new roads or structures are being constructed that would allow for an increase in the local population, no impact is anticipated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Reference: 14 (Section B2) Comment: No housing is present within the project area. The project will not affect existing housing surrounding the project area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Reference: 14 (Section B2) Comment: Because no housing is being displaced, no persons will be displaced as part of this project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. 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: <ul style="list-style-type: none"> <li data-bbox="321 1745 1057 1770">i) Fire protection? <input type="checkbox"/> 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Reference: 14 (Section J2)

Comment: Governmental services such as fire and police protection, and public facilities such as schools and parks, exist relative to the size of the population and the geographic area served. Significant impacts could occur if a project brings a substantial increase in the number of residential, commercial and/or industrial uses into that geographic area. Since the project area use will not significantly change, there would be no increased populations or congestion in the area, and fire protection response times would not be impacted.

ii) Police protection?

Reference: 14 (Section J1)

Comment: Since the project area use will not significantly change, there would be no increase in population and/or congestion in the area, and police protection response times would not be impacted. See also comment to Section 13(a)(i).

iii) Schools?

Reference: 14 (Section J3)

Comment: Since the project area use will not significantly change, there would be no increase in population and therefore, no impact to schools. See also comment to Section 13(a)(i).

iv) Parks?

Reference: 14 (Section J4)

Comment: Since the project area use will not significantly change, there would be no increase in population and therefore, no impact to parks. See also comment to Section 13(a)(i).

v) Other public facilities?

Reference: 14 (Section J5)

Comment: The project will not necessitate the construction of other public facilities. See also comment to Section 13(a)(i).

14. 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?

Reference: 14 (Section J4)

Comment: The project area is densely developed with commercial industrial uses and construction of the proposed project will not lead to increased use of parks or other recreational facilities.

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

Reference:

Comment: No recreational facilities will be constructed, nor would they be required to be constructed, as a part of this proposed project.

15. TRANSPORTATION/TRAFFIC – Would the project:

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>a) Cause an increase in traffic that 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)?</p> <p>Reference: 14 (Sections F1, F2, F3, F4 and F8); 19</p> <p>Comment: A project trip generation study was conducted by Kaku Associates, Inc. (Kaku). The results of the study are detailed in a memorandum from Kaku to LADOT. In the memorandum, Kaku describes the project and the existing conditions, and provides projected operating conditions and the effect on the levels of service at four intersections in close proximity to the project site. The four intersections were chosen based on consultation with LADOT, and the parameters of the study were governed by a signed memorandum of understanding (MOU) between Kaku and LADOT, dated September 16, 2005.</p> <p>The trip generation study found that the project would not generate enough trips to require a full traffic study per the LADOT threshold of 43 peak-hour trips. The intersections studied are currently operating acceptably and will continue to operate acceptably after this project is constructed, inclusive of the vacation of Hewitt Street. Kaku concluded that the project would not significantly impact the surrounding street system.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?</p> <p>Reference: 14 (Section F2); 19</p> <p>Comment: See comment to Section 15 (a).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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?</p> <p>Reference:</p> <p>Comment: The project will not result in changes to air traffic patterns.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p> <p>Reference: 14 (Section F5)</p> <p>Comment: A potential significant impact from design features of a roadway would be placement of project driveways in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. As no alterations to roadways are planned as part of this project, the project will not result in difficult curves. The use of the project area will not change, therefore there are no impacts from incompatible uses.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Result in inadequate emergency access?</p> <p>Reference: 14 (Sections F5, F8 and J2); 19</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Comment: Projects which alter the street patterns such that fire department access would be obstructed or limited, or that add to the congestion of an intersection that is already at an unacceptable level of service standard, present a potentially significant impact. Because the project will not change vehicular access to the area, nor will it increase traffic congestion, this is no impact.

f) Result in inadequate parking capacity?

Reference: 14 (Sections F5 and F7)

Comment: The project does not include the removal of any on-street parking; therefore, no insufficient parking off-site would occur. The project will have sufficient on-site parking to accommodate the facility needs.

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

Reference: 11

Comment: A significant impact may occur if the proposed project were to conflict with a transportation plan or modify existing alternative transportation facilities located on- or off-site. This project will not present an alternative transportation conflict because there are no impacts to current transportation plans or facilities.

16. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Reference: 14 (Section K2)

Comment: A significant impact would occur if the proposed project would discharge wastewater that exceeds the regulatory limits imposed by the governing agency. The project site is not located in an area where the sewer capacity is already constrained, nor will it generate new or increased average daily wastewater flow of 4,000 gallons per day (gpd) or more. The bus washing facility to be constructed as part of the project will utilize recycled water.

Land Use	Size	Average Daily Flow	Total Wastewater Generation (gpd)
Existing:			
MTA Parking Lot	84,000 ft ²	20 gpd/1,000 gross ft ²	1,680
Commercial Industrial Bldg	4,000 ft ²	80 gpd/1,000 gross ft ²	320
Parking Lot	15,000 ft ²	20 gpd/1,000 gross ft ²	300
			TOTAL EXISTING 2,300
Project:			
Administration Bldg	7,500 ft ²	150 gpd/1,000 gross ft ²	1,125
4 Service Bays	800 ft ² ea	800 gpd/1,000 gross ft ²	2,560
Bus Washing	18 buses/day (est.)	40 gallons each*	720
Fueling Station		430/station	430
Parking	32,000 ft ²	20 gpd/1,000 gross ft ²	640
			TOTAL PROJECT 5,475
			Total Project Net Increase Wastewater Generation 3,175

* Source: Los Angeles County Metropolitan Transportation Authority, Environmental Unit

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<p>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? Reference: 14 (Sections K1 and K2) Comment: Wastewater service requirements are related to the size and type of projects and geographic area served. New facilities construction may increase wastewater generation and affect wastewater collection and treatment systems. If the proposed project would generate wastewater flows substantially larger than existing flows, such that it would exceed the capacity of the sewer; or generate flows that would exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements, such a project would cause a potentially significant impact. Because the project will not generate new or increased average daily wastewater flow of 4,000 gallons per day or more, there is no impact.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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? Reference: 14 (Section D1) Comment: If a project were to substantially change the rates of absorption, drainage patterns, or amount of surface runoff in a project area, the capacity of existing storm water drainage facilities may be inadequate. Mechanisms of flood control include, but are not limited to: dams, flood control basins, levees, channelization, pumping stations, upstream retention, diversion of run-off, and spreading grounds. Because this project is not anticipated to result in a change in storm water patterns, there is no impact.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Reference: 14 (Section K1) Comment: Potable water is provided by the City of Los Angeles Department of Water and Power. The type, size and characteristics of a project determine the quantity of water consumed. The anticipated demand on the water supply from a new project may present a significant impact if existing water supplies were inadequate to meet the demand, and a new source was required that necessitated new off-site development of potable water infrastructure. Sufficient potable water supplies are available to serve the project area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Result in a determination by the wastewater treatment provider that 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? Reference: 14 (Section K2) Comment: Minimal wastewater will be generated by the project. See also comment to Section 16(b).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Reference: 14 (Section K3)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<p>Comment: Generation of five tons or more of solid waste per week may present a significant environmental impact by overburdening the existing landfill serving the project area. Solid waste materials generated from this proposed project will not exceed the screening criteria and no significant impact is expected.</p>				
<p>g) Comply with federal, state, and local statutes and regulations related to solid waste? Reference: 14 (Section K3) Comment: Solid waste generated as part of this project shall be disposed of in accordance with all federal, state and local requirements.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. MANDATORY FINDINGS OF SIGNIFICANCE –				
<p>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? Reference: 14; 18 Comment: In order to assess the presence of the Zanja Madre and other cultural resources, the project site needs to be free of construction materials which are currently onsite. The property is currently owned by the MTA and those materials include large steel girders and materials that are not readily movable. The presence of those materials onsite would preclude any meaningful assessment of the underlying resources, if conducted at this time. After MTA has removed such materials from the property and before any new construction begins, mechanical trenching by a historical archaeologist will take place to assess the extent of the resources. If significant cultural resources are encountered, the City will prepare a treatment plan prior to any earth moving activities onsite. This plan may include avoidance, recordation, excavation, or other professionally accepted methods of mitigating the effect on the resource. The City Engineer will have approval authority of the plan.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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)? Reference: Comment:</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? Reference: Comment: The project does not have significant air quality, hazard, land use, noise, or traffic impacts that would cause substantial adverse effects on human beings, either directly or indirectly.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. MITIGATION MEASURES

1. Archaeological resources may be present onsite. The Zanja Madre is an early water conveyance system dating back to the founding of the City of Los Angeles in 1781 which, if present beneath the asphalt pavement on the project site, is a significant cultural resource. In order to assess the presence of the Zanja Madre and other cultural resources, the project site needs to be free of construction materials which are currently onsite. The property is currently owned by the MTA and those materials include large steel girders and materials that are not readily movable. The presence of those materials onsite would preclude any meaningful assessment of the underlying resources, if conducted at this time.

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V. NAME OF PREPARER

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VI. COORDINATION

Mr. Chuck Hammerstein
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Mr. Mike Bagheri
Transportation Engineer
City of Los Angeles
Department of Transportation

VII. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary


The project consists of the acquisition of property and construction of an administrative building, a maintenance facility including four service bays, a fueling station and a bus-washing bay. The facility would be functionally similar to our current contractor's Vernon yard, which is 3.3 acres and holds 60 vehicles. Twenty-two thousand square feet are used for bus parking, 10,000 square feet for employee parking and 7,500 square feet for administrative offices. The facility will be capable of handling from 60 to 70 DASH buses and approximately 90 coach operators, 12 back-up operators and 40

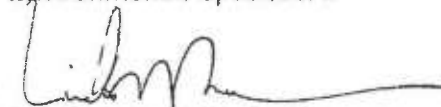
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administrative and support personnel, including mechanics, dispatchers, road supervisors, service attendants, inventory control personnel and managers. Commuter Express buses will also lay over at the facility mid-day. Vacation of Hewitt Street between Commercial Street and Ducommun Street will be required to construct the project.

B. Recommended Environmental Documentation

On the basis of this initial study, 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 the mitigation measures described in Section IV have been added to the project. A **mitigated negative declaration** should be prepared.

Prepared By: 
Lisa R. Dugas
Environmental Specialist II

Approved By: 
Ara Kasparian, Ph.D., Manager
Environmental Management Group

LRD: CEQA Initial Study (Downtown Bus)

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11. City of Los Angeles, Department of City Planning, *General Plan*, including community plans and technical elements.
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**MITIGATION MONITORING PLAN
FOR
DOWNTOWN BUS MAINTENANCE AND INSPECTION FACILITY
E1904503**

April 2006

INTRODUCTION

As required by Section 15097 of the California Code of Regulations (Guidelines for the Implementation of the California Environmental Quality Act), the following identifies the mitigation measures and implementation mechanisms for the Downtown Bus Maintenance and Inspection Facility project. Adoption of this plan by the City Council constitutes adoption of the mitigation measures contained herein and requires that each of these measures be incorporated into the project plans and contract specifications, and implemented concurrently or prior to project implementation.

The Bureau of Engineering's Environmental Management Group has prepared this CEQA document on behalf of LADOT, which is the lead agency for this project. The City of Los Angeles Department of Transportation (LADOT) is responsible for the development of programs and implementation of solutions to meet the ground transportation needs of Los Angeles traveling public and commerce. The Bureau of Contract Administration is responsible for ensuring that the construction contractor(s) comply with the requirements involving construction.

MITIGATION MEASURES

Archaeological resources may be present onsite. The Zanja Madre is an early water conveyance system dating back to the founding of the City of Los Angeles in 1781 which, if present beneath the asphalt pavement on the project site, is a significant cultural resource. In order to assess the presence of the Zanja Madre and other cultural resources, the project site needs to be free of construction materials which are currently onsite. The property is currently owned by the MTA and those materials include large steel girders and materials that are not readily movable. The presence of those materials onsite would preclude any meaningful assessment of the underlying resources, if conducted at this time.

After MTA has removed such materials from the property and before any new construction begins, mechanical trenching by an archaeologist will take place prior to the start of construction. If significant cultural resources are encountered, the City will prepare a treatment plan prior to any earth moving activities onsite. This plan may include avoidance, recordation, excavation, or other professionally accepted methods of mitigating the effect on the resource. The City Engineer will have approval authority of the plan.

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the EIR;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Archeological Resources

Archeological resources may be present onsite. The Zanja Madre is an early water conveyance system dating back to the founding of the City of Los Angeles in 1781 which, if present beneath the asphalt pavement on the project site, is a significant cultural resource. In order to assess the presence of the Zanja Madre and other cultural resources, the project site needs to be free of construction materials which are currently onsite. The property is currently owned by the MTA and those materials include large steel girders and materials that are not readily movable. The presence of those materials onsite would preclude any meaningful assessment of the underlying resources, if conducted at this time. After MTA has removed such materials from the property and before any new construction begins, mechanical trenching by an archeologist will take place prior to the start of construction. If significant cultural resources are encountered, the City will prepare a treatment plan prior to any earth moving activities onsite. This plan may include avoidance, recordation, excavation, or other professionally accepted methods of mitigating the effect on the resource. The City Engineer will have approval authority of the plan.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety
Action Indicating Compliance:	Archaeologist field inspection sign-off