Los Angeles County
Department of Regional Planning
Transdev Facilities

Project No. 2018-004292

Conditional Use Permit No. RPPL2018006758

Environmental Assessment No. RPPL2019000742

Draft Initial Study: Mitigated Negative Declaration

Prepared for:

Los Angeles County
Department of Regional Planning
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Environmental Checklist Form (Initial Study)

Los Angeles County Department of Regional Planning

Project title: Transdev Facilities Project/Project No. 2018-004292 CUP RPPL2018006758 - Certificate of Compliance RPPL2019000741 - Environmental Review/Initial Study RPPL2019000742

Lead agency name and address:

Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Contact person and phone number: Bruce Ehrlich, AIA, Esq. (213) 787-0340

Project sponsor's name and address:

Transdev North America
20 Butterfield Road, Suite 300
Lombard, IL 60148

Phone: (530) 321-0345

Project location: 636 East Rosecrans Avenue (636-1/4U & 636-3/4U for electric utility metering purposes as assigned by the Department of Public Works) and 14410 South Avalon Boulevard, in Unincorporated Los Angeles County, CA 90059.

APN: 6137-006-044, 6137-006-037, and a portion of 6137-005-027

USGS quad: Redondo

Gross acreage: approximately 5.65 acres

General Plan Land Use designations: Parcels 6137-006-037, and the portion of 6137-005-027 (Industrial); Parcel 6137-006-044 (Industrial/Residential)

Community/Areawide Plan designation: West Rancho Dominguez—Victoria Community Standards District

Zoning: Parcels 6137-006-044, and 6317-006-037 (M1-1P-1 Limited Industrial-Preservation); The portion of 6137-005-027 (M1-1P-1 Limited Industrial-Preservation and B1–Buffer Strip)

In addition to the zoning designation, indicate which Community Standards District the property is located within: West Rancho Dominguez—Victoria Community Standards District (CSD)

Description of Project:

Request:

The Applicant is requesting a Conditional Use Permit for the subject property for its use as a bus storage facility as per § 2 22.350.070.F.3.of the County Code.

Project Operations:

Transdev North America, Inc. (Transdev) provides the Los Angeles County Metropolitan Transportation Authority (Metro) with contract transportation services, including the operation, storage, fueling, and maintenance of buses for Metro's North Region out of the Applicant's current facility located at 1611 Naud Street, in Los Angeles, CA. The Applicant has entered into a lease for the properties referenced above as the Project site to continue to provide those same contracted services to Metro at this location.

The Applicant's hours of operation are almost 24 hours a day with a start of work at 3:00 AM and the end of operations scheduled at 1:00 AM with approximately three shifts during this period. One or more members of the Applicant's staff will be on site 24 hours a day. Additionally, a security company will be engaged to secure the facility when closed, during slow hours, and/or limited operational hours.

The on-site activities will include parking of the buses, parking for nonrevenue-generating Metro support vehicles on that portion of the Project site adjacent to, and with access from South Avalon Boulevard. There will also be dedicated and separate parking for bus drivers as well as Metro's and the Applicant's operational and maintenance employees located on the easterly portion of that portion of the Project site adjacent to, and with access from East Rosecrans Avenue. The Applicant will perform light maintenance of the Metro bus fleet on site, and the Applicant will also provide bus-washing, and fueling service for the bus fleet on site.

It is expected that the Facility will have an administrative staff of approximately 25 employees (both the Applicant, and Metro) and a maintenance staff of approximately 20 employees. The employees will be working over the three shifts noted above.

It is expected that the Facility will accommodate approximately 90 buses. Except for the two hours during which the facility would be closed (from 1AM to 3AM), the buses are in continuous operation, and are only in the parking area long enough for a change of drivers.

Once a bus arrives back at the facility, that bus will enter the Project site from Avalon Boulevard and proceed to a designated area for the secure removal of the fare box, and then onto one of the Compressed Natural Gas (CNG) fueling dispensing pumps before proceeding through the automated

bus washing station (the fare boxes, the bush washing station and the CNG facility are all located in the central portion of parcel 6137-006-044). The bus will then return to the bus parking area where a new driver will take over the bus and leave the facility onto Avalon Boulevard to run its regularly scheduled route.

The Site:

The Project site is irregular in shape and is approximately 5.65 acres in size with frontages on both East Rosecrans Avenue and Avalon Boulevard. The Project site is comprised of the three individual contiguous parcels noted above[1] The most recent use at the Project site included a shoring design, storage, manufacturing, and assembly company, Trench Shoring Company (Trench Shoring). Trench Shoring provided the construction industry with above- and below-ground shoring equipment, Trench Tops, and personal training. At this location, Trench Shoring custom-designed, stored, manufactured, and assembled shoring equipment. Its operations included both indoor and outdoor storage, manufacturing, and assembly, as well as administrative offices.

As noted above, the Project site includes frontages on both East Rosecrans Avenue and South Avalon Boulevard. There is a single existing curb cut and drive along the east side of South Avalon Boulevard providing access to the most southerly portion of the Portion of the Project site which is contiguous with South Avalon Boulevard, and which will be used for bus storage. This curb cut and drive will be reconstructed in accordance with the requirements provided by the Department of Public Works (DPW) to accommodate the movement of Metro's buses.

Additionally, there are currently three existing curb cuts and drives along south side of Rosecrans Avenue. Each of these three curb cuts and drives provide individual access to north easterly portion of the Project site which is contiguous with East Rosecrans Avenue. The curb cuts and drives located at the east and west ends of this portion of the Project site will remain and be reconstructed in accordance with the requirements provided by DPW to provide access to the visitor and employee parking associated with the Project.

The curb cut and drive located in the center of this portion of the Project site will be closed and replaced by new curb and gutter in accordance with the requirements provided by DPW.

The site currently contains an approximately 14,930-square-foot existing office/fabrication building located on the west side of the portion of the Project site that has frontage along East Rosecrans Avenue. The remainder of this portion of the Project site currently consists of paved areas that vary in condition. These areas will either retain the existing pavement or will be subject to new paving

1 The individual contiguous parcels that make up the Project site are subject to a recorded Certificate of Compliance for the purpose of holding the individual parcels together as one parcel dated May 30, 2019 (the Consolidated Parcel). The Certificate of Compliance has been issued for the purpose of accommodating the current proposed Project. Subsequent to the recorded Certificate of Compliance three of the original individual parcels that made up the site (Parcels 6137-006-033, 6137-006-034 and 6137-006-043) were consolidated under a new Assessor Parcel Number, 6137-006-044.

material as may be appropriate or necessary. In general, it is expected that the pavement on the eastern area of this portion of the Project site will remain in place, and that new base and pavement will be constructed on the western area of this portion of the Project site (see below, and the Site Plan for additional details regarding the paving).

Contamination/Work Plan:

The Phase One Analysis for the Site (included in the appendices hereto) has identified potentially contaminated soils in the area of a previous underground storage tank removal in the westerly portion of the Project site that is contiguous to East Rosecrans Avenue in 2003. The property owner has contracted with ENCON Technologies Inc. to prepare a Work Plan related to further investigation of this issue, including three borings and an analysis of the resulting samples. The Work Plan has been submitted to and approved by the Los Angeles Regional Water Quality Control Board (the LARWQCB) (attached hereto as part of the appendices), and future soils investigation consistent with that Work Plan is currently in process.

The Improvements/the Project:

The existing building located at 636 East Rosecrans Avenue will be remodeled for use by the Applicant to provide bus maintenance and administrative/operational services to Metro. Tenant improvements within the existing building will be constructed to provide administrative and operational office and conference space, space for Metro dispatch activities, fare collection, rest rooms (including the remodeling of existing rest rooms), maintenance staff break room, and bus driver lounge gathering area.

The garage portion of the existing building will have three lifts installed for bus maintenance, and two new 16' wide bus access openings with metal roll-up doors will be cut into the existing east wall of the building to allow buses to enter the maintenance area. Additionally, the Applicant is proposing to construct a fully enclosed steel canopy structure (approximately 50' x 80') adjacent to the existing building to provide four additional maintenance bays for the servicing of buses.

In addition to the CNG fueling facility that will be located in central area of that portion of the Project site that is contiguous with East Rosecrans Avenue (see the discussion below), a bus wash station will be installed under the existing canopy (approximately 34' x 38') currently located on this portion of the Project site.

As noted above, parking for bus driver/operators and other employees will be located the easterly portion of the Project site that is contiguous to, and accessed from East Rosecrans Avenue. There will be a total of 103 parking spaces in this area which will be separated from bus traffic and other fleet-related services by an existing concrete block wall which will remain in place. Ingress and egress to and from this parking area will be via the existing adjacent curb cut and drive along East Rosecrans Avenue that will be reconstructed to meet the requirements of DPW. This area is currently paved, and other than possible patching the Project will utilize the existing paving.

Visitor and guest parking spaces will be located on the Project site adjacent to the existing building and East Rosecrans Avenue. There will be a total of 12 parking spaces, including disabled access parking spaces. A dedicated bicycle parking area for the Project will also be located in this area. Visitors will include other Transdev employees, Transdev contractors, suppliers, and Metro personnel. All visitors will enter from East Rosecrans Avenue from the existing curb cut and driveway on the westerly end of this portion of the Project site. In general, the paving on this portion of the Project site is to remain in place except for repairs that will occur over the trenching that will be required for utility service to the CNG, and the bus washing station, as well as the drainage from the bus washing station.

As noted above, parking for the Metro buses is to be located on that portion of the Project site contiguous to, and with access from South Avalon Boulevard. Additionally, nonrevenue-generating Metro service, support and supervisorial vehicles will also be parked in twelve designated spaces located on this portion of the Project site. This portion of the Project site will be subject to grading in preparation for new paving, which will be constructed on both parcels.

Buses will be parked in 90 designated and striped bus parking spaces, with the option of using the drive aisles for additional stacked parking in the event of a greater number of buses than spaces. It is expected that generally, except for the two hours during which the facility would be closed, the buses will only be in the parking area long enough for a change of drivers. Once the driver arrives at the facility, the bus will proceed to an area for the secure removal of the fare box, and then onto the CNG fueling and wash stations before returning to the parking area where a new driver would take over the bus.

All bus movements (ingress and egress) will occur utilizing an expansion, in accordance with the requirements of the DPW, of the existing curb cut located along South Avalon Boulevard and will include both right and left turns in and out of the facility. There will be no bus movements to or from the facility along West Rosecrans Avenue, or through the curb cuts located along West Rosecrans Avenue.

Compressed Natural Gas Fueling Facility:

A related aspect of the Project will be a private CNG fueling facility (the CNG Fueling Facility) for Metro's transit bus fleet. The CNG Fueling Facility is to be designed and constructed under separate contract by Clean Energy[2].The CNG Fueling Facility will consist of two General ElectricCNG in a Box" natural gas compressors, a compressed natural gas dryer, three compressed natural gas storage vessels, electrical switchboards and motor controls, cabinets, all of which will be located in a fenced-in Equipment Compound, and two single-hose compressed natural gas dispensers located some distance away from the Equipment Compound on the portion of the Project site adjacent to East Rosecrans Avenue.

2 Clean Energy, 4675 MacArthur Court, Suite 800, Newport Beach, CA 92660.

As noted above, the Equipment Compound, as well as the two single-hose compressed natural gas dispensing stations, will be located in the central portion of the Project site adjacent to East Rosecrans Avenue. Specifically, the Equipment Compound will be constructed at the rear of the Parcel (approximately 60' north of the Project site's southerly property line) adjacent to the existing concrete block wall running along a line that defines the bus driver parking area in the easterly section of this portion of the Project site. The Equipment Compound will be fully enclosed (including along the concrete block wall) by a 6' tall chain link fence with access available only through a series of locked gates. The chain link fence enclosure will be further protected by a series of 4" round stell and concrete bollards located at 4' on center outside of the chain link fence.

The dispensing stations will be fed by underground pipes running from the Equipment Compound, and each of the two dispensing stations will consist of single hose pump/dispenser similar to those pumps found at a normal gas station.

Along with other emergency check systems related to the CNG Fueling Facility, the main emergency check system for the CNG Fueling Facility will be the Emergency Shut-Down switches ("ESD"). ESDs will be located at various points throughout the Equipment Compound and dispensing station areas. When pushed or activated, the entire system, including electrical power, shuts down and the gas is prevented from moving through the equipment. In the event of a gas leak inside the compressor containment area, the system will automatically shut down, and auto-dial the call center where the appropriate responder or service technician will be dispatched. Following a shutdown, the equipment at the CNG Fueling Facility can only be manually restarted by a qualified technician at the CNG Fueling Facility.

The CNG Fueling Facility equipment is vendor-fabricated and manufactured, including the associated piping and electrical equipment and will be built to required federal, State and local codes and is subject to all applicable local building and fire code requirements and inspections. The design, construction, and operation of the CNG Fueling Facility and the dispensing pumps will be the responsibility of Clean Energy.

Construction:

It is expected that the construction on site will take between six and nine months. The construction work will include the CNG facility, the enclosed metal maintenance canopy, the installation of the bus wash equipment, pavement repair where trenching has occurred, and the internal tenant improvement work within the existing building, along with the interior and exterior demolition work necessary to allow for the new construction. Additionally, new grading and paving will occur on that portion of the Project site used for bus parking.

The grading operation is expected to result in approximately 500 cubic yards of export from the main bus parking area of the Project site. The export operations for this portion of the Project site are expected to take approximately one week, with five truck trips per day over that week. The grading operation is expected to result in approximately 300 cubic yards of export from the smaller bus parking area. The export operations for this this portion of the Project site are expected to take three

to four days, with five truck trips per day over that time period. The export is expected to be taken to United Landfill, 1245 Arrow Hwy., Irwindale, Ca. The route to the landfill is proposed to take Rosecrans Avenue east to the 710 Freeway north, then to the 105 Freeway east, then to the 605 Freeway north to Arrow Highway.

Surrounding Land Uses and Setting:

As shown in **Figure 1: Regional Location Map**, the proposed Project is located at 636 East Rosecrans Avenue and 14110-14438 South Avalon Boulevard, in unincorporated County of Los Angeles. Regional access is provided by Interstate 110 (I-110) approximately 1.18 miles west of the Project site and Interstate 105 (I-105) approximately 1.76 miles north of the Project site.

As shown in **Figure 2: Project Site Location**, the Project site is bound by Rosecrans Avenue to the north and Avalon Boulevard to the west. Nexfil USA is located to the south, McKinley Elementary School to the southwest, and single-family residences border the east side of the Project site.

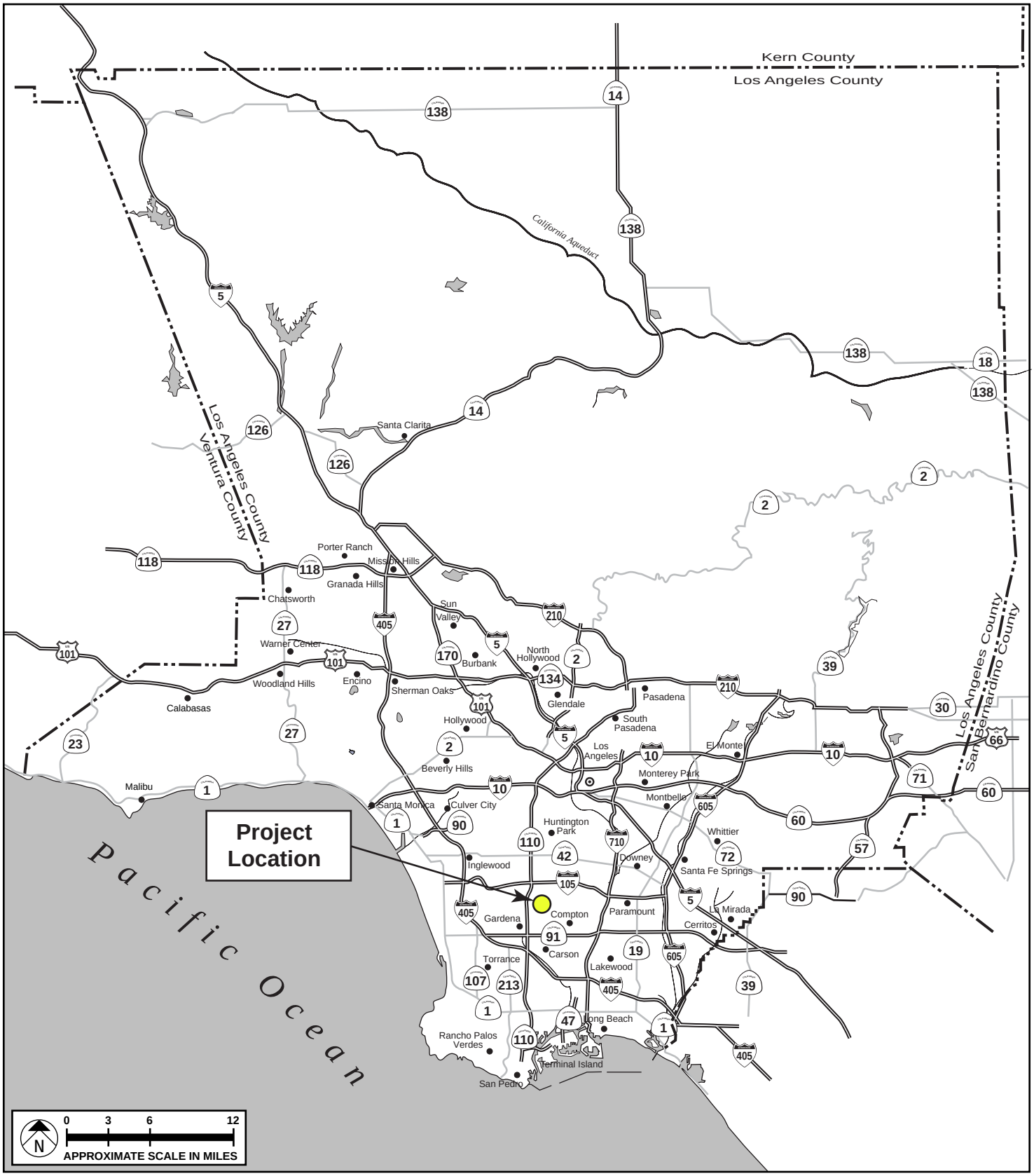
As shown in **Figure 3: Existing Conditions**, the 5.35-acre Project site is located on the southeast corner of Rosecrans Avenue and South Avalon Boulevard. Local access is provided by one existing driveway on Avalon Boulevard and three existing driveways on Rosecrans Avenue. The Project site plan is shown in **Figure 4: Site Plan.**

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Correspondence was sent on May 16, 2019 by the County Department of Regional Planning to the following Native American Tribes, providing notice that this project is under review and subject to CEQA, and requesting notification regarding any desire for consultation, pursuant to this section of the Public Resources Code.

- Gabrieleno Tongva-San Gabriel Band of Mission Indians
- Gabrieleño Band of Mission Indians-Kizh Nation

The Gabrieleño Band of Mission Indians-Kizh Nation requested formal consultation on May 16, 209. The County initiated consultation on August 1, 2019 and this was completed on August 21, 2019. Please refer to Section 18. Tribal Cultural Resources for a discussion of the results of the consultation.

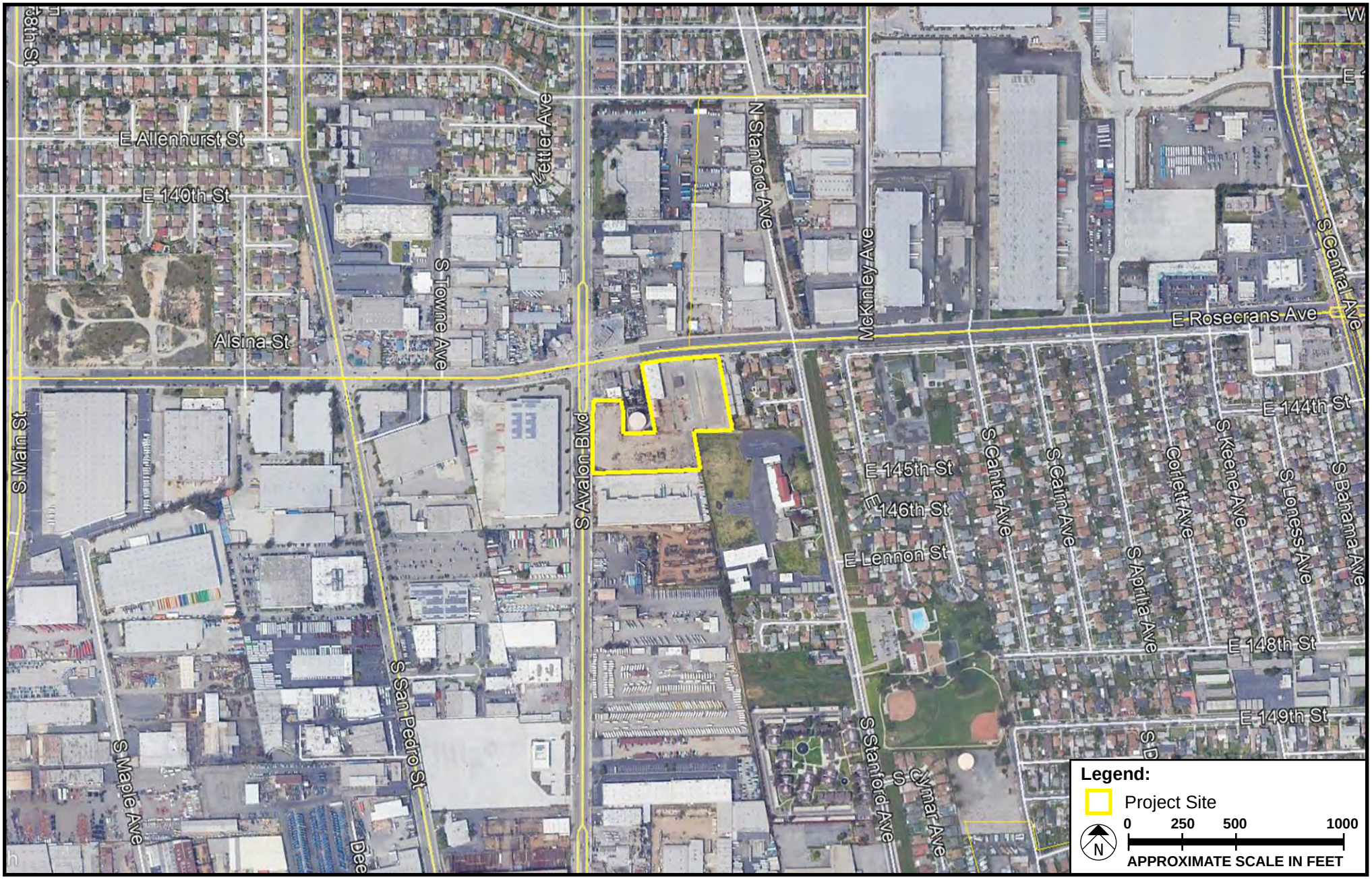


SOURCE: Meridian Consultants, LLC - 2019

FIGURE **1**

Regional Location Map

246-001-19

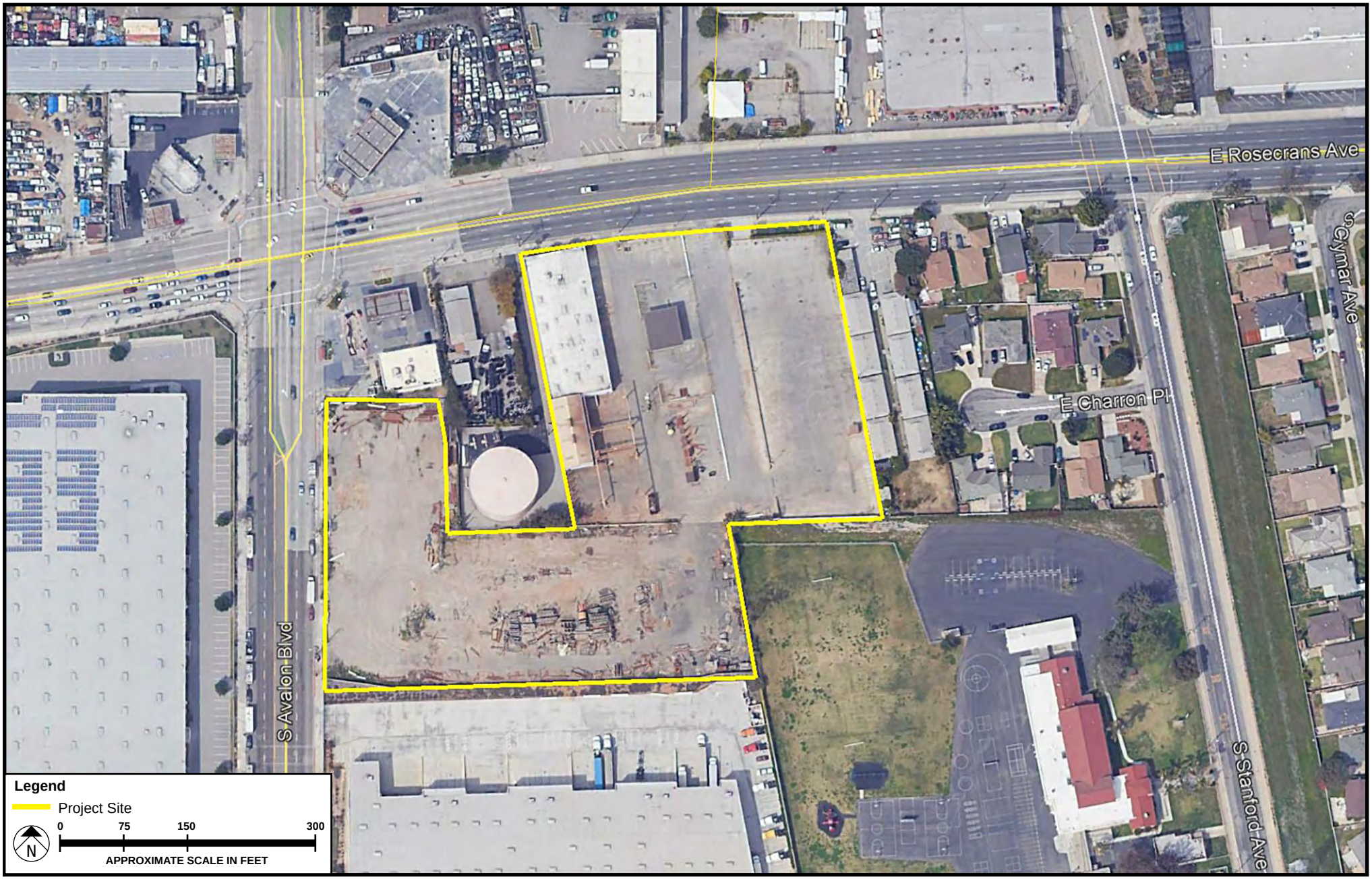


SOURCE: Google Earth - 2019

FIGURE **2**

Project Site Location

246-001-19

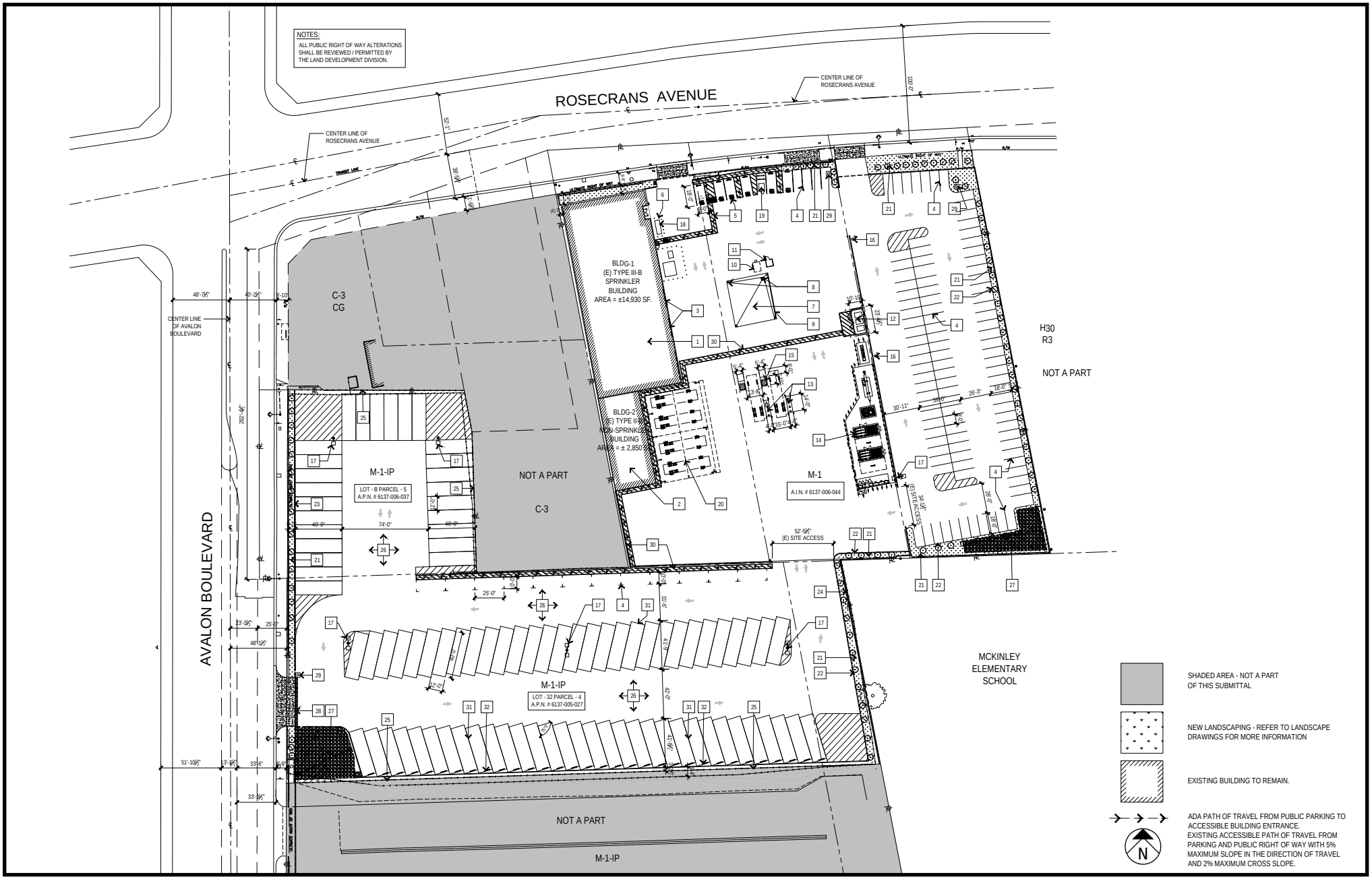


SOURCE: Google Earth - 2019

FIGURE **3**

Existing Conditions

246-001-19



SOURCE: RS Herman Architects - 2019

FIGURE **4**

Site Plan

246-001-19

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency	Approval Required
Regional Water Quality Control Board	_____

Major projects in the area:

Project/Case No.	Description and Status
Please refer to **Table 1-1: Major Projects in the Area**.	

Table 1-1:
Major Projects in the Area

Jurisdiction	*Project*	*Land Use*	*Quantity*	*Units*
Los Angeles Co.	RPPL2017008645	Park Improvements	19.801	TSF
Los Angeles Co.	RPPL2018001550	Commercial	6.221	TSF
Los Angeles Co.	RPPL2016001599	Fast Food w/o Drive Thru	1.020	TSF
Los Angeles Co.	RPPL2017011125	Medical Office	52.000	TSF
Gardena	1112 Gardena Blvd.	Mixed Use Development	32.944	TSF
Gardena	1515 W. 178th St.	Residential Development	114	DU
Gardena	16819 Normandie Ave.	Single Room Occupancy	69	DU
Gardena	15930 S. Western Ave.	Medical Office Building	6.430	TSF
Gardena	16210 Crenshaw Blvd	Drive-Thru Restaurant	4.860	TSF
Gardena	1420 W. Redondo Beach Blvd.	Retail Building	4.053	TSF
Gardena	1399 W. Artesia Blvd.	Gas Station with Sam's Club	16	VFP
Gardena	16958 S. Western Ave.	Townhomes	46	DU
Gardena	1417 W. 141st St.	Townhomes	63	DU
Gardena	13919 Normandie Ave.	Single Room Occupancy	21	DU
Gardena	14105 S. Vermont Ave.	Restaurant (Fast Casual Restaurant)	1.500	TSF
Gardena	14321 Van Ness Ave.	Townhomes	40	DU
Compton	2001 E Rosecrans Ave	Condominium	62	DU
Compton	1901 W El Segundo Blvd	Self-Storage Facility	186.432	TSF
Compton	821 W Rosecrans Ave	Commercial Center	15.500	TSF
Compton	106 N Long Beach Blvd	Gas Station W Convenience Store	3.00	TSF
Compton	126 E Oris St	Industrial Building	95.000	TSF
Compton	1420 N McKinley Ave	Industrial Building	139.675	TSF
Compton	2200 W Artesia Blvd	Commercial Center	36.500	TSF
Compton	961 S Wilmington Ave	Car Wash	2.959	TSF

Reviewing Agencies: [*See* **CEQA Appendix B** *to help determine which agencies should review your project***]**

Responsible Agencies	Special Reviewing Agencies	Regional Significance
☐ None **Regional Water Quality Control Board:** ☒ Los Angeles Region ☐ Lahontan Region ☐ Coastal Commission ☐ Army Corps of Engineers ☐ LAFCO	☐ None ☐ Santa Monica Mountains Conservancy ☐ National Parks ☐ National Forest ☐ Edwards Air Force Base ☐ Resource Conservation District of Santa Monica Mountains Area	☐ None ☒ SCAG Criteria ☒ Air Quality ☐ Water Resources ☐ Santa Monica Mtns. Area

Trustee Agencies	County Reviewing Agencies
☐ None ☐ State Dept. of Fish and Wildlife ☐ State Dept. of Parks and Recreation ☐ State Lands Commission ☐ University of California (Natural Land and Water Reserves System)	☒ DPW ☒ Fire Department (delete those that don't apply) – Forestry, Environmental Division – Planning Division – Land Development Unit – Health Hazmat ☐ Sanitation District ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise) ☐ Sheriff Department ☐ Parks and Recreation ☐ Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially significant impacts affected by this project.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture/Forestry	☐ Hazards/Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology/Water Quality	☐ Transportation
☒ Biological Resources	☐ Land Use/Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities/Services
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology/Soils	☐ Population/Housing	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sharon Temple — July 8, 2020

Signature (Prepared by) — Date

M. Glaser — July 8, 2020

Signature (Approved by) — Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be 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 a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

1. AESTHETICS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

Scenic resources typically include natural open spaces, topographic formations, and landscapes that contribute to a high level of visual quality. They also can include ridgelines, parks, trails, nature preserves, sculpture gardens, and similar features.

The area surrounding the Project Site includes industrial manufacturing, commercial, and residential land uses. Across Rosecrans Avenue is a gas station and other commercial, industrial, and manufacturing uses. South of the Project Site is Nexfil USA and other commercial and industrial uses. Single-family residences border the west of the Project, and McKinley Elementary School to the southwest. Vegetation is limited.

The Project would construct and operate a bus operations and maintenance facility for Metro services. The Project will include parking for buses, support vehicles, bus drivers, and Metro employees, bus maintenance and service facilities, an automated bus washing bay, Compressed Natural Gas (CNG) fueling pumps for the bus fleet, and approximately 12,137 square feet of building area of office and administrative uses. The Project would be no more than 45 feet in height.

The Project Site is not near any designated wild or scenic rivers pursuant to the National Wild and Scenic Rivers System. The nearest surrounding mountains are the Santa Monica Mountains approximately 17 miles to the northwest and are not visible from the Project Site. As such, impacts would be less than significant.

The Project would be built to the same style as the existing buildings, clean up the current vacant lot, and not block the view of the San Gabriel Mountains for the surrounding residences. Thus, it will not have a substantial adverse effect on a scenic vista.

No impact would occur.

Mitigation Measures: No mitigation is required.

b) Be visible from or obstruct views from a regional riding, hiking, or multiuse trail?	☐	☐	☐	☒

The Project Site is located in an incorporated and developed region of the County. Few trails exist in the area, as identified as "Existing Official Trails on Public Lands" on the County's "Trail Network Map." The closest trail to the Project Site is the Los Angeles River Trail, located approximately 4.72 miles east of the Project Site. The trail allows access for walking, biking,

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

horseback riding, and dog walking. Due to the distance between the Los Angeles River Trail and the Project Site and the urban setting of the surrounding area, the Project Site would not be visible from or obstruct view from any regional riding, hiking, or multiuse trail.

No impact would occur.

Mitigation Measures: No mitigation is required.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒

There are no State-designated scenic highways in the West Rancho Dominguez–Victoria Community Service District Area. The closest historical site is the Air Raid Siren #78, which is located approximately 1.47 miles east of the Project Site. As such, the Project would not impact views of any scenic resources along a scenic highway, including trees, rock outcroppings, or historic buildings within a State scenic highway.

No impact would occur.

Mitigation Measures: No mitigation is required.

d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)	☐	☐	☒	☐

As shown in **Figure 2: Project Site Location**, the Project Site is located in an industrial area of the County. As mentioned previously, immediately south of the Project Site is Nexfil USA and other commercial and industrial uses. Single-family residences border the west of the Project, a gas station and further commercial and industrial uses are to the north, and McKinley Elementary School to the southwest. The Project will be designed in accordance with standards in the West Rancho Dominguez – Victoria Community Standards District. The Project will not exceed 45 feet in height and will retain the existing concrete block walls at the edges of the site to act as a border between the Project Site and surrounding uses. As such, the Project will not substantially degrade the existing

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

visual character or quality of public views of the site and its surroundings, nor would it conflict with applicable zoning or other regulations governing scenic quality.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

The vacant structure currently on the Project Site has less than significant impacts on light and glare in the area. It has few windows and minimal exterior lighting.

The Project would add new lighting sources along the exterior perimeter. These would be a slight expansion of the existing lighting from the existing conditions. The lighting associated with the Project would be for security and workplace safety.

The Project's lighting would comply with the outdoor lighting standards of the County's Rural Outdoor Lighting District zoning code. Project lighting would be designed to reduce potential lighting impacts and nuisances onto the surrounding residential uses of the site.

The Project would have few windows that would increase glare. All windows would be designed with nonreflective glass that would minimize any unwanted light or glare throughout the Project Site.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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 nonagricultural use?	☐	☐	☐	☒

According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the Project Site is designated as Urban Built Up Land. Urban and Built-Up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel.

No portion of the Project Site is designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.

The Project Site and surrounding development are not currently used for agricultural use.

No impact would occur.

Mitigation Measures: No mitigation is required.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒

The Project Site and surrounding development are currently not used for agricultural use, nor do they support agricultural use. The Project Site is not designated or zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract.

No impact would occur.

Mitigation Measures: No mitigation is required.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒

The Project Site is not designated or zoned for forest or timberland or used for foresting. The Project is designated for Public land use. Additionally, the Project Site is in an urbanized area of the Antelope Valley and is not within any forestland area.

No impacts would occur.

Mitigation Measures: No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to nonforest use?	☐	☐	☐	☒

The Project Site does not contain any farmland or forestland. Development of the Project would occur on a vacant lot on the northern portion of the existing Antelope Elementary School property parcel, which is located in a previously developed area.

No impact would occur.

Mitigation Measures: No mitigation is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to nonforest use?	☐	☐	☐	☒

The Project Site is not designated or zoned for forest or timberland or used for foresting. The Project would not Involve other changes in the existing environment, which, due to their location or nature, could result in the conversion of Farmland to nonagricultural use

No impact would occur.

Mitigation Measures: No mitigation is required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☒	☐

The Project Site is located within the 6,700-square mile Basin and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term "nonattainment area" is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP. SCAQMD approved a Final 2016 AQMP on March 3, 2017.[3] The 2016 AQMP includes transportation control measures developed by SCAG from its *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy,* as well as the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM2.5 standards.

Section 15125 of the State CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD Handbook, the following criteria were used to evaluate the Project's consistency with SCAQMD and SCAG regional plans and policies, including the AQMP:

- Will the Project result in any of the following?
  - Increase the frequency or severity of existing air quality violations?
  - Cause or contribute to new air quality violations?

3 South Coast Air Quality Management District (SCAQMD), "Final 2016 Air Quality Management Plan" (2016), accessed June 2019, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

- Delay the timely attainment of the air quality standards or the interim emission reductions specified in the AQMP?

- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based?
  - Does the project include air quality mitigation measures?
  - To what extent is Project development consistent with the AQMP land use policies?

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions are estimated using the SCAQMD-recommended CalEEMod software. CalEEMod is based on outputs from the CARB off-road emissions model ("OFFROAD") and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis are based on conservative assumptions in CalEEMod, with appropriate, Project-specific adjustments based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity.

Construction would occur over between six and nine months over five phases: (1) demolition; (2) grading; (3) building construction; (4) paving; and (5) architectural coating. Each phase of construction would result in varying levels of intensity and a number of construction personnel. The construction workforce would consist of approximately 10 worker trips per day during demolition, 10 worker trips per day and 40 total hauling trips during grading, 4 worker trips per day and 2 vendor trips per day during building construction, 18 worker trips per day during paving, and 1 worker trip per day during architectural coating. It is important to note that no square footage would be removed during the demolition phases, as this phase would involve current tenant improvements in the building. In addition, approximately 800 cubic yards of soil would be exported off the site during the grading phase, with a maximum of 5 truck trips per day. The export is expected to be taken to United Landfill, 1245 Arrow Highway, Irwindale, with a round trip of approximately 54 miles. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in the Air Quality Study CalEEMod output sheets in **Appendix A**.

Table 3-1: Maximum Construction Emissions, identifies daily emissions that are estimated for peak construction days for each construction year. Based on the modeling, construction of the Project would not exceed regional concentration thresholds for all criteria air pollutants.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Construction of the Project would not generate any significant environmental impacts associated with air quality compliance.

Table 3-1
Maximum Construction Emissions

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Unmitigated Maximum	26	19	17	<1	2	1
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

_____
Source: CalEEMod
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project Site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products.

Operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod.

Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone. Emissions from area sources will result primarily from the CNG fueling facility for the bus fleet.

Emissions from mobile sources will result primarily from buses, employees (passenger cars, light-duty trucks, Sport Utility Vehicle (SUVs)) and maintenance vehicles/other trucks traveling to and from the Project Site. The Project is expected to generate 443 daily trips which includes 157 daily trips by buses, 284 daily trips by employees (passenger cars, light-duty trucks, SUVs), and 2 daily trips from maintenance vehicles/other trucks.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

As shown in **Table 3-2: Maximum Operational Emissions**, the operational emissions would not exceed regional concentration thresholds for all criteria pollutants. Operation of the Project would not generate any significant environmental impacts associated with air quality compliance.

Table 3-2
Maximum Operational Emissions

Source	VOC	NOx	CO	SOx	PM10	PM2.5
			pounds/day			
Area	<1	<1	<1	<1	0	0
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	4	10	<1	3	1
Total	1	4	10	<1	3	1
SCAQMD Mass Daily Threshold	55	50	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐

Development of the Project in conjunction with the related projects near the site would result in an increase in construction and operational emissions in an already urbanized area of the County. However, cumulative air quality impacts from construction, based on SCAQMD guidelines, are not analyzed in a manner similar to Project-specific air quality impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for Project-specific impacts. According to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily regional or localized thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

which the Basin is in nonattainment. The Basin is currently designated as being in nonattainment at the federal level for O3 and PM2.5; and at the State level for O3, PM10, and PM2.5. With the implementation of regulatory compliance measures such as Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating), the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NOx, PM10, and PM2.5. Rule 403 requires the use of strongest best available control measures (BACMs) to minimize PM10 emissions during grading and construction activities. Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coating of 50 grams per liter (g/L). As such, the Project's contribution to cumulative air quality emissions in combination with the related projects would not be cumulatively considerable.

The Project would not jeopardize the attainment of air quality standards in the 2016 AQMP for the South Coast Air Basin, specifically the County portion. As such, the Project would not have a cumulative considerable contribution to a potential conflict with or obstruction of the implementation of the AQMP regional reduction plans.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site because of construction activities. The SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities. The nearest sensitive receptors are the single-family residential homes located approximately 10 feet east of the Project Site.

The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM10 and PM2.5), CO, and NO2. The significance threshold for PM10 represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM2.5 is designed to limit emissions and to allow progress toward attainment of the Ambient Air Quality Standards (AAQS). Thresholds for CO and NO2 represent the allowable increase in

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The localized significance threshold (LST) methodology provides lookup tables to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for the South-Central region of the County, as recorded in SRA 12 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels.

The result of the LST analysis is provided in **Table 3-3: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. Construction would comply with the SCAQMD's Rule 403 (Fugitive Dust), which requires watering of the site during dust-generating construction activities, stabilizing disturbed areas with water or chemical stabilizers, and preventing track-out dust from construction vehicles. As shown in **Table 3-3**, emissions would not exceed the localized significance construction and operation thresholds.

Table 3-3
Localized Construction and Operational Emissions

Source	NOx	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	9	7	1	1
LST threshold	98	630	13	7
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Project area/energy emissions	<1	<1	<1	<1
LST threshold	98	630	4	2
Threshold Exceeded?	**No**	**No**	**No**	**No**

Note:
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
Refer to ***Appendix A*** *for maximum on-site emissions during both the summer and winter seasons.*

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Potential activities that may emit odors during construction include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. In addition, the Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idle limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Furthermore, as shown in **Table 3-3** above, the construction of the project would result in emissions below the localized significance thresholds.

According to the SCAQMD CEQA Air Quality Handbook, land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. As a result, the Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

4. BIOLOGICAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐

The Project Site is a developed industrial site in a urban area, surrounded by other urban uses. Project Site is relatively flat and contains sparse ornamental vegetation intermittently along the perimeters, located on the north of the Project Site along Rosecrans Avenue, in front of the existing Building 1, which is shown in **Figure 4**. Additional sparse ornamental vegetation is shown along the western boarder of the Project Site along South Avalon Boulevard. This vegetation will remain, in addition, the Project Site plans includes additional vegetation along the perimeter of the site, as shown in **Figure 4**.

Due to the urbanized and previously disturbed nature of the Project Site and the surrounding areas, species likely to occur on site are limited to small terrestrial and avian species typically found in developed settings. Based on the lack of habitat currently on the Project Site, it is unlikely any special-status species listed by the California Department of Fish and Wildlife or by the US Fish and Wildlife Service would be present on site.

As mentioned previously, existing sparse ornamental vegetation will remain along the perimeter of the Project Site, as the current buildings will be modified, and the existing walls will remain. Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modification, on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

Impacts would be less than significant.

Mitigation Measures: No mitigation required.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, nonjurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒

As previously described, the Project Site is a developed industrial site in a urban area, surrounded by other urban uses, including single-family residences, industrial, manufacturing, and commercial uses and is completely developed, paved, or landscaped.

No riparian habitat or sensitive natural community is located in the surrounding area or on the Project Site.[4] The Project Site is not located in a significant ecological area defined in the County's General Plan (General Plan).[5]

No impact would occur.

Mitigation Measures: No mitigation is required.

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

The Project Site is not in proximity to nor does it contain wetland habitat or a blue-line stream that is subject to the jurisdiction of the US Army Corps of Engineers or the CDFW. The National Wetlands Mapper does not show any federally protected streams, wetlands, or other water bodies, or any riparian habitat on site or adjacent to the Project Site.[6]

The Project would not have any effect on any State or federally protected wetlands, and would not result in any removal, filling, hydrological interruption, or other means of disruption to a watercourse.

No impact would occur.

Mitigation Measures: No mitigation is required.

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4 CDFW, CNDDB, "Maps and Data."
5 LA County DRP, General Plan 2035, "General Plan Update Program—Interactive Map (GP-NET)."
6 USFWS, National Wetlands Inventory, "National Wetlands Mapper," http://137.227.242.85/wetland/wetland.html.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☒	☐	☐

As previously described, the Project Site is a developed industrial site in a urban area, surrounded by other urban uses, The Project Site does not currently support any native vegetation and it contains minimal landscaping. Migrating species would not be substantially affected by Project implementation.

There are no wildlife migration corridors in the vicinity of the Project Site. Implementation of the Project would not interfere with the movement of 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.

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Any active nests located on or near the Project Site could be impacted by construction activities.

Mitigation Measures (MM): With incorporation of the mitigation measures described below, impacts would be reduced to a less than significant level.

MM BIO-1: Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1 – August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86), and includes take of eggs or young resulting from disturbances which cause abandonment of active nests. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted.

If avoidance of the avian breeding season is not feasible, a qualified biologist with experience in conducting breeding bird surveys shall conduct weekly bird surveys beginning thirty days prior to the initiation of project activities, to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 500 feet of the disturbance area. The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, or construction fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. The project proponent should provide the Department of Regional Planning the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why (e.g., species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to the Department of Regional Planning and, upon request, the CDFW. Based on the submitted information, the Department of Regional Planning (and the CDFW, if the CDFW requests) will determine whether to allow a narrower buffer.

The biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint (i.e., outside the demarcated buffer) and that the flagging/stakes/fencing is being maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to the Department of Regional Planning during the grubbing and clearing of vegetation, and shall notify the Department of Regional Planning immediately if project activities damage active avian nests.

e) Convert oak woodlands (as defined by the State, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (Juniper, Joshua, Southern California black walnut, etc.)?	☐	☐	☐	☒

The Project Site contains a few nonnative ornamental trees, which are mostly located along the perimeter of the Project Site. The Project Site does not contain any oak trees and is not an oak woodland and does not contain other unique native trees and, therefore, there would be no impact.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

No impact would occur.

Mitigation Measures: No mitigation is required.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44)?	☐	☐	☐	☒

The Project Site would not conflict with any local policies or ordinances protecting biological resources, as discussed in 4b above, the Project Site is not located within a SEA. The Project Site is also not located within a Wildflower Reserve Area or a Sensitive Environmental Resource Area.

No impact would occur.

Mitigation Measures: No mitigation is required.

g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved State, regional, or local habitat conservation plan?	☐	☐	☐	☒

No adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or similar plan applies to the Project Site. Consequently, implementation of the Project would not conflict with the provisions of any adopted conservation plan.

No impact would occur.

Mitigation Measures: No mitigation is required.

5. CULTURAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☒	☐

Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

A Cultural Resource Inventory was conducted by Paleowest Archaeology for the Project Site, it is included as **Appendix B-1** of this IS/MND. A cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) was completed. The records search indicated that one pervious study has been conducted within a quarter mile of the Project area since 1983. This study did not include the Project area. In addition, no prehistoric archaeological resources were identified as a result of the records search. One previously recorded historic-period built-environment resource was identified within a quarter-mile radius of the Project. This built resource, McKinley Elementary School, located at 14431 Stanford Avenue, is not located within the Project Site area, however, it is located immediately adjacent to the Project Site. According to the Historic Resource Inventory, the campus has been determined ineligible for listing on the National register of Historic Places by consensus though the Section 106 process.

Construction of the Project would not alter the physical building or context of the McKinley Elementary School. Therefore, the Project would not adversely affect the design, character or feeling associated with any nearby historic resource.

Impacts would be less than significant.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Mitigation Measures: No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☒	☐	☐

There are no known archaeological sites on the Project Site. The Project Site is located within an urbanized area and has been previously disturbed for construction of the existing buildings and site improvements.

The Proposed Project would include construction of the CNG facility, the enclosed metal maintenance canopy, installation of the bus wash equipment, pavement repair where trenching has occurred, and the internal tenant improvement work within the existing building, along with the interior and exterior demolition work necessary to allow for the new construction. Additionally, the portion of the Project Site to be used for bus parking will be graded and new paving will be installed. There is a potential for inadvertent discovery of cultural that may be present within native soils on the site that have not been disturbed by previous construction activities on the site.

Mitigation Measure: **MM CUL-1** would be incorporated as part of the proposed Project to ensure that potential impacts to any cultural resources inadvertently discovered during construction are reduced to a less than significant level.

MM CUL-1 If any cultural resources are inadvertently discovered during construction, all construction work occurring within 100 feet of the resources shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the resources and determine whether additional actions, such as preparation of an archaeological treatment plan, testing, or data recovery, are warranted.

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

An information inquiry into paleontological resources was requested from the Natural History Museum of the County, the Paleontological Resources Report it is included as **Appendix B-2** of this IS/MND. The report found that the entire proposed Project area has surface deposits composed of older Quaternary Alluvium. The uppermost layers of Quaternary Alluvium in this general portion of Los Angeles usually do not contain significant vertebrate fossils, but vertebrate fossils do occur at varying depths. Very shallow excavations of only a few feet in the older Quaternary Alluvium exposed throughout the proposed Project area may not encounter any significant fossil vertebrate remains. The Project would require ground-disturbing activities, such as

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

grubbing and grading. The Project Site is not known for its paleontological resources, nor does it contain any unique geologic feature recognized by the County. Sediments within the Project area are highly disturbed, and it is unlikely that intact subsurface deposits of historic or prehistoric significance would be encountered during Project construction. While unlikely, ground-disturbing activities on land could affect the integrity of an as-yet-unknown paleontological site, thereby causing a substantial change in the significance of the resource. Compliance with PRC Section 21083.2 would ensure that if resources were found during construction of the proposed Project, they would be handled according to the proper regulations. With implementation of this standard requirement, no significant impact would occur.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The Project Site is not within the vicinity of a cemetery or burial ground. The nearest cemetery is the Lincoln Memorial Park, located 1.78 miles south of the Project Site. Given the distance from the Project Site to the cemetery, the uncovering or disturbing of human remains is unlikely.

No known human burials have been identified on the Project Site. There is a potential for inadvertent discovery of human remain that may be present within native soils on the site that have not been disturbed by previous construction activities on the site.

If human remains are encountered during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

6. ENERGY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

The proposed Project is required to comply with the energy conservation standards established in Title 24 of the California Administrative Code. California's Energy Efficiency Standards located at Title 24, Part Six of the California Code of Regulations and commonly referred to as "Title 24," which was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 Standards will continue to improve upon the 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The effective date of the 2016 Standards is January 1, 2017. The Energy Efficiency Standards are a specific response to the mandates of AB 32, also known as the California Global Warming Solutions Act of 2006, and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs. The proposed Project includes energy efficiency components to conserve energy, which are discussed below.

Construction:
Construction on site will take between six and nine months Due to relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. Further, compliance with regulatory compliance measures, such as restricting haul trucks to off-peak hours and not allowing engines to idle excessively when not in use and meeting specified fuel and fuel additive requirements and emissions standards, would further serve to increase energy efficiency and reduce consumption of fossil fuels. The energy demands during construction would be typical of construction projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient or unnecessary consumption of energy. Accordingly, energy demands during construction would be less than significant.

The energy analysis does not include a full life cycle analysis of energy usage that would occur over the production/transport of materials used during the construction of the Project or used during the operational life of the Project, or the end of life for the materials and processes that would occur

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

as an indirect result of the Project. Estimate the energy usage associated with these processes would be too speculative for meaning consideration, would require analysis beyond the current state-of-the-art in impact assessment, and may lead to a false or misleading level of precision in reporting. Manufacture and transport of materials related to Project construction and operation is expected to be regulated under regulatory energy efficiency requirements. Therefore, it is assumed that energy usage related to construction and operational materials would be consistent with current regulatory requirements regarding energy usage.

Operation:

The daily operation of the project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment, and disposal off-site. The Project would comply with or exceed the applicable provisions of Title 24 and the CALGreen Code in affect at the time of building permit issuance. According to the CEC, the Title 24 (2016) standards use 5 percent less energy for lighting, heating, cooling, ventilation, and water heating than the prior Title 24 (2013) standards for nonresidential uses.[7] The Project would be designed to include numerous energy and waste saving features as well as waste reduction features that would allow the Project to comply with the Title 24 standards and achieve greater energy saving than required by State regulations.

The availability of electricity depends on adequate general capacity of the grid and sufficient fuel supplies. SCE estimates that electricity consumption within the SCE planning area for industrial uses will be approximately no more than 55,233 GWh per year by 2030, after the Project would already be fully operational.[8] SCE expects to have adequate electricity supply and transmission capability to meet the needs of its customers well beyond 2030.

Further, due to the nature of the proposed Project, redevelopment / infill, a substantial level of energy consumption is not anticipated. Additionally, operational efficiencies that reduce energy use and waste, as mandated by CALGreen building codes would be built into the two buildings. The Project would include major appliances that are regulated by California Energy Commission requirements for energy efficiency. The proposed buildings would meet the current (2016) California Green Building Standards Code (CALGreen). Features would include low flow fittings, fixtures and equipment such as lower-volume water faucets, low flush toilets, and lower-volume water closets.

7 California Energy Commission, Adoption hearing, 2016 Building Energy Efficiency Standards, June 10, 2015. Accessed July 2019, https://ww2.energy.ca.gov/business_meetings/2015_agendas/2015-06-10_agenda.pdf.

8 California Energy Commission, Demand Analysis Office, "California Energy Demand Updated Forecast, 2018–2030, April 2019," available at http://www.energy.ca.gov/.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

In the event infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project Site area and would not create a significant impact to the physical environment. This is largely due to the fact that: (1) any disruption of service would be short-term; (2) upgrades would be conducted within public rights-of-way; and (c) any foreseeable infrastructure improvements would be limited to the immediate Project Site vicinity.

Because the proposed Project would not result in a substantial consumption of electricity, the proposed Project would not require the expansion of existing facilities or the construction of new electricity-generating or transmission facilities.

Natural Gas:
The 2016 California Gas Report indicates that sufficient capacity exists in the utility network to meet future demand in Southern California. The total gas supply available in 2025 is estimated to be 2,456 million cubic feet per day; SoCalGas anticipates it will have sufficient capability to meet future needs.[9]

As previously stated, a substantial increase in Project related energy consumption is not anticipated. Additionally, operational efficiencies that reduce energy use and waste, as mandated by CALGreen building codes would be built into the remodeling of the existing two buildings. The Project would include major appliances that are regulated by California Energy Commission requirements for energy efficiency.

Because the proposed Project would not result in a substantially higher consumption of natural gas when compared to existing conditions, and SoCalGas anticipates it will have sufficient capability to meet future needs, construction and operation of the proposed Project would not require the expansion of existing facilities or the construction of new natural gas facilities.

No impact would occur.

Mitigation Measures: No mitigation is required.

b) Conflict with or obstruct a state or local plan for renewal energy or energy efficiency?	☐	☐	☒	☐

With respect to energy efficiency, the project would be required to comply with the current (2016) California Green Building Standards Code (CALGreen), which includes provisions such as the use

9 California Gas and Electric Utilities, *2016 California Gas Report.*

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

of recycled water for vegetation, long and short term bicycle parking, paintings and coatings that comply with VOC limits, amongst other features, and for this reason, will not result in wasteful, inefficient, or unnecessary consumption of energy or be inconsistent with State plans for energy efficiency, and therefore no impacts in this regard.

No impact would occur.

Mitigation Measures: No mitigation is required.

7. GEOLOGY AND SOILS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.				

The Project Site is not located within an Alquist-Priolo Earthquake Fault Rupture Zone, as delineated by the California Geological Survey.[10] The California Geologic Survey of the Inglewood Quadrangle does list the Project Site in an earthquake fault zone and so active or potentially active faults with the potential for surface fault rupture are known to be located within the Project area.[11] However, the Project would be expected to comply with PRC sections 2621-2630 and PRC sections 2690-2699.6 to ensure that the Project Site would be safe for construction and operation.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

The Project Site could be subject to strong ground shaking in the event of an earthquake originating along one of the faults listed as active or potentially active in the Southern California area. This hazard exists throughout Southern California and could pose a risk to public safety and property by exposing people, property, or infrastructure to potentially adverse effects, including strong seismic ground shaking. Compliance with applicable building codes and adherence to design recommendations presented within the Geotechnical Report would minimize structural damage to buildings and ensure safety in the event of a moderate or major earthquake.

10 California Department of Conservation (CDC), California Geological Survey (CGS), "Regional Geological and Mapping Program," http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm.

11 CDC, CGS, "Earthquake Zones of Required Investigation: Inglewood Quadrangle," map, available at http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/INGLEWOOD_EZRIM.pdf.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?	☐	☐	☒	☐

Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense ground shaking during earthquakes. Liquefaction is generally known to occur in saturated or near-saturated cohesionless soils at depths shallower than about 50 feet. A Preliminary Geotechnical Investigation Report (Geotechnical Report) was prepared by TGR Geotechnical on November 1, 2018, as included in **Appendix C** of this IS/MND. Groundwater has been measured in the site vicinity at depths of approximately 50 feet below the ground surface (bgs). Seasonal and long-term fluctuations in the groundwater may occur as a result of variations in subsurface conditions, rainfall, run-off conditions, and other factors. Static groundwater is not anticipated to impact the proposed Project. Therefore, liquefaction potential at the site was identified as minimal.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iv) Landslides?	☐	☐	☐	☒

The topography of the Project Site and the surrounding area is relatively flat and, thus, devoid of any distinctive landforms. No known landslides have occurred near the Project Site, nor is the Project Site in the path of any known or potential landslides. The proposed Project would not introduce any slope features on the site. The risk of ground movement due to slope failure for the Project as defined is low.

No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

The Project Site is located on relatively level ground, which would reduce the likelihood of soil erosion, However, earthmoving activities associated with proposed demolition and construction have the potential to result in soil erosion or loss of topsoil. Short-term erosion effects during the construction phase of the proposed Project would be prevented though required implementation

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

of a Stormwater Pollution Prevention Plan (SWPPP) though compliance with the National Pollutant Discharge Elimination System (NPDES) program and the incorporation of best management practices (BMPs) intended to reduce soil erosion. The SWPPP includes standard construction methods such as temporary detention basins to control on-site and off-site erosion.

A network of gutters and swales would be provided throughout the Project Site, along with landscaped areas. This would ensure that adequate drainage facilities would be provided on-site to address issues associated with drainage, water quality, and soil erosion. Therefore, the loss of top soil or soil erosion will not occur after development of the proposed Project.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?	☐	☐	☒	☐

The Project Site is located on a previously developed site that is relatively flat. The site is not susceptible to landslides, although the Project Site may be located within a seismically active region, there is low possibility of lands within the Project area being affected by liquefaction and lateral spreading. This potential for possible lateral spreading, subsidence, liquefaction, or collapse is considered low because the approximate depth to groundwater in the Project area is no less than 50 feet. The Project Site is not located on a geological unit or soil that is unstable; thus, construction would not result in substantial hazards from unstable or expansive soils.

The Project would be required to adhere to the 2016 California Building Code, which contains provisions for soil preparation to minimize potential geologic hazards.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Expansive soils contain significant amounts of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils swell, the change in volume can exert pressures

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

that are placed on the soil, and structural distress and damage to buildings can occur. As mentioned previously a Geotechnical Report was prepared for this Project. According to the report, the Project area is underlain by five feet of fill, which generally consists of dark brown to reddish brown clay and sandy clay in a moist condition. The underlying alluvium was present to the maximum depth explored of 16.5 feet below the existing grade. Generally, the alluvium consists of yellow to golden brown silt and sandy silt in a moist condition to the maximum depth explored of 16.5 feet below grade. As mentioned previously, the Project would be required to adhere to the 2016 California Building Code, which contains provisions for soil preparation to minimize potential geologic hazards.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

e) Have soils incapable of adequately supporting the use of on-site wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

The Project would connect the County of Los Angeles's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems.

No impacts would occur.

Mitigation Measures: No mitigation is required.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?	☐	☐	☐	☒

Hillside Management Areas are defined as areas with 25% or greater natural slopes.[12] The proposed Project is located on relatively flatland with a downward slope of approximately 1% from north to south. As such, the Project would not be considered to be in a Hillside Management Area and would not conflict with the ordinance.

No impacts would occur.

Mitigation Measures: No mitigation is required.

12 Los Angeles County Department of Regional Planning, *Hillside Management Area (HMA) Ordinance*, accessed April 2019, http://planning.lacounty.gov/hma.

8. GREENHOUSE GAS EMISSIONS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

GHGs are gases that trap heat in the atmosphere; the effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosol.

A Greenhouse Gas Emissions Study was conducted for the Project included in **Appendix A** of this Initial Study. The total GHG emissions from the Project were quantified to determine the level of the Project's estimated annual GHG emissions. Construction emissions were estimated using CalEEMod by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source emissions factors. The modeling uses the same input values as previously discussed in Section 3: Air Quality. The SCAQMD guidance*, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, recognizes that construction-related GHG emissions from project "occur over a relatively short-term period of time" and that "they contribute a relatively small portion of the overall lifetime project GHG emissions. A project's lifetime has generally been defined as 30 years. In accordance with this methodology, the estimated proposed Project's construction GHG emissions have been annualized over a 30-year period and are included in the annualized operational GHG emissions.

CalEEMod was also used to estimate operational GHG emission from electricity, natural gas, solid waste, water and wastewater, fireplaces, and landscaping equipment. Building electricity and natural gas usage rates account for current Title 24 Building Energy Efficiency Standards. Mobile source emissions were estimated based on the CARB EMFAC model. For mobile sources, CalEEMod was used to generate the vehicle miles traveled (VMT) based on the Project traffic impact analysis.

With regard to energy demand, the consumption of fossil fuels to generate electricity and to provide heating and hot water generates GHG emissions. Energy demand rates were estimated based on square footage, as well as predicted water supply needs for these uses. Energy demand (off-site electricity generation and on-site natural gas consumption) for the Project was calculated within CalEEMod using the CEC CEUS data set, which provides energy demand by building type and climate zone.

Emissions of GHGs from solid waste disposal were also calculated using CalEEMod software. The emissions are based on the waste disposal rate for the land uses, the waste diversion rate, and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

CH4, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery), which are Statewide averages, were used in this assessment.

Emissions of GHGs from water and wastewater result from the required energy to supply and distribute the water and treat the wastewater. Wastewater also results in emissions of GHGs from wastewater treatment systems. Emissions are calculated using CalEEMod, and are based on the water usage, electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the emission factors for the wastewater treatment process.

SCAQMD has not adopted recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of development projects. The Working Group released draft guidance regarding interim CEQA GHG indicators of significance in October 2008, proposing a tiered approach. Under Tier 1, projects that are exempt from CEQA would be less than significant. Under Tier 2, projects that are consistent with an adopted GHG reduction plan would be less than significant. Under Tier 3, nonindustrial projects with 3,000 metric tons of CO2e per year or less would be less than significant. It should be noted that the SCAQMD has formally adopted a GHG significance thresholds of 10,000 MTCO2e per year for industrial/stationary source projects where the SCAQMD is the lead agency based on a 90 percent capture rate for the industrial/stationary source sector. However, given the lack of a formally adopted numerical significance threshold or a formally adopted local plan for reducing GHG emission applicable to this project, the significance of the project is evaluated based on the SCAQMD's proposed screening level of 3,000 MTCO2e.

The annual GHG emissions associated with the construction and operation of the project are provided in **Table 8-1: Estimated Greenhouse Gas Emissions**. The increase in GHG emissions generated by the Project would be 690 MTCO2e per year, below the recommended SCAQMD screening threshold of 3,000 MTCO2e per year.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Table 8-1
Estimated Greenhouse Gas Emissions

GHG Emissions Source	Emissions (MTCO2e/year)
Construction (amortized)	2
Operational (mobile) sources	608
Area	<1
Energy	60
Waste	7
Water	14
Total	**691**

———

Source: CalEEMod

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

MTCO2e = metric tons of carbon dioxide emissions.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The County Community Climate Action Plan (CCAP) provides policy guidance for reducing GHG emissions generated within the unincorporated areas. The CCAP ensures that the County will be able to reduce its emissions to 1990 levels by 2020. The CCAP includes an emissions inventory for the unincorporated areas and an analysis of the reduction needed to achieve County goals. It analyzes specific actions that result in reduced emissions and lays out a plan for their use and implementation. It also provides a mechanism for tracking and evaluating the County's progress in achieving its climate change goals. The CCAP supports sustainable design and energy efficiency, as well as active and multimodal transportation strategies to reduce VMT.

The purpose of the CCAP is to: (1) establish a baseline emissions inventory and reduction needed to meet County goals; (2) identify specific actions that will measurably reduce GHG emissions; (3) implement State and local level measures; and (4) provide a mechanism for ongoing tracking and updates to the CCAP.

The County has identified 26 local actions to supplement the Statewide goals outlined under AB 32. Specifically, these 26 local actions are grouped into five strategy areas: 1) green building and energy,

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

2) land use and transportation, 3) water conservation and wastewater, 4) waste reduction, reuse, and recycling, and 5) land conversation and tree planning. These actions, although listed individually, would be implemented together as part of a comprehensive GHG emission reduction program. These actions include voluntary, incentive-based programs that would reduce emissions from both existing and new development in the County. In addition, the CCAP action would improve building energy efficiency and renewable energy production, increase alternative modes of transportation, enhance open spaces, and reduce water consumption and waste generation.

The CCAP meets CEQA Guidelines by: 1) quantifying all primary sectors of GHG emissions within the unincorporated areas for 2010 and 2020; 2) including the County's reduction target of at least 11 percent below 2010 levels by 2020, which is consistent with the recommendations in the AB 32 Scoping Plan for municipalities to support the overall AB 32 reduction targets; 3) analyzing community emissions for the unincorporated areas as a whole and including predicted growth expected by 2020; 4) including specific measures to achieve the overall reduction target; 5) including periodic monitoring of plan progress; and 6) submitting the CCAP to be adopted in a public process following compliance with CEQA.

The CCAP establishes a GHG reduction target that is consistent with AB 32. As part of the CCAP, 26 local actions have been identified to reduce GHG emissions in the unincorporated areas of the County. The current idling limit adopted by the CARB and local air district regulations is 5 minutes. However, the Project would encourage idling limits of 3 minutes for heavy-duty construction equipment, consistent with Measure LUT-9 (Idling Reduction Goal) of the CCAP. In addition, the Project's bus-washing bay would promote the use of recycled water, consistent with Measure WAW-2 (Recycled Water Use, Water Supply Improvement Programs, and Stormwater Runoff) to be consistent with the appropriate provisions of Title 22 by managing stormwater, reducing potential treatment, and protecting local ground water supplies. Reduction of potable water use by water conservation or replacement by recycled water decreases the quantity of water to be imported through the State Water Project. In addition, the proposed fabricated building would comply with the required goals of the County Green Building Program which increases energy efficiency, conserves water, and reduces solid waste. Therefore, the Project would not conflict with the County's CCAP.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐

An environmental underground storage tank (UST) Site assessment soil and groundwater investigation was conducted in July 2019 in accordance with the Environmental Site Assessment (ESA) Work Plan, dated May 30, 2019, and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB) on June 20, 2019. This soil and groundwater investigation report is found in **Appendix D-1** of this IS/MND. Based on this investigation, the LARWQCB issued a Case Closure Letter on February 20, 2020 confirming the completion of the site investigation and corrective action and that no further actions are required. This Closure Letter is found in **Appendix D-4** of this IS/MND in **Appendix D-2** of this IS/MND. **Appendix D-3** contains am August 2018 Phase I Environmental Assessment completed for the site.

Construction:

Grading and construction activities may involve the use of hazardous materials, which may include fuels, lubricants, coatings, and grease related to construction equipment and activities. However, hazardous materials would be used in accordance with regulatory standards and protocols and would not be used in such quantities or stored in such a manner as to pose significant safety hazards. These activities would also be short term or one time in nature and would cease upon Project completion.

The transport, storage, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Such compliance would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable State and local regulations regarding the cleanup and disposal of the contaminant released. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Adherence to the County Health Hazardous Materials Division and all other emergency response plan requirements set forth by the County Fire Department, and the County Department of Environmental Health would be required through the duration of the Project.

Impacts would be less than significant.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Mitigation Measures: No mitigation is required.

Operational:

The Project's operation activities would involve the use and storage of limited amounts of hazardous wastes, including used motor oil, coolant, filters, and transmissions oils. The Project would include a hazardous materials storage area and a Compressed Natural Gas (CNG) fueling facility on the Project Site. The hazardous waste drums would be stored in a designated hazardous materials area across from the maintenance garage.

The use, storage, and transport of these hazardous materials would be required to conform to existing laws and regulations Such as the Emergency Planning and Community Right-to-Know Act. Such compliance would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

America's Water Resource Consultants, Inc. (AWRC) prepared a Phase I Environmental Site Assessment for the Project Site, included in **Appendix D-3** of this IS/MND. Soil contamination was discovered at the Trench Shoring Company facility in 2003 during an underground storage tank system upgrade project. Elevated concentrations of petroleum hydrocarbons as well as BTEX and MTBE were detected beneath the dispenser island and associated product piping to a depth of 40 feet. Additional soil sampling was conducted at the site and a total of five monitoring wells were installed. Available data did not identify any impact to groundwater from this release. The depth to groundwater was reported to range from 81 feet to 95 feet. It was concluded that soil contamination was limited to the immediate area of the underground storage tank and it extended to a depth of approximately 50 feet below the ground surface.

The California Regional Water Quality Control Board (RWQCB) issued a Case Closure Letter for the site on July 31, 2009. In their Closure Letter, the RWQCB stated that no further action is required. One of the conclusions of the Phase I Environmental Site Assessment related to an

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

underground storage tank (UST) formerly present on the site that was removed. The UST was removed on September 11, 2018. The fuel dispenser, the piping, and the concrete pavement above the tank had been previously removed. The soils/backfill above the tank had also been removed and were stockpiled on the concrete pavement south of the UST location prior to the day of the tank removal.

Additional soil samples were collected at that time. There were petroleum hydrocarbons detected in two of the samples collected at the bottom of the excavation. However, the levels reported in these samples were less than levels reported at the site in 2008.

A environmental underground storage tank (UST) Site assessment soil and groundwater investigation was conducted in accordance with the Environmental Site Assessment (ESA) Work Plan, dated May 30, 2019, and approved by the Regional Water Quality Control Board (RWQCB) on June 20, 2019. This investigation was conducted to define the soil and groundwater petroleum hydrocarbon conditions in the vicinity of an underground storage tank (UST) and fuel dispenser system that was previously operated on the site. This system consisted of a 10,000-gallon dual compartment diesel fuel storage tank and a dispensing station. Elevated petroleum hydrocarbon concentrations were detected in soils beneath the UST tank during the removal and closure of the UST tank system by ENCON, dated September 20, 2018.

In July 2019, soil and hydropunch investigations field work was completed to collect soil and groundwater samples. Groundwater was encountered at approximately 87.7 feet below grade surface (bgs). Soil samples were collected in 5-foot intervals begim1ing at ground surface in the former UST tank and dispenser area and down-gradient to determine the lateral extent of the petroleum hydrocarbon plume.

The laboratory data results showed that all the groundwater data was below detection limits for the full range of petroleum hydrocarbon, benzene, and fuel additive oxygenate constituents beneath the former UST tank area. All groundwater data analyzed for naphthalene and aromatic hydrocarbons in HP2 were below detection limits. The laboratory data results also showed that all of the soil data in within the vicinity of the former UST tank site were above detection limits for the gasoline and diesel ranges of petroleum hydrocarbons as well as toluene, ethylbenzene, xylenes, and naphthalene constituents from grade surface to a depth of 45 feet bgs. A clean zone was found in is the soil under in the vicinity of the former UST tank and dispenser area between 50 feet bgs and the terminal depth of 90 feet bgs where all the petroleum hydrocarbon and VOC hydrocarbon constituents were found to be below detection limits. All the soil data analyzed for petroleum hydrocarbons and volatile organic compounds (VOCs) constituents in down gradient borings were below detection limits.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

The UST Site investigations confirmed that a gasoline and diesel product release had occurred in the past in the vicinity of the former UST tank and dispenser area. Based on the soil and groundwater data the release was determined to be limited to the former UST tank area and does not extend laterally down gradient. In addition, the petroleum hydrocarbon contamination has not migrated vertically below 45 feet bgs and, for this reason, poses a low threat to groundwater. The groundwater data has not been affected by petroleum hydrocarbons, benzene, and fuel additive oxygenate constituents and the data showed trace levels for toluene (0.5 ug/L), ethylbenzene (I.4 ug/L), and xylenes (7.0 ug/L).

Based on the findings of this investigation that determined limited vertical and lateral detections of gasoline and diesel constituents in soils beneath the former UST tanks and the presence of a 20 foot clean zone beneath the UST Site to the groundwater depth of approximately 87 feet bgs, the detected residual trace petroleum hydrocarbon contaminants in groundwater pose a low environmental threat to State groundwater or the environment and no significant threat to the public or worker health and safety and the RWQCB issued a case closure letter in February 2020 confirming the completion of the site investigation and corrective action and that no further actions are required.

The Project does not involve the demolition of existing buildings or structures that might contain hazardous materials, and as such would not result in a release of lead or asbestos. The Project's operation activities would involve the use and storage of limited amounts of hazardous wastes, including used motor oil, coolant, filters, and transmissions oils. The Project would include a hazardous materials storage area and CNG fueling facility on the Project.

There was an oil and gas exploration well drilled approximately 80 feet south of the Malloy Family Partners property between 1924 and 1925 to a depth of 5,282 feet. Although the well was not converted to a production well, the drilling log indicated oil and gas was encountered. There was no evidence found during the Phase I Assessment that there was any contamination caused by the existence of the exploratory well. Any investigation to attempt to find contamination from this well would be extremely difficult as the exact location of this well that was abandoned 93 years ago is not known.

The use, storage, and transport of these hazardous materials would be required to conform to existing laws and regulations. Such compliance would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, risks related to exposure to hazardous materials or substances into the environment would be unlikely.

Impacts would be less than significant.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Mitigation Measures: No mitigation is required.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☒	☐

The Project Site is located directly next to McKinley Elementary School. Hazardous materials associated with the Project's grading and construction activities may include fuels, lubricants, coatings, and grease. The Project's operation activities would involve the use and storage of limited amounts of hazardous wastes, including used motor oil, coolant, filters, and transmissions oils.

The Project would also include a CNG fueling facility area to fuel the buses. The CNC compressor unit with storage buffer vessels, CNG dryer, electrical switchgear, interconnecting gas piping, electrical conduits, and safety control systems would be maintained and operated in accordance with State and local regulations. Only trained and authorized employees would be able to operate the equipment. The CNG equipment operations and maintenance procedures shall include provisions for regular inspections, personnel training, and emergency response.

The CNG equipment is in a separate area surrounded by fencing for safety precautions. Additionally, the Project Site is surrounded by an 8-inch-wide and 8-foot-high concrete wall as an additional safety precaution. As such, and in addition to proper safe equipment operation and testing, risks related to expose of hazardous materials or substances to McKinley Elementary School would be unlikely.

Impacts would be less than significant.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

The following databases of hazardous materials sites were searched for listings of hazardous materials on the Project Site and within a 1-mile radius: GeoTracker,[13] EnviroStor,[14] and EnviroMapper.[15] GeoTracker lists a permitted, and since removed UST on the Project Site. It lists the UST with a completed clean up status and a case closed designation. A review of the EnviroStor and EnviroMapper databases found that the Project Site was not listed on any list of hazardous material databases. As mentioned previously, one of the conclusions of the Phase I Environmental Site Assessment referred to an underground storage tank on the site. This tank has since been removed. The underground storage tank (UST) removal took place on September 11, 2018. The fuel dispenser, the piping, and the concrete pavement above the tank had been previously removed. The soils/backfill above the tank had also been removed and were stockpiled on the concrete pavement south of the UST location prior to the day of the tank removal.

Additional soil samples were collected at that time. There were petroleum hydrocarbons detected in two of the samples collected at the bottom of the excavation. However, the levels reported in these samples were less than levels reported at the site in 2008.

No impacts would occur.

Mitigation Measures: No mitigation is required.

13 State Water Resources Control Board (SWRCB), GeoTracker, "Welcome to GeoTracker," accessed April 2019, http://geotracker.waterboards.ca.gov/.

14 DTSC, EnviroStor, "Map Location of Interest," accessed April 2019, http://www.envirostor.dtsc.ca.gov/public/.

15 United States Environmental Protection Agency (USEPA), EnviroMapper, "EnviroMapper for Envirofacts," accessed April 2019, http://www.epa.gov/emefdata/em4ef.home.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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 or excessive noise for people residing or working in the project area?	☐	☐	☒	☐

The closest airport to the Project Site is the Compton/Woodley airport located approximately 1.39 miles to the southeast. However, the Project Site is not located within the Airport Planning Boundary or Influence Area.[16] The height of the Project would be comparable to existing adjacent structures, and employees working on the Project Site would not be exposed to air traffic generated noise in excess of existing conditions.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

The Project would be constructed along Rosecrans Avenue, which is a selected disaster route identified in the County's General Plan.[17]

However, the Project would not interfere with any of the daily operations of the County Fire Department. All construction activities, including staging, would occur in the on-site parking areas and would be required to be performed per the County, and County Fire Department standards and regulations. The Project would provide the necessary on- and off-site access and circulation for emergency vehicles and services during the construction and operation phases.

The Project would be required to incorporate all applicable design and safety standards and regulations as set forth by the County Fire Department and 2016 California Building Code to ensure that they do not interfere with the provision of local emergency services (provision of adequate

16 Airport Plans and Maps, Airport Land Use Commission, Department of Regional Planning, County of Los Angeles, http://planning.lacounty.gov/aluc/airports.

17 County of Los Angeles, General Plan, "Safety Element" Disaster Routes.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.).

Project development would not require road closures or otherwise impact the functionality of the surrounding roads as public safety access routes. The Project would not introduce any roadways or infrastructure that would bisect or transect surrounding uses.

No impacts would occur.

Mitigation Measures: No mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:				
i) Within a high fire hazard area with inadequate access?	☐	☐	☒	☐

The Project Site is not located in a Very High Fire Hazard Severity Zone. Construction and operation of the Project would not exacerbate the potential for wildfires.

The Project's operation activities would involve the use and storage of limited amounts of flammable items, such as waste oil and lubricants, that would have the potential to create a fire. The Project would include a CNG fueling facility for the bus fleet, in a fenced in secure area.

The use, storage, and transport of these hazardous materials would be required to conform to existing laws and regulations. Such compliance would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, risks related to wildfires would be unlikely.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

ii) Within an area with inadequate water and pressure to meet fire flow standards?	☐	☐	☒	☐

The Project Site is located in a highly urbanized area of unincorporated County. The Project wo within an area with adequate water and pressure to meet fire flow standards.

Impacts would be less than significant.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Mitigation Measures: No mitigation is required.

iii) Within proximity to land uses that have the potential for dangerous fire hazard?	☐	☐	☒	☐

As mentioned previously, the Project Site is not located in a Very High Fire Hazard Severity Zone. Surrounding uses are industrial, commercial, manufacturing, and residential. The Project Site or the surrounding area pose no significant threat for a dangerous fire hazard.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

h) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☒	☐

As mentioned previously, the Project Site is not located in a Very High Fire Hazard Severity Zone. Operation of the Project would not exacerbate the potential for wildfires.

The Project would involve the use and storage of limited amounts of flammable items, such as waste oil and lubricants, that would have the potential to create a fire. The Project would include a CNG fueling facility for the bus fleet, in a fenced in secure area.

The use, storage, and transport of these hazardous materials would be required to conform to existing laws and regulations. Such compliance would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, risks related to wildfires would be unlikely.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

10. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐

Construction: Discharges from construction sites that could affect stormwater, including soil and sediment entering stormwater or carried off site by wind, would be regulated by the Statewide General Construction Permit issued by the State Water Resources Control Board. The Project entails grading activities during its first construction phase; therefore, erosion-control measures related to grading would be required.

Because the Project Site is 5.65 acres, the Project would be required to obtain an SWPPP from the Lahontan Regional Water Quality Control Board, which is in compliance with the National Pollution Discharge Elimination System (NPDES). The SWPPP specifies BMPs aimed at reducing or eliminating soil erosion and siltation from construction sites. As stated previously, BMPs may include using nontoxic soil stabilizers, covering stockpiles of dirt or other loose granular construction materials, and containing soil runoff from disturbed areas by means of berms, vegetated filters, fencing, or catch basins. Compliance with the SWPPP and BMPs would help minimize wastewater discharge and reduce the impact to water quality.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Operational: The Project Site is presently developed and primarily consists of paved impervious surfaces. New landscaping will be provided which will improve existing conditions, as such water quality impacts are not expected to be substantially different from existing conditions.

The Project would meet the County Department of Public Works and the Municipal Separate Storm Sewer System permit requirements.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

The Project is not adjacent to a well field nor part of a substantial groundwater recharge area. The Project Site is currently developed with a manufacturing assembly company and surface parking lot and is mostly impervious, aside from minimal landscaping. As such, the site is not a source of groundwater recharge and surface water runoff is directed to adjacent storm drains. The Project would not alter stormwater flow.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration a Federal 100-year flood hazard area or the Los Angeles County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
(i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

The Project Site is located in a highly-urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity. Additionally, the Project Site is not located in a Federal 100-year flood hazard area or the County Capital Flood floodplain.[18] The Project Site is fully developed and is mostly impervious with minimal landscaping. Implementation of the Project would not increase site runoff or result in changes to the local drainage patterns. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Adherence to local LID requirements would reduce the amount of surface water runoff after storm events because the Project would be required to retain or treat the runoff from a storm event producing three-quarters of an inch of rainfall in a 24-hour period. In addition, the Project would connect to existing drainage infrastructure and therefore would not alter existing drainage patterns or the course of a stream or river.

18 Los Angeles County Comprehensive Floodplain Management Plan, "Appendix G. Los Angeles County Floodway Maps," https://dpw.lacounty.gov/wmd/nfip/FMP/documents/CFMPDraftAppendicesGthruI.pdf.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐

As discussed previously, there are no natural surface water features present on-site that could be altered as a result of implementing the proposed Project. Thus, the proposed Project would not substantially alter the existing conditions. Development of the Project Site largely involves replacement of existing impervious surfaces and would not result in a substantial increase in drainage patterns, peak flow rates, or runoff volumes from the Project Site. As previously stated, the Project proposes minimal landscape areas where none currently exists. These landscaping features are designed to reduce runoff, and it is expected that implementation of the proposed Project would result in a reduced rate and volume of run off from existing conditions. For this reason, implementation of the proposed Project would not result in an increase for potential flooding on or off-site.
Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

(iii) 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?	☐	☐	☒	☐

As discussed previously, the proposed Project would not substantially alter the existing on-site drainage pattern of the Project Site. Development of the Project Site largely involves replacement of existing impervious surfaces and would not result in a substantial increase in drainage patterns, peak flow rates, or runoff volumes or pollutants from the Project Site. Further, the proposed landscaping features are designed to reduce runoff.

The proposed Project would not exceed the capacity of existing drainage systems. Collected runoff from the Project Site would be directed towards the existing storm drains within the Project vicinity, which currently have adequate capacity, and the two new storm drains proposed along the westernmost boundary of the Project Site, along Azusa Canyon Road. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any urban pollutants generated on the

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Project Site would be subject to the requirements and regulations of the NPDES, which the proposed Project would be required to meet.

The proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems; provide substantial additional sources of polluted runoff; or impede or redirect flood flows.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures is required.

(iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or the Los Angeles County Capital Flood floodplain to a significant risk or loss or damage involving flooding?	☐	☐	☐	☒

The Project Site is not located within an area subject to flooding by the 100-year chance flood, nor is the Project Site located in a County Capital Flood floodplain.[19] [20] Therefore, the proposed Project would not place housing within a 100-year flood hazard area or result in structures being constructed that would impede or redirect flood flows. The proposed Project would not be subject to flooding. As such, no impacts would occur.

No impacts would occur.

Mitigation Measures: No mitigation is required.

19 LA County DRP, General Plan 2035, "General Plan Update Program—Interactive Map (GP-NET)."

20 Los Angeles County Comprehensive Floodplain Management Plan, "Appendix G. Los Angeles County Floodway Maps," https://dpw.lacounty.gov/wmd/nfip/FMP/documents/CFMPDraftAppendicesGthruI.pdf.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d) Otherwise place structures in Federal 100-year flood hazard or the Los Angeles County Capital Flood floodplain areas would require additional flood proofing and flood insurance requirements?	☐	☐	☒	☐

As mentioned previously, the Project Site is not located within an area subject to flooding by the 100-year chance flood or in a County Capital Flood floodplain.[21] [22] Therefore, the proposed Project would not place any structures within a 100-year flood hazard area or result in the requirement of additional flood proofing and flood insurance requirements.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?	☐	☐	☐	☒

The purpose of the LID standards is to reduce the peak discharge rate, volume, and duration of flow through the use of site design and stormwater quality control measures. The LID Ordinance requires that the Project retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. As a result of compliance with these measures, the Project would not create or contribute runoff water that would exceed the pollutant profile associated with the existing condition of the Project Site.

Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Adherence to local LID requirements would reduce the amount of surface water runoff after storm events because the Project would be required to retain or treat the runoff from a storm event producing three-quarters of an inch of rainfall in a 24-hour period.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

21 LA County DRP, *General Plan 2035*, "General Plan Update Program—Interactive Map (GP-NET)."

22 *Los Angeles County Comprehensive Floodplain Management Plan*, "Appendix G. Los Angeles County Floodway Maps," https://dpw.lacounty.gov/wmd/nfip/FMP/documents/CFMPDraftAppendicesGthruI.pdf.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
f) Use on-site wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?	☐	☐	☐	☒

No on-site wastewater treatment systems exist on the Project Site and none are proposed.

No impacts would occur.

Mitigation Measures: No mitigation is required.

g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

Seiche:
A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Project is not located near any inland water bodies or water storage tanks that could pose a flood hazard to the site due to a seiche or failure.

No impacts would occur.

Mitigation Measures: No mitigation is required.

Tsunami:
A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Project Site is approximately 50 miles inland from the Pacific Ocean. Impacts from a tsunami are therefore highly unlikely.

No impacts would occur.

Mitigation Measures: No mitigation is required.

Mudflow:
A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The Project Site and surrounding area are generally flat, with gradual changes in elevation; there are no major slopes or bluffs on or adjacent to the site. The land surrounding the Project Site is mostly developed and generally flat. Impacts from mudflows are therefore highly unlikely.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

No impacts would occur.

Mitigation Measures: No mitigation is required.

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently is and would continue to be collected on the site and directed toward existing storm drains having adequate capacity in the Project vicinity. Pursuant to local practice and County policy, stormwater retention would be required as part of the LID features. The proposed Project is required to implement BMPs, and comply with all federal, State, and local regulations governing stormwater discharge.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

11. LAND USE AND PLANNING

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?	☐	☐	☐	☒

The Project would be constructed on a previously developed vacant industrial site. The Project Site is surrounded by industrial, commercial, manufacturing, and residential uses.

Project development would not divide any established communities because it would redevelop an existing industrial site. No new roadways or infrastructure bisecting or transecting the surrounding neighborhoods would be required. Additionally, the Project would not displace any housing or necessary City-provided services within the area.

No impacts would occur.

Mitigation Measures: No mitigation is required.

b) Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

The Project Site is located in an unincorporated urban area of the County. The proposed project is a request for a Conditional Use Permit (CUP) No. RPPL2018006758 to authorize the proposed change in use and redevelopment of a 5.65-acre industrial site with a Metro North Region bus operation, storage and maintenance facility. The Project Site is zoned as M-1-IP (Light Manufacturing), C3 (General Commercial), R3 (Limited Density Multiple Residence), and B1 (Buffer Strip).

The various zoning designations allow for a variety of uses including manufacturing and commercial uses. Accordingly, the Project would not conflict with any County land use plan, policy, or regulation.

No impacts would occur.

Mitigation Measures: No mitigation is required.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☐	☐	☒

As mentioned previously, Hillside Management Areas are defined as areas with 25% or greater natural slopes.[23] The proposed Project is located on relatively flatland with a downward slope of approximately 1% from north to south. As such, the Project would not be considered to be in a Hillside Management Area and would not conflict with the ordinance. Additionally, no Habitat Conservation Plan, Natural Community Conservation Plan, or similar plan applies to the Project Site.[24]

No impacts would occur.

Mitigation Measures: No mitigation is required.

23 Los Angeles County Department of City Planning, Hillside Management Area (HMA) Ordinance), accessed April 2019, http://planning.lacounty.gov/hma.

24 CDFW, "NCCP Plan Summaries."

12. MINERAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

The Project Site is not located within a Mineral Resources Zone. The State of California has not classified or designated mineral resource zones within the area, and the Bureau of Land Management (BLM) mineral potential maps also indicate no prospective valuable deposits.[25]

The Project Site is vacant, and no records exist with respect to the presence of valuable mineral resources within the Project Site or the immediate surrounding area.[26] The Project would not disrupt any current mining operations.

No impact would occur.

Mitigation Measures: No mitigation is required

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

As noted above, the Project Site is not designated as being within a Mineral Resource Zone.

No impact would occur.

Mitigation Measures: No mitigation is required.

25 CDC, Division of Mines and Geology, *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California: Part II, Los Angeles County (1994*), Plate 1A, available at ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-14/OFR_94-14_Text.pdf.

26 CDC, CGS, *Mineral Lands Classifications*, data portal, accessed April 2019, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.

13. NOISE

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☒	☐	☐

A Noise Impact Study was prepared for the Project, it is included as **Appendix E** to this Initial Study. The findings of this Noise Impact Study are described below. Both the construction and operation of the proposed Project is required to be conducted in accordance with the requirements contained in Title 12 Chapter 12.08 of the Los Angeles County Noise Control Ordinance.

Regarding construction noise, Section 12.08.440 of the County's Noise Ordinance defines both the working hours and maximum levels of construction equipment and activity noise that is allowable from both mobile and stationary equipment, as defined by land use. All construction activity is required to adhere to the requirements contained in Section 12.08.440.

For purposes of this determining noise impacts, any noise level that exceeds the ambient noise level by 5 dB or exceeds the County's Construction Noise level threshold of 75 dB is considered significant.

Construction:
The degree of construction noise will vary for different areas of the Project Site and vary depending on the construction activities. This assessment analyzes potential noise impacts during site preparation, grading, building construction, paving, and architectural coating. Noise levels are calculated based on a minimum average distance of equipment over an 8-hour period at 100 feet from property line.

During construction, the contractors would be required to comply with the all applicable standards in the County's Noise Ordinance. Section 12.08.440 prohibits noise sources associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys at residential or commercial real-property lines Monday through Saturday, between the hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays. The County also defines that the allowed maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment used in construction cannot exceed 75 A-weighted decibels (dBA) at any single-family residential properties. Additionally, all loading and unloading operation will take place during the hours of 7:00 AM and 10:00 PM.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Table 13-1: Construction Noise Levels, shows the estimated construction noise levels calculated using the Federal Administration Roadway Construction Noise Model (RCNM) Version 1.1.

Table 13-1
Construction Noise Levels

			Calculated Noise Level 50 ft (dBA)		Maximum Noise Level (Lmax) (dBA)
Phase	**Equipment**	**Quantity**	**Lmax**	**Leq**	**Lmax**
Demolition	Concrete/Industrial Saws	1	89.6	82.6	
	Rubber Tired Dozers	1	81.7	77.7	
	Tractors/Loaders/Backhoes	2	84.0	80.0	89.6
Site Preparation	Graders	1	85.0	81.0	
	Tractors/Loaders/Backhoes	1	84.0	80.0	85.0
Grading	Concrete/Industrial Saws	1	89.6	82.6	
	Rubber Tired Dozers	1	81.7	77.7	
	Tractors/Loaders/Backhoes	2	84.0	80.0	89.6
Building Construction	Cranes	1	80.6	72.6	
	Forklifts	2	75.0	71.0	
	Tractors/Loaders/Backhoes	2	84.0	80.0	84.0
Paving	Cement and Mortar Mixers	4	78.8	74.8	
	Pavers	1	77.2	74.2	
	Rollers	1	80.0	73.0	
	Tractors/Loaders/Backhoes	1	84.0	80.0	84.0
Architectural Coating	Air Compressors	1	77.7	73.7	77.7
Maximum Construction Phase Noise Level – Leq (dBA)					89.6
County of Los Angeles Construction Noise Standards – Residential					75
Potentially Significant Short-Term Noise Impact (Yes/No?)					Yes

Source: RK Engineering Group, Inc., Metro Bus Facility Rosecrans and Avalon Noise Impact Study, February 4, 2019.
Refer to ***Appendix E****.*

As shown in **Table 13-1**, construction has the potential to exceed the residential noise standards at the McKinley Elementary School located to the southeast side of the Project Site. With implementation of Mitigation Measure **MM NOISE-1**, the construction monitoring program will alert construction management personnel when noise levels approach the upper limits of the 8-hour Leq exceedance (65 dBA) along the adjacent residential uses and 70 dBA at the adjacent industrial uses. Construction activity should cease prior to noise levels exceeding the 8-hour threshold. Mitigation Measure **MM NOISE-1** ensures that all construction equipment is equipped with appropriate noise attenuating devices and equipment would be maintained so that vehicles and their loads are secured from rattling and banging. Optimal muffler systems for all equipment would reduce construction noise levels by 10 dBA. In addition, Mitigation Measure **MM NOISE-2** would provide an eight (8) foot high CMU block or tilt-up concrete wall along the south and east property line during the first phase of construction to further reduce construction noise levels. The break in line of sight to a sensitive receptor can reduce construction noise levels by a minimum of 5 dB. As

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

such, with implementation of **MM NOISE-1** and **MM NOISE-2**, construction noise would be reduced by a minimum of 15 dB and impacts would be less than significant.

Stationary

The main sources of potential on-site stationary noise impacts to adjacent land uses would include noise from the parking lot/on-site bus activity, bus wash, CNG compressors, and a bus repair garage. On-site stationary noise impacts are assessed at the adjacent sensitive land uses which include residential uses to the east of the site and the McKinley Elementary School located to the south of the site. **Table 13-2: Stationary Noise Impact Analysis**, shows the stationary noise impact analysis results for all sources operating simultaneously during daytime hours (7:00 AM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) at the nearest residential homes to the east and the McKinley Elementary School with implementation of Mitigation Measure **MM NOISE-3**, which would enclose all CNG compressor equipment by a 5-foot CMU block wall, **MM NOISE-4**, which would require the bus wash bay and equipment tunnel be enclosed with a 12-foot CMU wall. Furthermore, Mitigation Measure **MM NOISE-5** would fully shield or enclose all rooftop mounted HVAC equipment to further reduce noise levels. Mitigation Measures **MM NOISE-6**, **NOISE 7**, and **NOISE 8** impose additional restrictions on operations to avoid noise impacts.

Table 13-2
Stationary Noise Impact Analysis

	Residential Exterior Noise Level (Leq) dBA		School Exterior Noise Level (Leq) dBA
Source	**Daytime 7:00 AM to 10:00 PM**	**Nighttime 10:00 PM to 7:00 AM**	**Daytime 7:00 AM to 10:00 PM**
Employee Parking Lot	38.3	33.5	32.0
Bus Parking Lot	24.0	21.1	29.4
Bus Wash	45.2	45.2	46.2
CNG Compressors[1]	45.9	45.9	47.8
Bus Repair Garage	28.1	28.1	30.5
Total Project Noise Level	48.9	48.7	50.0
County Noise Level Criteria	50.0	45.0	50.0
Noise Level Exceeds Standards?	No	Yes	Yes
Existing Ambient Noise Level	57.4	54.4	57.4
Combined (Ambient + Project) Noise Level	58.0	55.4	582
Change as Result of Project	0.6	1.0	0.8
Significant Impact?[2]	**No**	**No**	**No**

Source: RK Engineering Group, Inc., Metro Bus Facility Rosecrans and Avalon Noise Impact Study, February 4, 2019.
Refer to ***Appendix E****.*
Note:
[1] Includes noise from two (2) CNG compressors.
[2] A significant noise impact is considered to occur when the project causes a 3 dBA or more increase in noise level above ambient without project conditions.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

As shown in **Table 13-2**, the Project would not result in an increase of 3 dBA or more above ambient without project conditions. As such, impacts related to stationary sources would be less than significant with mitigation incorporated.

Section 12.08.310 of the County's Noise Ordinance addresses pure tone noise, which is any sound that can be judged as audible as a single pitch or a set of single pitches, if the one-third octave band sound-pressure level in the band with the tone exceeds the arithmetic average of the sound-pressure levels of the two contiguous one-third octave band by 5 dB for center frequencies of 500 Hz and above, and by 8 dB for center frequencies between 160 and 400 Hz, and by 15 dB for center frequencies less than or equal to 125 Hz. For any source of sound which emits a pure tone or impulsive noise, the noise levels defined in Sections 12.08.390 and 12.08.400 are be reduced by five decibels. The proposed Project does not include any industrial equipment that will emit pure tone noise as defined in the County's Noise Ordinance. Any equipment that would emit pure tone noise will be adjusted to the levels defined in Section 12.08.390 of the County's Noise Ordinance.

Operational Roadway

The main sources of noise generated by the project would include increases in auto/bus traffic along adjacent roadways and on-site operational activities. Noise level impacts are compared to the County of Los Angeles noise standards in the General Plan Noise Element, and Title 12 Chapter 12.08 of the County Noise Control Ordinance. The direct impact of project traffic added to the surrounding roadway network is shown in **Table 13-3: Roadway Noise Impact Analysis**. Typically, a noise level increase of 3 dBA or more is perceptible to the human ear, and therefore the change as a result of the project would be considered an imperceptible increase and the project impact would be less than significant.

Table 13-3
Roadway Noise Impact Analysis

		CNEL at 100 feet (dBA)			
Roadway	**Segment**	**Existing without Project**	**Existing with Project**	**Change as a Result of Project**	**Significant Impact?**
Rosecrans Avenue	East of Avalon Boulevard	74.7	74.8	0.1	No
Avalon Boulevard	South of Rosecrans Avenue	73.5	73.5	0.0	No
Rosecrans Avenue	West of Avalon Boulevard	74.4	74.5	0.1	No

Source: RK engineering group, Inc., Metro Bus Facility Rosecrans and Avalon Noise Impact Study, February 4, 2019.
Refer to ***Appendix E****.*

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

As shown in **Table 13-3**, the project has the potential to increase traffic noise along East Rosecrans Avenue by 0.1 dBA CNEL and would not increase by more than 3 dBA. As such, roadway impacts would be considered less than significant.

Mitigation Measures (MM): With incorporation of the mitigation measures described below, impacts would be reduced to a less than significant level.

MM NOISE-1: All construction-related noise activities shall comply with the requirements set forth in the County of Los Angeles Municipal Code Section 12.08.430.

a. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

A noise monitoring program shall be implemented during construction. The monitoring program will alert construction management personnel when noise levels approach the upper limits of the residential noise threshold (65 dBA) near the northwest property line. Construction activity will cease prior to noise levels exceeding the residential threshold. noise reducing measures and actions be identified and implemented as needed if the standard is exceeded to meet this standard.

No impact pile driving shall be allowed on the Project Site.

During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.

Locate staging area, generators and stationary construction equipment as far from the northwest property line, as reasonably feasible.

MM NOISE-2: Maintain 8-foot-high walls in good condition on the south and east property lines adjacent to the residential and school uses during the first phase of construction to the satisfaction of the Department of Public Works (DPW).

MM NOISE-3: CNG compressor equipment should be enclosed and shielded by 5-foot CMU block wall.

MM NOISE-4: Bus wash bay and equipment should be enclosed within a bus wash tunnel.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

MM NOISE-5: All rooftop mounted HVAC equipment should be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall should be at least as high as the equipment.

MM NOISE-6: Limit engine idling time for all buses/trucks/vehicles to 2 minutes or less. To be enforced by logs to be maintained on site, as well as through signage throughout the site.

MM NOISE-7: Any delivery and unloading of bus maintenance supplies shall be limited to the hours of 7 am to 10 pm. To be enforced by logs to be maintained on site, as well as through signage throughout the site.

MM NOISE-8 Bus maintenance operations between the hours of 10pm and 7 am shall only occur within the facility's enclosed maintenance bays with the doors to those bays closed. This should be reinforced with signage on site.

With implementation of the mitigation measures listed above, impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

Groundborne vibration is measured as the peak particle velocity in inches per second (PPV in/sec). The PPV is typically used to describe potential vibration impacts to buildings. Groundborne vibration generated by heavy equipment attenuates rapidly with distance from the source of the vibration. Therefore, impacts from groundborne vibration will typically occur within short distances from the source. The main sources of vibration impacts during construction of the project would be the operation of equipment such as bulldozer activity during site preparation and grading and loading trucks during excavation.

Table 13-4: Construction Vibration Levels, shows the project's construction-related vibration analysis at the residential structures to the north. The estimated vibration noise levels at the nearest sensitive receptors are compared to the Caltrans Vibration Manual thresholds. As shown in **Table 13-4**, the worst-case vibratory impact from the site is estimated to be 0.040 PPV (in/sec) at the residential structures to the east. This would be below 0.3 PPV (in/sec) threshold which would cause damage to concrete structures. The annoyance potential of vibration construction activities would range from "barely perceptible" to "distinctly perceptible" thus not resulting in any damage potential to the nearest structures. No potential damage would be expected to the newer residential structures and modern commercial/industrial buildings in the nearby vicinity. In addition, with implementation of **MM NOISE-1**, construction would not require impact pile driving activities and would locate construction equipment as far from the northwest property line, as reasonably feasible. As such, impacts would be less than significant with mitigation incorporated.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Table 13-4
Construction Vibration Levels

Construction Activity	Distance to Nearest Structure (feet)	Duration	Calculated Vibration Level – PPV (in/sec)	Damage Potential Level	Annoyance Criteria Level
Small Bulldozer	10	Continuous/Frequent	0.008	No Impact	Barely Perceptible
Loaded Trucks	10	Continuous/Frequent	0.040	No Impact	Distinctly Perceptible

Source: RK Engineering Group, Inc., Metro Bus Facility Rosecrans and Avalon Noise Impact Study, February 4, 2019.
Refer to ***Appendix E****.*

Mitigation Measures: With incorporation of the mitigation measure described below, impacts would be reduced to a less than significant level.

c)	**For a project located within the vicinity of a private airstrip or 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?**	☐	☐	☒	☐

The Compton/Woodley Airport is located approximately 1.39 miles to the southeast of the Project Site. However, as shown in Exhibit 7-2: Compton Airport Noise Contours in the City's Noise Element, the Project Site is neither located within the Airport Influence area and the 60, 65 and 70 dBA CNEL noise contour. Therefore, operations of the airport would not expose people residing or working in the project area to excessive noise levels.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

14. POPULATION AND HOUSING

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Induce substantial unplanned 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)?	☐	☐	☐	☒

The Project does not propose residential uses. The Project would consist of the construction and operation of a bus operation and maintenance facility. The Project is located in an area already served by urban infrastructure and would not require new or extended infrastructure. As such, the Project would not directly or indirectly result in substantial changes in population growth.

No impacts would occur.

Mitigation Measures: No mitigation is required.

b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No housing exists on the Project Site. As such, Project development would not displace any existing housing or people.

No impacts would occur.

Mitigation Measures: No mitigation is required

15. PUBLIC SERVICES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☒

Fire protection and emergency medical services are provided by the County Fire Department. The nearest fire station to the Project Site is the County Fire Department Station #95, located approximately 0.98 miles southwest of the Project Site at 137 West Redondo Beach Boulevard in Gardena.[27]

During construction and subsequent operation, the Project would not interfere with any of the daily operations of the County's Emergency Plans, nor would it require additional staff from the County Fire Department. All construction activities, including staging, would occur on site and would be performed per the Districts, County's, and County Fire Department's standards and regulations.

Construction activities would not cause any road closures; thus, the County Fire Department's accessibility to the surrounding neighborhoods would not be affected. The Project's ingress and egress points would be adequate for emergency services. Thus, while Project develop would increase the number of employees and visitors on the existing currently vacant site, the Project would not create an impact on the ability to maintain an adequate level of fire protection.

No impacts would occur.

Mitigation Measures: No mitigation is required.

27 County of Los Angeles Fire Department, "Fire Station Locator," accessed April 2019, https://locator.lacounty.gov/fire.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
ii) Sheriff protection?	☐	☐	☐	☒

Police protection services for the Project Site are provided by the County Sheriff Department from the Sheriff's station located at 200 West Compton Boulevard in Compton.

The Project would increase the number of employees and visitors on site. However, the Project is not anticipated to result in an increase in calls for police services because it would not generate additional population to the West Rancho Dominguez – Victoria Community Service District, given that the Project is serving as a relocation of existing employees and staff.

To address security needs during construction and operational activities, the Project would include a security fence along the perimeter of the Project Site.

Project development would not require the construction of new or expanded police facilities, and the Sheriff's Department has sufficient resources to serve the Project and no new or remodeled facilities would be required.

No impacts would occur.

Mitigation Measures: No mitigation is required.

iii) Schools?	☐	☐	☐	☒

Because the Project does not involve construction of any new housing units or an increase to the surrounding population, development of the Project would neither generate additional students nor require the construction new school facilities.

No impacts would occur.

Mitigation Measures: No mitigation is required.

iv) Parks?	☐	☐	☐	☒

The Project would not result in any increase in population and would not construct any dwelling units. Demand for recreational services would remain the same. The Project would not require construction of new or expanded parks or recreational facilities.

No impacts would occur.

Mitigation Measures: No mitigation is required.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
v) Libraries?	☐	☐	☐	☒

Project development would not increase the local population, or the number of students and faculty. Demand for library services would remain the same.

No impacts would occur.

Mitigation Measures: No mitigation is required.

vi) Other public facilities?	☐	☐	☐	☒

The Project would not result in any increase in population and would not construct any dwelling units. The Project would not promote joint use of parks, libraries, museums, and other public services. The Project would also not require construction of any of these public services.

No impacts would occur.

Mitigation Measures: No mitigation is required.

16. RECREATION

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

Project development would not increase the population of the area and would not construct any dwelling units. Therefore, demand for recreational services would remain the same, and deterioration to recreational facilities would not occur.

No impacts would occur.

Mitigation Measures: No mitigation is required.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The Project would consist of the construction and operation of a bus operation and maintenance facility. The Project does not contain any recreational uses. The Project would not lead to a substantial increase in demand for existing recreational facilities that would require construction or expansion of existing recreational facilities.

No impacts would occur.

Mitigation Measures: No mitigation is required.

c) Would the project interfere with regional open space connectivity?	☐	☐	☒	☐

The Project Site is located in a developed urban area and is surrounded by other urban uses. It would not interfere with regional open space connectivity.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

17. TRANSPORTATION

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with an applicable program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

A Traffic Impact Analysis (Traffic Study) was prepared by RK Engineering Group, Inc. for the Project dated February 4, 2019. The Traffic Study is included as **Appendix F-1** to this IS/MND.

According to the Traffic Study, the Project will generate an operational total of 443 new trips per day, including 16 morning peak-hour trips and 10 afternoon peak-hour trips. The report analyzed existing (in November 2018) and existing with Project AM and PM peak-hour traffic conditions at 8 critical intersections in the vicinity of the Project Site. As shown in **Table 17-2: Existing Plus Project Traffic Conditions**, no significant impacts were identified at any of the intersections evaluated.

The Traffic Study additionally analyzed construction trips. As shown **in Table 17-1: Proposed Project Number of Vehicles Per Day During Construction Phases** below, construction of the Project is expected to result in a maximum of 36 trips per day during the paving phase, 30 trips per day during the grading phase, 20 trips per day during the demolition phase, 12 trips per day during the building phase, and 2 trips per day during the coating phase.

Project traffic impacts were also analyzed for Congestion Management Program (CMP) locations. No significant regional traffic impacts were determined for the CMP monitoring intersections or freeway locations. In addition, the Project's transit impacts on the public transit system were analyzed based on existing available transit capacity. No significant transit impacts were identified. The Project's construction trip traffic would be a fraction of the operational traffic, which would not cause any significant impacts at the studied intersection. Therefore, construction traffic would contribute to a significant increase in the overall congestion in the Project vicinity.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Table 17-1

Proposed Project Number of Vehicles Per Day During Construction Phases

	Trip Type Per Day				
Construction Phase	**Worker Vehicles**	**Trucks**	**Vendor Vehicles**	**Total Vehicles**	**Total Two-Way Trips (Inbound & Outbound)**
Demolition	10	0	0	10	20
Grading	10	5	0	15	30
Building	4	0	2	6	12
Paving	18	0	0	18	36
Coating	1	0	0	1	2

Table 17-2

Existing Plus Project Traffic Conditions

		Peak	Existing		Existing Plus Project		
No	**Intersection**	**Hour**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Significant Impact**
1	I-110 SB Ramp/ Rosecrans Ave	AM	52.9	D	52.7	D	
		PM	45.5	D	45.7	D	NO
2	I-110 NB Ramp/Rosecrans Ave	AM	17.8	B	17.7	B	
		PM	17.8	B	17.8	B	NO
3	S Main St/ Rosecrans Ave	AM	—	—	—	—	
		PM	—	—	—	—	NO
4	S Avalon Blvd/ E 135th St	AM	—	—	—	—	NO
		PM	—	—	—	—	
5	S Avalon Blvd/ Rosecrans Ave	AM	—	—	—	—	
		PM	—	—	—	—	NO
6	Avalon Blvd/ Project Dwy	AM	0.0	A	11.1	B	
		PM	0.0	A	10.5	B	NO
7	S Avalon Blvd/ E Compton Blvd	AM	—	—	—	—	
		PM	—	—	—	—	NO
8	Project Dwy/Rosecrans Ave	AM	0.0	A	17.5	C	
		PM	0.0	A	58.3	F	NO

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Analysis of the potential for the project to increase vehicle miles traveled (VMT) was prepared by RK Engineering Group, Inc. for the Project dated March 17, 2020 is found in **Appendix F-2** to this IS/MND.

The project consists of constructing and operating a bus operations and maintenance facility for the Los Angeles County Metropolitan Transportation Authority (Metro). The project will include parking for buses, support vehicles, bus drivers, and Metro employees, bus maintenance and service facilities, an automated bus washing bay, Compressed Natural Gas (CNG) fueling pumps for the bus fleet, and approximately 12,137 square feet of building area for office/administrative use. This project will replace an existing Metro Bus Facility located at 1611 Naud Street, in the City of Los Angeles. The project will continue to operate the same bus schedule at the proposed site, with the potential in the future to increase bus service capacity for storage and maintenance.

The State of California Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018 (OPR Advisory) provides guidance for the analysis of VMT. This OPR Advisory states that transit projects generally reduce VMT and, for this reason, are presumed to cause a less-than-significant impact on transportation. Streamlining transit projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development.

Additionally, the OPR Advisory states that rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets and transit systems would not likely lead to a substantial or measurable increase in vehicle travel and, therefore, induced travel (VMT) analysis is not required.

CEQA Guidelines Section 15064.3, subdivision (b)(1), states that generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. CEQA Statute Section 21155 (b) defines a high-quality transit corridor as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

According to the latest bus schedules published on Metro's website (metro.net), the project site is located adjacent to two transit corridors with fixed route bus service with service intervals of 15 minutes or less during peak commute hours.

Home-based-work VMT estimates from the California Statewide Travel Demand Model (CSTDM) were also reviewed to assess the potential impact of the project on VMT. Home-based-work VMT

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

per employee for the traffic analysis zone the project site is in is approximately 0.69 VMT higher than the Los Angeles County-wide average. All employees of the facility will be provided with information regarding the availability of transit options in the vicinity of the site to reduce VMT for employees.

This project, which is a transit serving use and maintenance, safety and repair project, would result in less than significant transportation impacts.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts to a less than significant level.

MM TRANS-1: All employees of the facility shall be provided information including possible incentives for employees, regarding the availability of transit options in the vicinity of the site to reduce VMT for employees, encouraging them to utilize transit. This information should be provided to all employees on an annual basis and posted on site.

c) Substantially increase hazards due to a road design features (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

The Project would not develop any new roadways with sharp curves or dangerous intersections. Busses will utilize existing driveways, two on Rosecrans Avenue and one on Avalon Boulevard, all of which are being reconfigured to be up to standard code.

Existing emergency access to properties along the surrounding roadways would not be altered or disrupted under construction and operational phases. No changes to the off-site roadway system would be necessary.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

d) Result in inadequate emergency access?	☐	☐	☒	☐

During driveway improvement activities associated with construction of the Project, temporary lane closures of streets adjacent to the site may be required. The Project would be subject to the site plan review requirements of the LAFD and the Sheriff's Department to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. Based on the above, the Project would not result in inadequate emergency access.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

18. TRIBAL CULTURAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or	☐	☐	☐	☒

The Project Site is currently developed and does not contain any historical resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. A Cultural Resource Inventory was conducted by Paleowest Archaeology for the Project Site, it is included as **Appendix B-1** of this IS/MND. A cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) were completed. No prehistoric archaeological resources were identified as a result of the records search.

One previously recorded historic-period built-environment resource was identified within a quarter-mile radius of the Project. This built resource, McKinley Elementary School, located at 14431 Stanford Avenue, is not located within the Project Site area, however, it is located immediately adjacent to the Project Site. According to the Historic Resource Inventory, the campus has been determined ineligible for listing on the National Register of Historic Places by consensus though the Section 106 process.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Based on the results of the cultural resource literature review and records search, the Project will not result in impacts to any listed or potentially eligible historic resources that constitute Tribal Cultural Resources.				
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

A Cultural Resource Inventory conducted by Paleowest Archaeology for the Project Site, is included as **Appendix B-1** of this IS/MND. This inventory included a cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC). No prehistoric archaeological resources were identified as a result of the records search.

In accordance with AB 52, correspondence was sent on May 16, 2019 by the County Department of Regional Planning to the following Native American Tribes, providing notice that this project is under review and subject to CEQA, and requesting notification regarding any desire for consultation, pursuant to this section of the Public Resources Code: Gabrieleno Tongva-San Gabriel Band of Mission Indians, and the Gabrieleño Band of Mission Indians-Kizh Nation

The Gabrieleño Band of Mission Indians-Kizh Nation requested formal consultation on May 16, 2019. The County initiated consultation on August 1, 2019 and this was completed on August 21, 2019.

After reviewing the proposed project, the Gabrieleño Band of Mission Indians–Kizh Nation concluded there is a low potential for impact to Tribal Cultural Resources from ground disturbing construction activities, but did request that the Gabrieleño Band of Mission Indians–Kizh Nation be contacted if any cultural resources are inadvertently discovered during construction.

Mitigation measure **MM TCUL-1** would be incorporated as part of the proposed Project to ensure that potential impacts to any tribal cultural resources inadvertently discovered during construction are reduced to a less than significant level.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

MM TCUL-1: If any cultural resources are inadvertently discovered during construction, all construction work occurring within 100 feet of these resources shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the resources and determine whether additional actions, such as preparation of an archaeological treatment plan, testing, or data recovery, are warranted. The Gabrieleño Band of Mission Indians–Kizh Nation shall also be contacted and notified of the discovery of any cultural resources.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water draining, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Water:

Water service is provided by the County Sanitation District #8. The Project Site is located in a developed, urbanized portion of unincorporated Los Angeles that is served by existing water infrastructure. As shown in **Table 19-1: Estimated Water Consumption and Wastewater Generation** below, it is estimated that the Project would have a daily water demand of 1,300 gallons. This small demand would not require or result in the construction or expansion of water treatment facilities.

Impacts would be less than significant.

Table 19-1

Estimated Water Consumption and Wastewater Generation

Facility Type	Unit Factor	Generation Rate (GPD)[a]	Total Estimated Water Usage (GPD)	Total Estimated Wastewater (GPD) [b]
Bus Depot	20 employees	65/ employee	1,300	975
Total			**1,300**	**975**

Note: gpd = gallons per day.

[a] *Sanitation Districts of Los Angeles County, Loadings for Each Class of Land Use, Table 1.*

[b] *1,820 gpd – 75%.*

Wastewater:

Wastewater from the Project will be conveyed through the existing sewer system and treated at Long Beach Water Reclamation Plant. The Long Beach WRP provides primary, secondary and tertiary treatment for up to 25 million gallons of wastewater per day (see flow diagram below). The plant serves a population of approximately 250,000 people. As shown in **Table 19-1: Estimated Water Consumption and Wastewater Generation** above, it is estimated that the Project would generate 975 gallons per day of net wastewater. Given the available treatment capacity, the Project

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

would not require construction of new wastewater treatment facilities or expansion of existing facilities.

Impacts would be less than significant.

Stormwater:
A significant impact could occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the existing storm drain system. The Project Site is located in a developed portion of unincorporated Los Angeles that is currently served by stormwater infrastructure. The Project Site would continue to be predominantly impervious surface. In addition, the Project would be required to demonstrate compliance with the County's LID Ordinance standards. The primary purpose of the LID Ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. As such, the volume of stormwater runoff during peak events would not increase and the construction of new stormwater drainage facilities or expansion of existing facilities would not be required.

Impacts would be less than significant.

Electric Power, Natural Gas, and Telecommunications:
The Project Site is located in a developed, urbanized area served by existing electric power, natural gas and telecommunications services. As such, in the context of the greater Los Angeles service area, the Project would not be a substantial source of new demand for electrical or telecommunications services. New connections would be established for the Project; however, no substantial electrical, gas, or telecommunications infrastructure present on or adjacent to the Project Site would need to be relocated to accommodate the Project.

Impacts would be less than significant

Mitigation Measures: No mitigation is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

The Project would have a water demand of less than 6 afy. Sufficient water supplies are available to accommodate this small increase in demand. The Project is not a source of additional population growth and would not contain any significant sources of water use. Furthermore, the Project would

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

be required to adhere to current standards including the Green Building Code that would reduce demand on local water supplies.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

The Project would not generate a substantial amount of wastewater and adequate capacity is available to treat the amount of wastewater the Project would generate.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

The Project Site is already served by a private hauler for operational solid waste. Solid waste transported by both public and private haulers is recycled, reused, and transformed at a waste-to-energy facility, or disposed of at a landfill. Of the various landfills serving the County of Los Angeles, Scholl Canyon Landfill Scholl Landfill has a permitted daily capacity of 3,400 tons and had a permitted remaining capacity of approximately 5.7 million tons as of December 2008. Scholl Canyon Landfill is expected to close in 2025 (estimated remaining life of 17 years) (LACDPW 2009) based on the 2008 permitting remaining capacity. In addition, the County continues to address landfill capacity through the preparation of annual County of Los Angeles Integrated Waste Management Plan (CIWMP) reports. The preparation of each annual CIWMP report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow as the County implements policies to increase diversion. In addition, the Applicant will be expected to submit a Recycling and Reusing plan for the Project as well as provide adequate storage for the collection and removal of recyclable materials.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

As shown in **Table 19-2: Expected Operational Solid Waste Generation**, the Project's net new generation of solid waste would be approximately 2,200.6 pounds per day, without factoring in future recycling or waste diversion programs. As such,

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Table 19-2

Estimated Solid Waste Generation

Land Use Category	Unit Factor	Generation Rate[a]	Estimated Total (lb. per Day)	Estimated Total (lb. per Year)
Bus Maintenance Facility	241,750 sq. ft.	0.9 lb./100 sq. ft./day	2,175.8	794,148.8
Office	20 employees	1.24 lb./employee/day	24.8	9,052
Total			**2,200.6**	**803,200.8**

Note: sq. ft. = square feet.
[a] *CalRecycle: Solid Waste Generation Rates, Commercial Sector.*

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

In California, AB 939 required every city and county to divert 50 percent of its waste from landfills by the year 2000 through such means as recycling, source reduction, and composting.[28] In addition, AB 939 requires each county to prepare a countywide siting element specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled for a 15-year period. The County has implemented its own Countywide Integrated Waste Management Plan to ensure it is compliant.[29] AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.[30] AB 341, requires businesses that generate over 4 cubic yards of commercial solid waste per week to subscribe to a recycling service that may include mixed waste processing that yields diversion results comparable to source

28 CalRecycle, "Assembly Bill 939," http://www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm.
29 County of Los Angeles, Countywide Integrated Waste Management Plan: 2016 Annual Report, available at https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF.
30 CalRecycle, "Assembly Bill 1327," http://www.calrecycle.ca.gov/LGCentral/Library/localdocs/policy.htm.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

separation.[31] AB 1826, requires businesses that generate over 4 cubic yards of commercial solid waste per week to subscribe to an organic waste recycling service that may include mixed waste processing that specifically recycles organic waste.[32]

The Project would be required to comply with applicable State and County laws and regulations governing solid waste, including those listed above. The Project would not affect the County's ability to continue to meet the required AB 939 waste diversion requirements.

Impacts would be less than significant

Mitigation Measures: No mitigation is required.

31 California Legislative Information, "Assembly Bill No. 1826," https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341.

32 California Legislative Information, "Assembly Bill No. 1826," https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB1826.

20. WILDFIRE

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

The Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones.[33] The Project would not impar an adopted emergency reasonable plan or emergency evacuation plan.

No impacts would occur.

Mitigation Measures: No mitigation required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐

The Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones. The Project is located on relatively flat land and would not change or exacerbate current risks of wildfire or pollutant concentrations from a wildfire to project occupants.

Less than significant impact.

Mitigation Measures: No mitigation required.

33 CalFire, "Wildland Hazard & Building Codes," accessed April 2019, http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles.

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

The Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones. The Project would not require the installation or maintenance of any infrastructure or utility improvements or additions. As such impacts related to infrastructure modifications increasing fire risk would not result in any impacts.

No impacts would occur.

Mitigation Measures: No mitigation required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones. As previously discussed in sections Hazards and Hazardous Materials and Hydrology and Water Quality the Project is not located near a potential flooding, landslide area, or would result in potential drainage changes.

No impacts would occur.

Mitigation Measures: No mitigation required.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

As mentioned previously, the Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones. As such, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.
No impacts would occur.

Mitigation Measures: No mitigation is required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to substantially 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, substantially 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?	☐	☐	☒	☐

The Project Site is currently vacant from the previously developed shoring design, storage, manufacturing, and assembly plant. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.[34] The Project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

The Project would not have the potential to eliminate important examples of major periods of California history or prehistory, including historical, archaeological, or paleontological resources. Therefore, the Project would not result in significant environmental impacts that have the potential to degrade the quality of the environment.

Impacts would be less than significant.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐

The Project has been analyzed against short-term and long-term environmental impacts. It has the potential to cause a significant impact through construction noise generation. As discussed in **Appendix F**, implementation of mitigation measure **MM NOISE-1**, would reduce the noise levels generated during construction by implementation a noise monitoring program. The program will alert construction management personnel when noise levels approach the upper limits of the residential noise threshold near the property. Construction activity will cease prior to noise levels

34 CDFW, "NCCP Plan Summaries."

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

exceeding the residential threshold. Implementation of mitigation measure **MM NOISE-2**, would not allow pile driving activities to take place during construction and that all construction equipment is equipped with appropriate noise attenuating devices. As such, the Project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Impacts would be less than significant.

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

Cumulative impacts refer to two or more individual effects which, when evaluated together, are considerable or would compound or increase other environmental effects. In the preceding topical analyses, cumulative impacts have been considered where appropriate. The evaluation of air quality impacts considered the Project's cumulative contribution to federal or State nonattainment pollutants within the South Coast Air Basin, and the evaluation of traffic impacts considered the cumulative effect of other proposed projects in the immediate vicinity. No significant cumulative impacts have been identified for the Project. As such impacts would be less than significant, and no mitigation is required.

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

The proposed Project does have the potential to cause significant impacts to noise during construction activities. However, as discussed in **Appendix F**, implementation of mitigation measure **MM NOISE-1**, would reduce the noise levels generated during construction by implementation a noise monitoring program. The program will alert construction management personnel when noise levels approach the upper limits of the residential noise threshold near the property. Construction activity will cease prior to noise levels exceeding the residential threshold. Implementation of mitigation measure **MM NOISE-2**, would not allow pile driving activities to take place during construction and that all construction equipment is equipped with appropriate noise attenuating devices.

Impacts would be less than significant with mitigation.

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