

MOTION BY DIRECTOR JOSE LEGAPSI

MTA BOARD

February 22, 2001

Item #12 - Division 1 Land Acquisition and Expansion

At least one adjacent property owner (Alameda Produce) has indicated economic development expansion plans that include the same parcel identified by MTA staff for expansion of Division 1. Before acquiring the parcel, the MTA should determine whether both Division 1 expansion and other efforts by local businesses can be accommodated without substantially compromising the needs of MTA Operations.

I THEREFORE MOVE that the MTA Board of Directors direct the CEO to consult with property owners adjacent to the proposed Division 1 expansion in order to determine if the MTA expansion can be achieved while accommodating the expansion and economic development efforts of the adjacent businesses (including possible joint development), and to report back to the Board within 60 days.



PROJECT: MTA DIVISION 1 LAND ACQUISITION AND EXPANSION

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

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

RECOMMENDATIONS

- A. Approve and certify the Initial Study/Mitigated Negative Declaration (IS/MND) for the Division 1 Land Acquisition and Expansion Project. (See Attachments "A", "B" and "C");
- B. Approve the Division 1 Land Acquisition and Expansion Project (See Attachment "F");
- C. Adopt the recommended Mitigation Monitoring and Reporting Program (MMRP) for the IS/MND. (See Attachment "D"); and
- D. Authorize staff to file a Notice of Determination of the IS/MND with the Los Angeles County Clerk.

BACKGROUND

The number of buses in the active fleet has grown from 1,951 to 2,279 over the past four years. This number will continue to grow as service is expanded and by June 2002, the active fleet will have grown to 2,372 buses. This growth is documented in the MTA's Fleet Management Plan. This rapid growth has resulted in full use of all space at most MTA division sites. The result is that bus lines can no longer be scheduled efficiently to operate out of the nearest maintenance yard, increasing non-productive "dead-head" time and operating cost. Additional capacity is needed in the central MTA service area to allow greater flexibility in locating buses and scheduling needed transit service.

In accordance with the Fleet Management Plan, expansion of the Bus Division maintenance capacities in the Central Business District area is recommended to allow the MTA to make service improvements and minimize operating costs. The proposed project involves the acquisition of approximately 115,000 square feet of vacant and undeveloped contiguous parcels generally located at 1345 East 7th Street in the City of Los Angeles adjacent to Division 1. The identified parcels would allow for the

expansion of this centrally located facility at reasonable cost. MTA became aware that the property was available last year and has sought to complete the required environmental processes that would allow the MTA to acquire the site. The actions specified herein meet those legal requirements so that the acquisition and construction phase can now commence.

The California Environmental Quality Act (CEQA) requires public agencies to prepare the appropriate documentation to inform the public and decision makers of the significant effects a discretionary project will have on the environment. In compliance with CEQA, an Initial Study and Proposed Mitigated Negative Declaration (IS/MND) has been prepared for the project regarding the environmental impacts of acquiring the land in order to expand MTA Division 1.

The property to be acquired for the project is located directly south of the existing Division 1 and is separated by Industrial Street. Once the property is acquired, MTA will request the City to vacate a portion of Industrial Street to create a contiguous yard. A wall will be built around the entire facility for security and sound mitigation purposes. The area added will permit the net addition of 67 buses to the facility thereby increasing existing capacity from its current 170 buses to 237 buses. No additional expense for the existing maintenance buildings is required. The closure and vacation of Industrial Street will require some reconstruction of the yard and the drainage system to level the pavement and bring it to MTA standard. Finally, 120 employee-parking stalls will be added. Currently, the MTA is completing a project to make Division 1 CNG compatible. The CNG project will be completed by summer 2001. A detailed description of the proposed acquisition and site location is shown in Attachment F to this report.

RATIONALE

MTA staff has identified the need to expand its maintenance capacity in the central area as a mechanism to reduce operating cost as well as increase its ability to better manage the service we provide thereby improving our competitiveness. Current divisions located in the Central Business District are at a maximum allocation of vehicles and added service or service restructuring requires use of available capacity at outlying divisions. While this allows us to provide service, it often requires greater use of "deadhead" time to the starting point of the line and to make relief changes for operators and equipment.

The actions proposed as part of this report will allow the MTA to: (1) expand the capacity of MTA's Division 1 facility, which is currently constrained, (2) reduce the system deadhead mileage which is otherwise non-productive and costly, and (3) increase the utility of the proposed CNG installation at Division 1. The proposed project would provide additional parking and maintenance of up to 67 additional buses and increase on-site employee parking.

FINANCIAL IMPACT

The actual cost of the property will be based on an independent appraisal and negotiations with the owner whether or not condemnation will be required. Construction costs are estimated at \$3.5

million and depend on finalization of mitigation efforts as well as construction plans and documents. Staff will initiate the acquisition process and obtain an independent appraisal of the property. The recommended just compensation will be brought back to the Board for approval. The Board may also be required to authorize acquisition of the site through condemnation if agreement is not reached with the owner regarding the value of the parcels. Funds for the land can be funded with TDA Article 4 resources. Construction of the parking facility has been submitted as a new request in the FY02 – FY06 Capital Improvement Program, which would be funded with eligible resources in the FY02 budget.

ALTERNATIVES CONSIDERED

The Board has the option of disapproving the IS/MND. This alternative would have the effect of not approving the purchase of the land and rejecting the expansion project for Division 1, since the State's requirement to comply with CEQA would not have been met. The problem of inefficient transit operations due to inadequate space at Division 1 and at other central MTA operating divisions would persist and MTA would lose the many public services, and environmental and financial benefits of the Project. In addition, MTA would lose a timely opportunity to purchase available property adjacent to Division 1. This alternative is not recommended.

In the central area of Los Angeles, there are no other Bus Divisions in the central area that could reasonably be expanded and no known available land that can be acquired.

MANDATORY FINDINGS OF SIGNIFICANCE AND RECOMMENDED MITIGATIONS UNDER CEQA

A Notice of Completion and Availability for the MTA Division 1 Land Acquisition and Expansion Project Draft Initial Study/Mitigated Negative Declaration was issued on December 21, 2000 (see Attachment "E"). The IS/MND was made available for public review for a period of 20 days. The public comment period began officially on December 21, 2000 and ended on January 10, 2001. We received comment letters from SCAG, CalTrans and the City's Fire Department during the comment period. We also received one comment letter from an attorney representing the owner of the Central Hotel opposing the project, stating that the project's impacts "would effectively constitute a condemnation" of the hotel. MTA disagrees as the IS/MND, and additional noise analysis, indicates that the project does not have the potential to degrade the quality of the environment in terms of the issues (noise, fumes and lighting) the owner is concerned about (please see Attachment "B," Responses to Comment Letter "C").

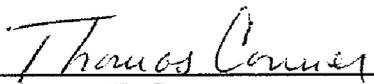
The IS/MND analyzed the environmental factors that could be potentially affected by the Project, including aesthetics, air quality, hazards and hazardous materials, noise and vibration, transportation/traffic and mandatory findings of significance, among others. Each category was evaluated as to how the proposed Project could impact the existing environment, including the Central Hotel. Due to the limited potential for environmental impacts, the IS/MND determined

that with the inclusion of mitigation measures (see Attachment "D") for noise, that the project will have a less than significant impact on the environment.

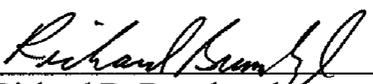
ATTACHMENTS

- Attachment A - IS dated December 2000
- Attachment B - Response to Comments on the IS
- Attachment C - Mitigated Negative Declaration
- Attachment D - Mitigation Monitoring and Reporting Plan
- Attachment E - Notice of Availability/Intent to Adopt Mitigated Negative Declaration dated December 21, 2000
- Attachment F - Project Description

Prepared by: Manuel Gurrola, Environmental Specialist II
Environmental Compliance



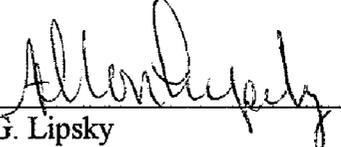
Thomas K. Conner
Executive Officer, Transit Operations



Richard D. Brumbaugh
Chief Financial Officer



Charles W. Stark
Executive Officer, Construction



Allan G. Lipsky
Office of the Chief Executive Officer

ATTACHMENT "A"

Initial Study to Support a Determination of a Mitigated Negative Declaration
for the

DIVISION 1
LAND ACQUISITION AND EXPANSION PROJECT

PREVIOUSLY DISTRIBUTED UNDER SEPARATE COVER

Additional Copies Available in MTA Library or the Board Secretary's Office

Response to Comments
for the
DIVISION 1
LAND ACQUISITION AND EXPANSION PROJECT

COMMENT LETTER A

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, ADVANCE PLANNING
IGR OFFICE 1-10C
120 SO. SPRING ST.
LOS ANGELES, CA 90012
TEL: (213) 897-6536 ATSS: 8- 647-6536
FAX: (213) 897-8906
E-mail: Nycjaniani.L.57@Caltrans/Cagov@DOT



Mr. Manuel R. Gurrola
Los Angeles County
Metropolitan Transportation Authority
Environmental Compliance
One Gateway Plaza, Mail Stop:99-18-7
Los Angeles, CA. 90012-2952

RE: IGR/CEQA 010105NY
Mitigated Negative Declaration
LA/10/17.35

January 4, 2001

Dear Mr. Gurrola:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the MTA Division 1 Land Acquisition and Expansion project.

Based on our review of the information received, we have no comment at this time. We will contact you further should we identify any issues that should be brought to your attention.

If you have any questions, please do not hesitate to call me at (213) 897-4429.

Sincerely,

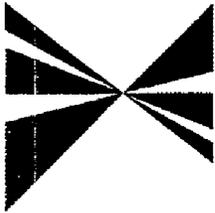
A handwritten signature in black ink, appearing to read "Stephen J. Buswell".

STEPHEN J. BUSWELL
IGR/CEQA Program Manager
Transportation Planning Office
District 07

A-1

COMMENT LETTER B

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

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Orange County: Charles Smith, Orange County • Ron Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Brea • Elizabeth Cowan, Costa Mesa • Caryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Aliz Duke, La Habra • Shirley McCracken, Anaheim • Bev Perry, Brea

Riverside County: Bob Buster, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Andrea Puga, Corona • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Bill Alexander, Rancho Cucamonga • Jim Bagley, Twentynine Palms • David Ehlerman, Fontana • Lee Ann Garcia, Grand Terrace • Gwenn Norton-Perry, Chino Hills • Judith Valles, San Bernardino

Ventura County: Judy Mikela, Ventura County • Donna De Paola, San Buenaventura • Glen Becerra, Simi Valley • Tom Young, Port Hueneeme

Riverside County Transportation Commission: Robbin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

January 11, 2001

JAN 15 2001
SCANNED
IN RMC

Mr. Manuel R. Gurrola
Environmental Compliance
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99 22-5
Los Angeles, CA 90012-2952

RE: SCAG Clearinghouse I20010007 MTA Division 1 Land Acquisition and Expansion

Dear Mr. Gurrola:

We have reviewed the above referenced document and determined that it is not regionally significant per Area-wide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project will be published in the **January 15, 2001 Intergovernmental Review Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

B-1

COMMENT LETTER C

LAW OFFICES OF
MICHAEL CARTER SMITH
11611 SAN VICENTE BOULEVARD
SUITE 615
LOS ANGELES, CALIFORNIA 90049

(310) 207-2429
FACSIMILE (310) 207-3919

January 10, 2001

Los Angeles County Metropolitan
Transportation Authority
Attn: Mr. Manuel R. Gurrola
Environmental Compliance
One Gateway Plaza, Mail Stop: 99-18-7
Los Angeles, CA 90012-2952

**Re: Comment Letter
Draft Initial Study / Mitigated Negative Declaration
Acquisition & Expansion of MTA Division 1 Facility
Downtown Los Angeles**

Dear Mr. Gurrola:

This office has been retained by the owner of the Central Hotel, formerly known as the Terminal Hotel, located at 1331 7th Street, Los Angeles, CA 90021, with respect to the above-referenced matter.

As you may know, the Central Hotel is a growing, operative business, with daily and monthly tenants. The hotel is located immediately adjacent to the proposed acquisition area, as depicted in Figure 3 of the Draft Initial Study.

The proposed project includes 13 lanes for 83 buses, 120 employee parking spaces, and a new bus fueling lane. Due to the substantial size and close proximity of the proposed expansion, we believe that the hotel will be severely impacted by noise, bus fumes, and the bright lights used to illuminate the project grounds.

The initial study checklist rates all categories of environmental impact as either "less than significant impact" or "no impact", with the exception of noise which is described as "potentially significant unless mitigation incorporation".

With respect to the noise level, notwithstanding the comments on page 3-23 of the Draft Initial Study stating that "the proposed project is not anticipated to expose persons to or generate noise levels in excess of standards established in the City of Los Angeles Noise Ordinance", the

C-1

C-2

C-3

Los Angeles County Metropolitan
Transportation Authority
Attn: Mr. Manuel R. Gurrola
Environmental Compliance
January 10, 2001
Page 2

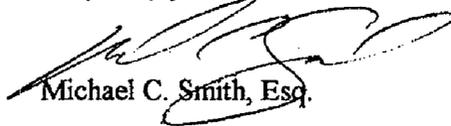
fact remains that tenants of the hotel will be unable to sleep due to the proximity and volume of the noise, not only from the vehicles, but also from the loudspeakers which we anticipate will be installed adjacent to the hotel.

Concerning the fumes and lighting, we believe that they will create an intolerable environment for the tenants. Coupled with the noise level generated by the project, we believe the hotel will no longer be suitable for its intended purpose. The project would effectively constitute a condemnation of my client's business.

With respect to mitigation, we anticipate that it may be cost-prohibitive, if not impossible, to renovate the hotel in order to reduce or eliminate the impact of the noise, fumes and lighting.

In closing, my client is opposed to the project for the reasons stated hereinabove.

Very truly yours,



Michael C. Smith, Esq.

C-3
CONT.

COMMENT LETTER D

FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

January 23, 2001

TO: Los Angeles County Metropolitan Transportation Authority
Environmental Compliance
One Gateway Plaza, Mail Stop: 99-18-7
Los Angeles, CA 90012-2952
Attn: Mr. Manuel R. Gurrola

FROM: Fire Department

SUBJECT: LOS ANGELES INDUSTRIAL DISTRICT

PROJECT LOCATION

The project site is located in the southeastern portion of downtown Los Angeles in the Industrial District and is bounded by 7th Street on the South, Central Avenue on the west, 6th Street on the north, and Alameda Street on the east. The total project site, which consists of (1) the existing MTA Division 1 facility, (2) the property to be acquired (located at 1345 East 7th Street), and (3) the portion of Industrial Street to be vacated, is approximately 405,573 square feet.

PROJECT DESCRIPTION

The proposed project involves the acquisition of approximately 115,000 square feet of vacant and undeveloped contiguous parcels generally located at 1345 East 7th Street in the City of Los Angeles. Additionally, the proposed project involves the vacation of the portion of Industrial Street between the existing facility and the acquisition area to create a single, expanded facility. Subsequent to site acquisition and vacation of a portion of Industrial Street, the project site, particularly the southern half, would be configured to allow the placement of 120 spaces for employee parking and 13 lanes for 83 additional buses. However, the proposed project would include a new bus fueling lane, which would result in the removal of two bus lanes for 16 buses from the existing Division 1 facility. Therefore, there would be a net gain of 67 bus spaces as a result of the proposed project. A new ingress and egress for buses would also be built along Alameda Street just south of the existing Division 1 egress; the existing ingress along Central Avenue and the existing egress along Alameda Street would remain unchanged. An additional gate is proposed at the cul-de-sac of Industrial Street (subsequent to street vacation) for the employee parking lot entrance/exit.

FIREFIGHTING ACCESS, APPARATUS, AND PERSONNEL

At least two different ingress/egress roads for each area, which will accommodate major fire apparatus and provide for major evacuation during emergency situations, shall be required.

| D-1

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

| D-2

Submit plot plans indicating access road and turning area for Fire Department approval.

| D-3

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

| D-4

CONCLUSION

The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708).

| D-5

For additional information, please contact Inspector Kevin Hamilton of the Construction Services Unit at (213) 485-5964.

WILLIAM R. BAMATTRE
Fire Chief



Richard A. Warford, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

RAW:KH:gm
c:LA Industrial District

RESPONSES TO COMMENTS
ON THE
DIVISION 1 LAND ACQUISITION AND EXPANSION PROJECT
DRAFT INITIAL STUDY

Comment Letter A State Department of Transportation (Caltrans)

Comment A-1 This comment acknowledges that Caltrans received and reviewed the Draft IS/MND and does not have any comments on the project.

Comment Letter B Southern California Association of Governments (SCAG)

Comment B-1 This comment acknowledges that SCAG received the Draft IS/MND and published it in the Intergovernmental Review Report. SCAG also reviewed the Draft IS/MND and does not have any comments on the project.

Comment Letter C Law Offices of Michael Carter Smith

Comment C-1 The Draft IS/MND refers to the Terminal Hotel. According to the comment, the name has changed to Central Hotel. This name change has been reflected in our documents.

Comment C-2 Although the project site would accommodate 83 bus parking spaces, the project results in a net gain of only 67 buses due to the addition of a fuel lane. The fuel lane would extend toward 6th Street, further away from the hotel. The area closest to the hotel would not be used for bus parking, only for employee parking. The noise would be similar to the existing conditions resulting, at its peak, in a negligible gain of 1.7 dBA as discussed in the IS.

In response to the comment MTA conducted additional noise calculations using noise readings taken on January 24th and 25th to estimate the contribution of the buses to be placed on the parking lot adjacent to the Central Hotel. The noise readings, which were taken during the late night (11:30 p.m. – 12:30 a.m.), midday (12:00 p.m. – 1:00 p.m.) and afternoon peak hour (4:00 p.m. – 5:00 p.m.), were used as the base conditions (existing environment). Total hourly vehicle volumes, which generated an equivalent reading during each of the three time periods, were estimated through the noise model and based on our observation during the readings. We then added the number of new buses to be operated in each of the three time periods to the base conditions. These result in the following noise levels (L_{eq}): peak hour = 67.3, midday = 66.8, and late night = 65.1. These L_{eq} values were then used in the formula from the FTA handbook for calculating the L_{dn} . The resulting L_{dn} was estimated at 69.8 dBA. Thus the project generates a 0.3 dBA contribution to the existing noise environment.

Considering that the maximum noise levels (measured every five minutes during each of the noise readings taken for this project) ranged from 66.4 to 78.9 (up to 78.4 dB during the late night period), the operation of the new buses at the existing vacant lot would contribute no more than the audible noise emanating from ordinary street traffic and from other commercial and

industrial uses in the project area (currently zoned M2 – Light Industrial). Therefore, the proposed project is consistent with the City’s Municipal Code Section 12.19 – M2 Light Industrial Zone (Section 12.19.A.4(b)), which states the following:

(1) No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property, shall be no more than audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 of this Code as measured from any point on adjacent property in an A, R, C, P or M Zone. (*Amended by Ord. No. 156,363, Eff. 3/29/82.*)

Additionally, according to the City’s Noise Ordinance (Chapter XI, Article 1, Section 111.03 of the Municipal Code), the presumed ambient noise level (both day and night) for uses in M2 zones is 70 dBA. Since the proposed project would result in a worst-case noise level of 69.8 dBA L_{dn} (when the most buses would be operated at the project site), the proposed project would be consistent with the City’s Noise Ordinance and Municipal Code Section 111.03.

Bus exhaust emissions would also be reduced at this Division, as Compressed Natural Gas (CNG) will fuel new buses being added instead of diesel. CNG has a lower level of emissions than does diesel. Lights would be engineered to eliminate spillover effects on the Central Hotel.

In response to the concerns raised in the comment letter, the following mitigation measures are added:

- *MTA shall provide an on-site name and phone number of a contact person at Division 1 in the event that noise levels become disruptive to the Central Hotel’s tenants.*
- *MTA shall design, locate and arrange all on-site lighting so that the light does not shine outside the Division 1 boundary and specifically does not shine on the Central Hotel.*
- *All heavy bus maintenance and service activities on-site shall be kept away from the Central Hotel.*

Comment C-3 The commenter is incorrect. No loudspeakers will be installed on the project site. As discussed in the IS, noise impacts of this project would be less than significant because (1) the Central Hotel is located in an industrial area where the noise thresholds are higher, (2) as part of the project MTA will close Industrial Street which would reduce heavy truck traffic noise behind the hotel, and (3) the requirements of the City of Los Angeles Noise Ordinance, as well as measures contained in the MTA Noise Specifications for Contractors and mitigations included for project adoption, would be implemented to reduce potential increases in noise levels associated with the construction and operation of the project.

The proposed project is consistent with existing surrounding uses and does not introduce a considerable incremental effect on already impacted environmental conditions. For example, the site is zoned for Industrial uses and the most recent use of this site was a Texaco Truck Stop with a gas station and truck wash that essentially generated noise at all hours. The proposed use of the

site is for parking buses after they are serviced and fueled, which will create intermittent, not continuous, noise. Other than noise generated by bus pull-ins and pullouts during the peak hours of 5:00 am and 7:00 am, the project site will be relatively quiet the rest of the day (please see Table 2 of the Traffic Study). The project also complies with the City of Los Angeles General Plan and the Central City Community Plan requirements that lessen the cumulative problem in the area by introducing a use on the project site that does not have significant impacts to the community as other allowable uses would, and by the reasons indicated above.

Comment Letter D City of Los Angeles Fire Department

Comment D-1 The project site will have at least two different ingress/egress roads.

Comment D-2 The site plan will show the location of all fire hydrants in the immediate area.

Comment D-3 Plot plans will be submitted to the Fire Department for review.

Comment D-4 Although MTA proposes to close a portion of Industrial Street, its length would not be greater than 700 feet but will have private access to Division 1.

Comment D-5 The proposed project will comply with all applicable codes and ordinances.

Mitigated Negative Declaration
for the
DIVISION 1
LAND ACQUISITION AND EXPANSION PROJECT

Mitigated Negative Declaration
Los Angeles County Metropolitan Transportation Authority
Division 1 Land Acquisition and Expansion Project

Case Number: N/A

Applicant: James L. Sowell, Project Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-18-7
Los Angeles, CA 90012-2932
(213) 922-7306

Project Description: The proposed project involves the acquisition of approximately 115,000 square feet of vacant and undeveloped contiguous parcels generally located at 1345 East 7th Street in the City of Los Angeles. Additionally, the proposed project involves the vacation of the portion of Industrial Street between the existing facility and the acquisition area to create a single, expanded facility. Subsequent to site acquisition and vacation of a portion of Industrial Street, the project site, particularly the southern half, would be configured to allow the placement of 120 spaces for employee parking and 13 lanes for 83 additional buses.

Project Location: The project site is located in the southeastern portion of downtown Los Angeles in the Industrial District and is bounded by 7th Street on the south, Central Avenue on the west, 6th Street on the north, and Alameda Street on the east.

Finding: Based on the analysis presented in the attached Initial Study, all potentially significant impacts can be mitigated below a level of significance with the incorporation of the attached mitigation measures for noise impacts. Other materials, which constitute the basis for the decision to adopt this Mitigated Negative Declaration, are available for review at the MTA, One Gateway Plaza, Los Angeles, California.

Mitigation Measures: See attached sheet.

Date: 1/29/01

Signature: ORIGINAL SIGNED BY JAMES SOWELL

Title: Manager, Environmental Compliance

**Los Angeles County Metropolitan Transportation Authority
Division 1 Land Acquisition and Expansion Project**

Recommended Mitigation Measures

Noise

- M3.11-1 All mobile and stationary internal-combustion powered equipment or machinery will be equipped with suitable exhaust and air-intake silencers in proper working order. Equipment with effective noise-suppression devices shall be used, and other noise control measures, including but not limited to installing temporary K-rails with plywood and/or noise blanket barriers, shall be employed to protect the public.
- M3.11-2 Loading of construction debris shall take place as far away as possible from the Central Hotel and Skid Row Housing to reduce construction noise impacts on the occupants of the hotel and Skid Row Housing. Physical separation between the noise generators and the noise receptors shall be maximized by providing enclosures for stationary items of equipment and temporary barriers around particularly noisy areas on site. Measures necessary to reduce noise levels to within project standards shall be applied.
- M3.11-3 Construction activities shall be scheduled and conducted in a manner that will minimize, to the greatest extent feasible, the disturbance to the public in areas adjacent to the construction site and to occupants of the Central Hotel and Skid Row Housing. Noisier operations shall be planned during times of highest ambient noise levels; noise levels shall be kept relatively uniform, avoiding excessive and impulse noises; idling equipment shall be turned off.
- M3.11-4 Construction activities shall be limited to the hours of 7:00 a.m. to 8:00 p.m., Mondays through Fridays, and 8:00 a.m. to 6:00 p.m., Saturdays; no construction activities shall be conducted at night, on Sundays, and on all legal holidays.
- M3.11-5 Hoppers, conveyor transfer points, storage bins, and chutes shall be lined or covered with sound-deadening materials.
- M3.11-6 Construction equipment shall be operated so as to minimize banging, clattering, buzzing, and other annoying types of noises, especially near the Central Hotel and Skid Row Housing.
- M3.11-7 Construction equipment with back-up alarms operated by contractors, vendors, suppliers, and subcontractors on the construction site shall be installed with either audible self-adjusting back-up alarms or manual adjustable alarms. The self-adjusting alarms shall automatically adjust to a minimum of five dBA and a maximum of 10 dBA over the surrounding background noise levels and have an operating range between 77 and 99 dBA. Manual adjustable alarms shall be set at the low setting of 87 dBA.

- M3.11-8 MTA shall provide an on-site name and phone number of a contact person at Division 1 in the event that noise levels become disruptive to the Central Hotel's tenants.
- M3.11-9 MTA shall design, locate and arrange all on-site lighting so that the light does not shine outside the Division 1 boundary and specifically does not shine on the Central Hotel.
- M3.11-10 All heavy bus maintenance and service activities on-site shall be kept away from the Central Hotel.

Mitigation Monitoring and Reporting Plan
for the
DIVISION 1
LAND ACQUISITION AND EXPANSION PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This document briefly describes the mitigation process for the proposed project and further describes the roles and responsibilities of those governmental agencies involved in the implementation and enforcement of the identified mitigation measures.

Pursuant to the requirements of CEQA Statutes, codified in Public Resources Code (PRC), §21081.6 when a governmental agency makes the findings required by paragraph (1) of subdivision (a) of §21081, “The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designated to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.”

Furthermore, “the lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.” Additionally, “a public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.”

LEAD AGENCY RESPONSIBILITY

The Los Angeles County Metropolitan Transportation Authority (MTA) is the Lead Agency for the proposed project under CEQA, and will be primarily responsible for the monitoring, performance, and effectiveness of the mitigation measures proposed for development and operation of the project. The MTA will oversee the coordination of the referenced mitigation monitoring programs between the MTA and other governmental agencies. The MTA will also be responsible for documenting that required mitigation measures have been implemented as scheduled and the mitigated impacts are reduced to the level indicated in the MND.

MITIGATION MONITORING AND REPORTING PROGRAM PHASES

The MMRP consists of two distinct phases. During the first phase, which commences upon project approval, project-specific monitoring activities are performed to document the project proponent's fulfillment of or compliance with those measures.

The MMRP identifies responsible parties, mitigation measures and reporting requirements, implementation time frame, and specific compliance criteria. This MMRP establishes a reporting mechanism in the form of a mitigation measures status report produced quarterly by the MTA. This mitigation measures status report will contain, at minimum a description of each individual mitigation measure; its implementation location; the party responsible for the monitoring of the measure; a summary of the status of the mitigation measure; and future actions that will need to be taken to complete the individual measure.

MMRP ORGANIZATION

The attached MMRP includes the following information in a matrix format: (1) the environmental topic issue, (2) mitigation measures that would either eliminate or lessen the potential impact from the project, (3) the milestone as to when the mitigation measure is to be implemented, (4) the responsible party involved with implementation of the mitigation measures, and (5) verification of compliance.

PUBLIC ACCESS TO RESOURCES

The public will have access to all records and reports used to track the monitoring programs through MTA's Library located at our headquarters. The MTA will make available monitoring records and reports, and together develop a comprehensive filing and tracking system to ensure that all monitoring aspects of the project are complied with during the life of the project.

**MITIGATION MONITORING AND REPORTING PROGRAM MATRIX
DIVISION 1 LAND ACQUISITION AND EXPANSION PROJECT**

Mitigation Measure No.	Mitigation Measure	Monitoring Milestone	Agency with Implementation Monitoring Responsibility	Verification of Compliance (Responsible Monitor to Initial and Date)
	<u>NOISE</u>			
M3.11-1	All mobile and stationary internal-combustion powered equipment or machinery will be equipped with suitable exhaust and air-intake silencers in proper working order. Equipment with effective noise-suppression devices shall be used, and other noise control measures, including but not limited to installing temporary K-rails with plywood and/or noise blanket barriers, shall be employed to protect the public.	During construction	MTA staff; to be determined	City of Los Angeles Building and Safety
M3.11-2	Loading of construction debris shall take place as far away as possible from the Central Hotel and Skid Row Housing to reduce construction noise impacts on the occupants of the hotel and Skid Row Housing. Physical separation between the noise generators and the noise receptors shall be maximized by providing enclosures for stationary items of equipment and temporary barriers around particularly noisy areas on site. Measures necessary to reduce noise levels to within project standards shall be applied.	During construction	MTA staff; to be determined	City of Los Angeles Building and Safety
M3.11-3	Construction activities shall be scheduled and conducted in a manner that will minimize, to the greatest extent feasible, the disturbance to the public in areas adjacent to the construction site and to occupants of the Central Hotel and Skid Row Housing. Noisier operations shall be planned during times of highest ambient noise levels; noise levels shall be kept relatively uniform, avoiding excessive and impulse noises; idling equipment shall be turned off.	During construction	MTA staff; to be determined	City of Los Angeles Building and Safety

**MITIGATION MONITORING AND REPORTING PROGRAM MATRIX
DIVISION 1 LAND ACQUISITION AND EXPANSION PROJECT**

Mitigation Measure No.	Mitigation Measure	Monitoring Milestone	Agency with Implementation Monitoring Responsibility	Verification of Compliance (Responsible Monitor to Initial and Date)
	<u>NOISE</u>			
M3.11-4	Construction activities shall be limited to the hours of 7:00 a.m. to 8:00 p.m., Mondays through Fridays, and 8:00 a.m. to 6:00 p.m., Saturdays; no construction activities shall be conducted on nights, Sundays or all legal holidays.	During construction	MTA staff; to be determined	City of Los Angeles Police Department
M3.11-5	Hoppers, conveyor transfer points, storage bins, and chutes shall be lined or covered with sound-deadening materials.	During construction	MTA staff; to be determined	City of Los Angeles Building and Safety
M3.11-6	Construction equipment shall be operated so as to minimize banging, clattering, buzzing, and other annoying types of noises, especially near the Central Hotel and Skid Row Housing.	During construction	MTA staff; to be determined	City of Los Angeles Building and Safety
M3.11-7	Construction equipment with back-up alarms operated by contractors, vendors, suppliers, and subcontractors on the construction site shall be installed with either audible self-adjusting back-up alarms or manual adjustable alarms. The self-adjusting alarms shall automatically adjust to a minimum of five dBA and a maximum of 10 dBA over the surrounding background noise levels and have an operating range between 77 and 99 dBA. Manual adjustable alarms shall be set at the low setting of 87 dBA.	During construction	MTA staff; to be determined	City of Los Angeles Building and Safety
M3.11-8	MTA shall provide an on-site name and phone number of a contact person at Division 1 in the event that noise levels become disruptive to the Central Hotel's tenants.	During construction and Operation	Division 1 staff; to be determined	MTA
M3.11-9	MTA shall design, locate and arrange all on-site lighting so that the light does not shine outside the Division 1 boundary and specifically does not shine on the Central Hotel.	During Design	Division 1 staff; to be determined	MTA
M3.11-10	All heavy bus maintenance and service activities on-site shall be kept away from the Central Hotel.	During Operation	Division 1 staff; to be determined	MTA

ATTACHMENT "E"

Notice of Availability of Proposed Negative Declaration
for the

DIVISION 1
LAND ACQUISITION AND EXPANSION PROJECT

ORIGINAL FILED

December 21, 2000

DEC 21 2000

All Interested Agencies, Organizations, and Persons

LOS ANGELES, COUNTY CLERK

**NOTICE OF COMPLETION AND AVAILABILITY
MTA DIVISION 1 ACQUISITION AND EXPANSION PROJECT
DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

A Draft Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the County of Los Angeles Metropolitan Transportation Authority (MTA) for the proposed MTA Division 1 Acquisition and Expansion Project. MTA is the local lead agency, pursuant to the California Environmental Quality Act (CEQA), that is responsible for preparation of this document.

Project Location:

The project site is located in the southeastern portion of downtown Los Angeles in the Industrial District and is bounded by 7th Street on the south, Central Avenue on the west, 6th Street on the north, and Alameda Street on the east. The total project site, which consists of (1) the existing MTA Division 1 facility, (2) the property to be acquired (located at 1345 East 7th Street), and (3) the portion of Industrial Street to be vacated, is approximately 405,573 square feet.

Project Description:

The proposed project involves the acquisition of approximately 115,000 square feet of vacant and undeveloped contiguous parcels generally located at 1345 East 7th Street in the City of Los Angeles. Additionally, the proposed project involves the vacation of the portion of Industrial Street between the existing facility and the acquisition area to create a single, expanded facility. Subsequent to site acquisition and vacation of a portion of Industrial Street, the project site, particularly the southern half, would be configured to allow the placement of 120 spaces for employee parking and 13 lanes for 83 additional buses. However, the proposed project would include a new bus fueling lane, which would result in the removal of two bus lanes for 16 buses from the existing Division 1 facility. Therefore, there would be a net gain of 67 bus spaces as a result of the proposed project. A new ingress and egress for buses would also be built along Alameda Street just south of the existing Division 1 egress; the existing ingress along Central Avenue and the existing egress along Alameda Street would remain unchanged. An additional gate is proposed at the cul-de-sac of Industrial Street (subsequent to street vacation) for the employee parking lot entrance/exit.

The proposed project would not require any structure demolition or site excavation. Construction activities would be limited to site clearance, limited grading, paving, and lane-striping at the new parking lot. No new structures would be built other than an 8-foot block wall on the property line similar to the existing perimeter wall at the MTA Division 1 facility. It is estimated that project construction would occur for three months.

Public Comment Period:

The 20-day public comment period for this Draft IS/MND will begin on December 21, 2000, and end on January 10, 2001 (comment letters must be postmarked by January 10, 2001). Copies of the Draft IS/MND will be available at MTA library (address shown below), the Los Angeles Central Library (630 W. Fifth Street, Los Angeles, California 90071) and the Little Tokyo Branch Library (244 S. Alameda Street, Los Angeles, CA 90012). Please submit comments in writing to the following address:

Los Angeles County Metropolitan Transportation Authority
Attn: Mr. Manuel R. Gurrola
Environmental Compliance
One Gateway Plaza, Mail Stop: 99-18-7
Los Angeles, CA 90012-2952

The MTA Board is anticipated to review and certify the Draft IS/MND, responses to comments and mitigation MRP on February 22, 2001, at the public address shown above.

Project Description
for the

DIVISION 1
LAND ACQUISITION AND EXPANSION PROJECT

1.0 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (MTA) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the proposed acquisition and expansion of the current MTA Division 1 facility located in downtown Los Angeles. This section describes the overall acquisition and expansion project, including the objectives of the project, the location of the site, and the anticipated construction and operation of the expanded MTA Division 1 facility. MTA's Division 1 serves the central business district and major lines within the central area of the City of Los Angeles.

1.1 PROJECT OBJECTIVES

The primary objectives of the proposed project are (1) to expand the capacity of MTA's Division 1 facility, which is currently constrained, and (2) to reduce the system deadhead, which is otherwise non-productive. Specifically, the purpose of the proposed project is to purchase five vacant parcels (all under one ownership), which are immediately located to the southwest of the existing Division 1 facility, to provide additional parking for and maintenance of up to 67 additional buses and provide much needed employee parking. This would allow for a reduction in operating costs, which in turn would increase the competitiveness of MTA with other comparable operators by basing buses (most probably the Wilshire-Whittier Boulevards Rapid Bus which serves the areas between the cities of Santa Monica and Montebello) closer to the routes they serve. Acquisition of the parcels and expansion of the Division 1 facility would allow MTA to save approximately \$1.5 million annually in added deadhead costs associated with allocating the buses to divisions that better optimize the fleet locations limiting deadhead mileage, travel time, and air pollution. Additionally, the added space at the Division 1 facility provides MTA flexibility to optimize fleet locations.

1.2 PROJECT LOCATION

The project site is located in the southeastern portion of downtown Los Angeles in the Industrial District and is bounded by 7th Street on the south, Central Avenue on the west, 6th Street on the north, and Alameda Street on the east (see Figure 1). The total project site, which consists of (1) the existing MTA Division 1 facility, (2) the property to be acquired (located at 1345 East 7th Street), and (3) the portion of Industrial Street to be vacated, is approximately 405,573 square feet.

1.3 DESCRIPTION OF PROJECT

Project Characteristics

The proposed project involves the acquisition of approximately 115,000 square feet of vacant and undeveloped contiguous parcels generally located at 1345 East 7th Street in the City of Los Angeles. Additionally, the proposed project involves the vacation of the portion of Industrial Street between the existing facility and the acquisition area to create a single, expanded facility. Subsequent to site acquisition and vacation of a portion of Industrial Street, the project site, particularly the southern half, would be configured to allow the placement of 120 spaces for employee parking and 13 lanes for 83 additional buses. The project would also provide for 120

employee parking stalls. As shown in Figure 2, the proposed project would include a new bus-fueling lane, which would result in the removal of two bus lanes for 16 buses from the existing Division 1 facility. Therefore, there would be a net gain of 67 bus spaces as a result of the proposed project. A new ingress and egress for buses would also be built along Alameda Street just south of the existing Division 1 egress (see Figure 2); the existing ingress along Central Avenue and the existing egress along Alameda Street would remain unchanged. An additional gate is proposed at the cul-de-sac of Industrial Street (subsequent to street vacation) for the employee parking lot entrance/exit.

Preliminary plans include using the proposed expanded facility to dispatch a portion of the Wilshire-Whittier Boulevards Line 720 Rapid Bus Service, which is currently being entirely dispatched from MTA's Division 7 facility in West Hollywood, and/or other service reallocations to reduce operation costs. As part of the possible relocation of a portion of Line 720 to the Division 1 facility, some of the buses that are currently operating out of both divisions (Division 1 and Division 7) which serve the same line will be relocated from the Division 1 facility to the Division 7 facility. MTA will examine all of its downtown locations to optimize the bus system.

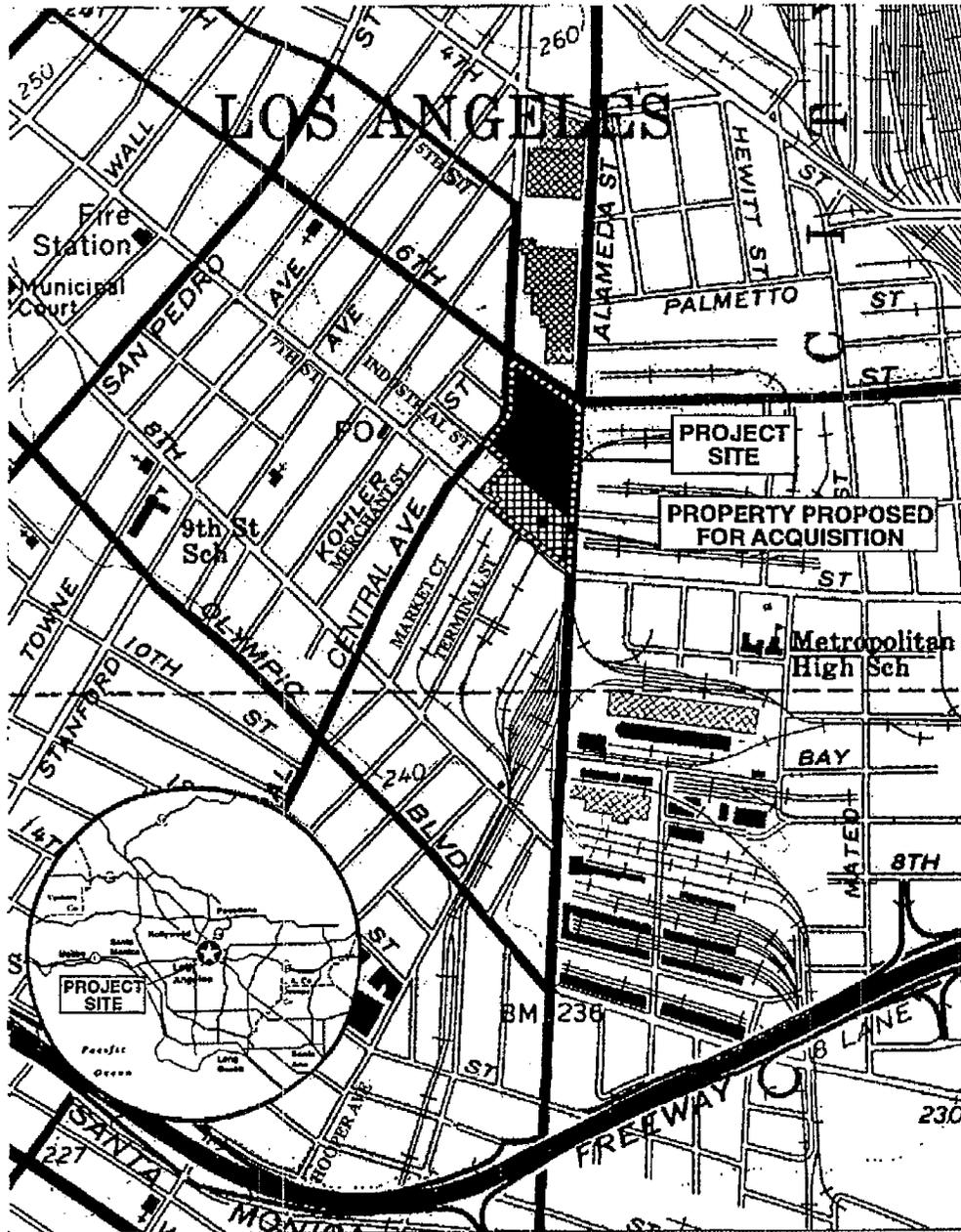
Project Construction and Schedule

The first phase of the project would be the acquisition of the real property. This process is estimated to take approximately three (3) months to complete. Staff will obtain an appraisal of the parcel to establish its market value. If a negotiated settlement is reached with the owner, title will be transferred through an escrow closing. If agreement is not reached, the Board will be asked to authorize condemnation of the site. This process will extend MTA's ability to obtain possession of the site for at least another 3 months.

The proposed project would not require any structure demolition or site excavation. Construction activities would be limited to site clearance, limited grading, paving, and lane-striping at the new parking lot. Minimal trenching would be required to install lighting in the parking lot. No other structures would be built other than an eight-foot block wall on the property line similar to the existing perimeter wall at the MTA Division 1 facility.

It is estimated that project construction would occur for three months. Approximately 10 construction workers would be required to complete the proposed project. It is anticipated that approximately 120,000 square feet (2.75 acres) of land (proposed acquisition area and a portion of Industrial Street) would be minimally disturbed during site clearance, limited grading, and site paving.

The Compressed Natural Gas (CNG) Compressor Station, shown in Figure 2, is part of a separate project. The addition of this facility at Division 1 is not analyzed in this document. A separate Initial Study for this project (Compressed Natural Gas Project, August 2000) was prepared and certified in October 2000 by the MTA Board of Directors.



Source: U.S.G.S. Los Angeles Quadrangle 7.5, Revised 1994

Figure 1
Project Location



0 1000 Feet



MTA Division 1 Land Acquisition and Expansion
01024 MTA Division 1 Figures Fig 1 Project Location 12/00

