

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)

<b>LEAD CITY AGENCY AND ADDRESS:</b> Department of Public Works, Bureau of Engineering on behalf of the City of Los Angeles Department of Transportation, 1149 South Broadway, Los Angeles 90015	<b>COUNCIL DISTRICT</b>  14
<b>PROJECT TITLE:</b> <b>DOWNTOWN BUS MAINTENANCE AND INSPECTION FACILITY (W.O. E1904503)</b>	T.G. 634, H3/4
<b>PROJECT LOCATION:</b> 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	
<b>DESCRIPTION:</b> 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.	
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:</b>	
<b>FINDING:</b> The <b>City Engineer</b> 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.	
<b>THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED</b>	
<b>PERSON PREPARING THIS FORM</b> Lisa R. Dugas Environmental Specialist II	<b>ADDRESS</b> 1149 S. Broadway, Suite 600 Los Angeles, 90015-2213
<b>SIGNATURE (Official)</b> Ara Kasparian, Ph.D., Manager Environmental Management Group	<b>TELEPHONE NUMBER</b> (213) 485-5745  <b>DATE</b> 3-09-2006

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**C. Description**

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**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

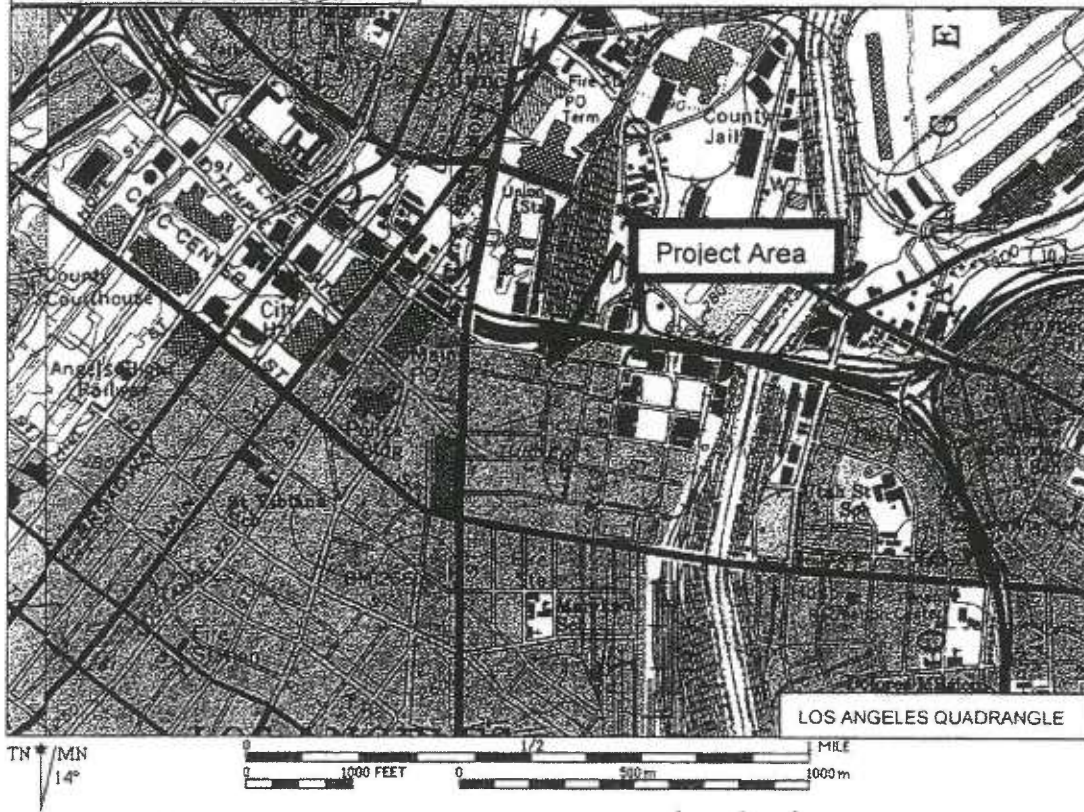


Figure 2. Vicinity Map

### 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.)

<b>Issues</b>	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"/>
<b>2. AGRICULTURE RESOURCES – Would the project:</b>				
<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"/>
<b>3. AIR QUALITY – Would the project:</b>				
<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 <sub>10</sub>	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
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Operational Emissions	7.46	9.01	77.93	7.06	0.07
SCAQMD Operational Emission Thresholds	55	55	550	150	150
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

- 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 (PM<sub>10</sub>), 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