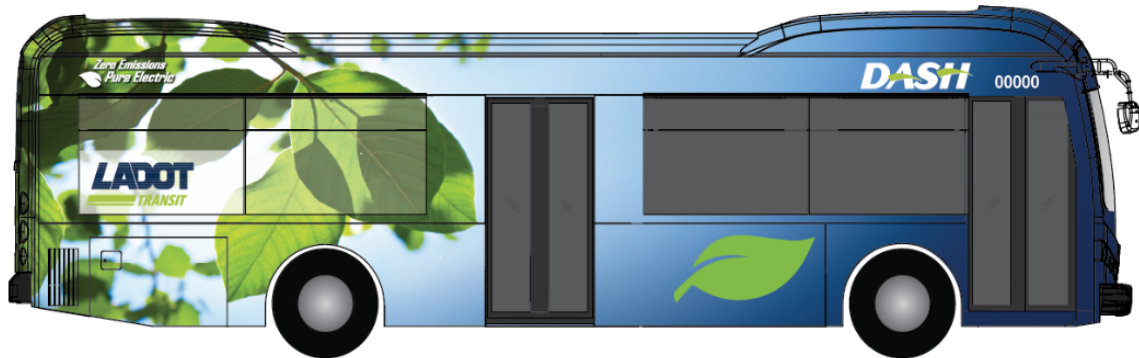


LADOT Electric Bus Maintenance Facility

Community Impact Assessment



Prepared for:
City of Los Angeles
Department of Transportation and
Bureau of Engineering

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TABLE OF CONTENTS

| | |
|--|------------|
| Executive Summary | vii |
| 1.0 Introduction..... | 1 |
| 1.1 Project Location and Setting | 2 |
| 1.2 Purpose and Need | 6 |
| 2.0 Project Description | 7 |
| 2.1 Proposed Project | 7 |
| 2.2 Project Alternatives..... | 8 |
| 2.2.1 Build Alternative (Proposed Project)..... | 8 |
| 2.2.2 No Build Alternative..... | 10 |
| 2.3 Construction | 10 |
| 2.4 Transfer of Operations | 10 |
| 2.5 Site Access..... | 11 |
| 2.6 Study Area Definition | 11 |
| 2.7 Related Projects | 13 |
| 3.0 Land Use..... | 15 |
| 3.1 Land Use and Zoning | 15 |
| 3.1.1 Affected Environment..... | 15 |
| 3.1.2 Environmental Consequences..... | 18 |
| 3.1.3 Avoidance, Minimization, and Mitigation Measures | 19 |
| 3.2 Consistency with State, Regional, and Local Plans..... | 19 |
| 3.2.1 Affected Environment..... | 20 |
| 3.2.2 Environmental Consequences..... | 22 |
| 3.2.3 Avoidance, Minimization, and Mitigation Measures | 36 |
| 3.3 Parks and Recreation | 36 |
| 3.3.1 Affected Environment..... | 36 |
| 3.3.2 Environmental Consequences..... | 39 |
| 3.3.3 Avoidance, Minimization, and Mitigation Measures | 39 |
| 4.0 Growth | 40 |
| 4.1 Regulatory Setting | 40 |
| 4.2 Affected Environment..... | 41 |
| 4.3 Environmental Consequences | 43 |
| 4.4 Avoidance, Minimization, and Mitigation Measures..... | 44 |
| 5.0 Community and Socioeconomic Characters | 45 |
| 5.1 Community Characteristics | 45 |
| 5.1.1 Affected Environment..... | 45 |
| 5.1.2 Environmental Consequences..... | 51 |
| 5.1.3 Avoidance, Minimization, and Mitigation Measures | 53 |
| 5.2 Socioeconomic Characteristics | 54 |
| 5.2.1 Affected Environment..... | 54 |
| 5.2.2 Environmental Consequences..... | 58 |
| 5.2.3 Avoidance, Minimization, and Mitigation Measures | 59 |
| 5.3 Community Facilities and Services | 59 |

| | | |
|-------------|---|-----------|
| 5.3.1 | Affected Environment | 59 |
| 5.3.2 | Environmental Consequences | 66 |
| 5.3.3 | Avoidance, Minimization, and Mitigation Measures | 68 |
| 5.4 | Environmental Justice | 68 |
| 5.4.1 | Regulatory Framework | 69 |
| 5.4.2 | Affected Environment | 70 |
| 5.4.3 | Environmental Consequences | 72 |
| 5.4.4 | Avoidance, Minimization, and Mitigation Measures | 75 |
| 6.0 | Traffic/Transportation/Pedestrian/Bicycle Facilities | 82 |
| 6.1 | Affected Environmental Setting | 82 |
| 6.1.1 | Access, Circulation, and Parking | 82 |
| 6.1.2 | Public Transportation | 82 |
| 6.2 | Environmental Consequences | 83 |
| 6.2.1 | Access, Circulation, and Parking | 83 |
| 6.2.2 | Public Transportation | 85 |
| 6.3 | Avoidance, Minimization, and Mitigation Measures | 85 |
| 7.0 | Cumulative Impacts | 87 |
| 7.1 | Identification of Related Projects | 87 |
| 7.2 | Cumulative Impact Analysis | 87 |
| 7.2.1 | Build Alternative | 87 |
| 7.2.2 | No Build Alternative | 90 |
| 7.3 | Avoidance, Minimization, and Mitigation Measures | 90 |
| 8.0 | Public Involvement | 91 |
| 9.0 | References | 92 |
| 10.0 | Preparers | 95 |

List of Tables

| | |
|--|----|
| Table S-1: Summary of Potential Impacts | xi |
| Table 2-1: Related Projects | 13 |
| Table 3-1: Existing Land Use Categories | 17 |
| Table 3-2: Project Consistency with SCAG's Regional Transportation Plan/ Sustainable Communities Strategy | 23 |
| Table 3-3: Project Consistency with Los Angeles General Plan | 25 |
| Table 3-4: Project Consistency with Southeast Los Angeles Community Plan | 31 |
| Table 3-5: Parks and Recreational Facilities within 1-Mile Radius of the Project Site | 37 |
| Table 4-1: Regional Demographic Characteristics, 2000-2045 | 42 |
| Table 5-1: Ethnic Composition | 47 |
| Table 5-2: Household Characteristics | 48 |
| Table 5-3: Age Distribution | 49 |
| Table 5-4: Housing Stock | 50 |
| Table 5-5: Socioeconomic Characteristics | 56 |
| Table 5-6: Community Facilities | 60 |
| Table 5-7: Federal and State Income Limits | 70 |

List of Figures

| | |
|---|----|
| Figure 1-1: Project Location Map..... | 3 |
| Figure 1-2: Project Vicinity Map..... | 4 |
| Figure 1-3: Aerial Photograph | 5 |
| Figure 2-1: Conceptual Site Plan – Ground Floor | 9 |
| Figure 2-2: Conceptual Site Plan – Second Floor..... | 9 |
| Figure 2-3: Project Census Tract Study Area Map | 12 |
| Figure 3-1: Existing Land Uses | 16 |
| Figure 3-2: Southeast Los Angeles Community..... | 21 |
| Figure 3-3: Parks and Recreation Facilities | 38 |
| Figure 5-1: Community Facilities and Services..... | 65 |

LIST OF ACRONYMS

| | |
|------|---|
| AB | Assembly Bill |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| APN | Assessor's Parcel Number |
| ARB | Air Resources Board |
| BEB | Battery Electric Bus |
| CA | California |
| CCR | California Code of Regulations |
| CE | Commuter Express |
| CEQ | Council on Environmental Quality |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CIA | Community Impact Assessment |
| City | City of Los Angeles |
| CNG | compressed natural gas |
| CPIO | Community Plan Implementation Overlay |
| CUP | Conditional Use Permit |
| DOT | United States Department of Transportation |
| EA | Environmental Assessment |
| EBMF | Electric Bus Maintenance Facility |
| EJ | Environmental Justice |
| EMG | Environmental Management Group |
| EO | Executive Order |
| EPA | United States Environmental Protection Agency |
| ESA | Environmental Site Assessment |

| | |
|----------|--|
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| GHG | greenhouse gas |
| HAZWOPER | Hazardous Waste Operations & Emergency Response |
| HCD | California Department of Housing and Community Development |
| HHS | United States Department of Health and Human Services |
| HPOZ | Historic Preservation Overlay Zone |
| HUD | United States Department of Housing and Urban Development |
| I-105 | Interstate 105 |
| IS | Initial Study |
| IS/MND | Initial Study/Mitigated Negative Declaration |
| LABC | Los Angeles Building Code |
| LABOE | Los Angeles Bureau of Engineering |
| LACSD | Los Angeles County Sanitation District |
| LADOT | Los Angeles Department of Transportation |
| LADWP | Los Angeles Department of Water and Power |
| LAFD | Los Angeles Fire Department |
| LAMC | Los Angeles Municipal Code |
| LAPD | Los Angeles Police Department |
| LAUSD | Los Angeles Unified School District |
| LOS | Level of Service |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MLD | most likely descendant |
| NAHC | Native American Heritage Commission |
| NEPA | National Environmental Policy Act |
| OSHA | Occupational Safety and Health Administration |

| | |
|---------|--|
| OVA | organic vapor analyzer |
| PCE | tetrachloroethylene |
| PDF | project design features |
| ppm | parts per million |
| PRC | Public Resources Code |
| PV | photo-voltaic |
| RTP/SCS | Regional Transportation Plan/ Sustainable Communities Strategies |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCG | Southern California Gas Company |
| SCRRA | Southern California Regional Rail Authority |
| SMP | Soil Management Plan |
| TCE | Temporary construction easements |
| TMP | Traffic Management Plan |
| UPRR | Union Pacific Railroad |
| U.S.C. | United States Code |
| USC | University of Southern California |
| VMT | vehicle miles traveled |
| WB | westbound |

EXECUTIVE SUMMARY

This Community Impact Assessment (CIA) assesses the potential impacts to land use, growth, community cohesion, socioeconomics, and environmental justice issues that could result from construction and operation of the Los Angeles Department of Transportation's (LADOT) Electric Bus Maintenance Facility (EBMF or the project) that is proposed at 740-780 and 800 East 111th Place in the South Los Angeles area of the City of Los Angeles. The proposed project would enable LADOT to provide maintenance services, parking, charging, dispatch, and inspection for approximately 130 battery electric buses (BEBs) to be used for their DASH and Commuter Express (CE) services. The EBMF would replace the existing LADOT operations at the South Los Angeles Bus Maintenance Facility, located at 14011 South Central Avenue in Compton (approximately 2 miles south of the new facility).

The project is subject to state environmental review requirements because it requires City Council approval for the purchase of the project site. An Initial Study (IS) is being prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA). The project would also be subject to federal environmental review requirements because it proposes the use of federal funds from the Federal Transit Administration (FTA). An Environmental Assessment (EA) would be prepared for the proposed project in compliance with the National Environmental Policy Act (NEPA). This CIA has been prepared as part of the technical analysis required to support the IS and EA.

Land Use

Construction of the project would result in demolition of existing structures at the proposed site and construction of new structures and parking deck, but the existing industrial land use of the site would remain the same. The project is generally consistent with the overall goals, objectives, and policies of the City of Los Angeles (City) General Plan, Southeast Los Angeles Community Plan, Southeast Los Angeles Community Plan Implementation Overlay (CPIO) District, City Zoning Regulations, and Southern California Association of Governments' (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In addition, no demand for parks and recreational facilities would occur with the project. Compliance with these regulations as Standard Condition (SC) SC-LU-1 would avoid any significant adverse impacts.

Growth

The project is not expected to substantially influence growth in the project area. The site is developed and would remain developed, reflecting the current trend of redevelopment of older developments typically occurring in highly urbanized areas. While the project would revitalize the area by replacing existing buildings with new ones and improve the streetscape, the pattern and rate of new development and growth in the project area is expected to remain modest, due to the lack of large undeveloped lands and with existing developments being replaced with higher density/intensity uses. The introduction of employees to the site during short-term

construction and long-term operations is not anticipated to be a major influence on growth in the surrounding area, and growth-inducing impacts are expected to be less than significant.

Community Character

No increase in the resident population or housing stock of the area would occur as a result of project implementation. Instead, the project would bring in short-term construction and long-term operations employment that would benefit economic conditions in the area. The project would be constructed on an existing industrial site and would not lead to the division of adjacent neighborhoods and communities. No displacements would occur on the site because there is only a temporary lease of the onsite structures or in the surrounding neighborhood because no offsite land acquisition is proposed.

Community Facilities and Services

Project construction could affect access to adjacent community facilities (i.e., school, preschool, and health center) that are located immediately east and west of the site. During construction, potential disruptions would be related primarily to operation of construction equipment and vehicles on East 111th Place, partial and/or complete lane closures, and temporary noise and vibration, light and glare, hazardous materials, and fugitive dust emissions. Compliance with standard condition SC-CF-1 would reduce impacts to less than significant levels.

While demands for police and fire protection and medical services would potentially increase as a result of the proposed facility operation, the existing fire, police, or emergency facilities servicing the project area are adequate, and the project would not create capacity or service level problems nor result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives. In addition, no direct demand for community services and facilities (e.g., schools, parks, libraries, parks and recreational facilities, and community centers) would occur with the project because no residents would be introduced to the site or surrounding project area.

Displacement and Relocation

The project would involve the acquisition of two industrial parcels, but it would not require the displacement of businesses because the existing structures are currently under a temporary lease until the City acquires the property. Existing tenants at the site have been informed of the City's planned acquisition and redevelopment of the property. Temporary construction easements (TCEs) may be required on adjacent parcels during construction of the perimeter wall, but no acquisition or displacement of adjacent residences or institutional uses would occur.

Environmental Justice

Based on 2015-2019 American Community Survey (ACS), the census tracts covering the project study area exhibit high percentages of minority and low-income populations compared with the City and County of Los Angeles at large and can be

regarded as environmental justice populations pursuant to Executive Order (EO) 12898.

During the construction phase, residents and the nearby school and community center may be affected or may experience some inconveniences from temporary lane closures, dust, noise, and heavy construction equipment traffic on the site and on East 111th Place. These temporary construction impacts would be avoided or reduced by implementation of PDFs, Standard Conditions (SCs), and avoidance, minimization, and mitigation measures (MMs) outlined in the Visual Impact Assessment, Air Quality and Greenhouse Gases Memos, Cultural Resources Memo, Hazardous Materials Memo, Geology and Soils Memo, Noise and Vibration Memo, and Traffic Impact Assessment, including preparation and implementation of a Traffic Management Plan (TMP) for construction activities (SC-CC-1).

Implementation of the project would improve the project area by replacing the run-down, industrial buildings with a modern bus maintenance facility. Improvements to the streetscape along East 111th Place in front of the project site and nearby vicinity would benefit area residents, students, and employees traveling to and from the project area. The project would also provide local employment opportunities, indirectly increase property values, and improve traffic and intersection operations; therefore, it would not have disproportionately high or adverse impacts on Non-White, Hispanic or Latino, or low-income populations within the study area.

Traffic and Transportation/Pedestrian and Bicycle Facilities Access, Circulation, and Parking

Construction of the proposed project would result in temporary impacts to traffic, circulation, and access along East 111th Place within the vicinity of the project site due to equipment and construction materials transport. However, all construction equipment would be staged onsite. A TMP (SC-CC-1) would be implemented during construction to minimize construction impacts. Access to adjacent properties would also be maintained at all times (SC-CC-2). In addition, crossing guards during school start and end times would be provided at key locations along East 111th Place (SC-CC-3). Also, a public liaison will be appointed to address any community concerns related to construction activities. Notifications will be sent to nearby properties regarding construction dates and hours. Signage will be posted at the construction site regarding the project and contact information for the public liaison (SC-CC-4).

Based on the traffic operations analysis, the project could increase traffic delay at the Avalon Boulevard/East 111th Place intersection in 2026 (opening year) by 2 seconds during the AM peak hour and by 1.4 seconds during the PM peak hour. PDF-TR-1 would analyze and quantify the operational performance of access points and intersections and corrective action would be implemented, such as adding a left-turn lane pocket for the westbound (WB) approach, restriping East 111th Place to two lanes in each direction, TDM strategies, which would improve safety for vulnerable road users. Implementation of SC-TR-1 would design the project in accordance with City standards for streets, sidewalks, driveways, and other street improvements, and it would prevent the creation of traffic hazards.

Construction of the new driveways at the proposed facility, coupled with roadway improvements at the segment of East 111th Place from the site to Avalon Boulevard, would result in removal of a few on-street parking spaces along East 111th Place. Impacts from the removal of a few parking spaces are not considered substantial because the proposed project would provide off-street parking for its employees and visitors, and off-street parking is also available at the adjacent land uses on each side of the project site.

Cumulative Impacts

There are several projects related to the EBMF and proposed within 0.5 mile of the project site that would be considered related projects. The related projects would include the purchase of 253 BEBs and the installation of infrastructure and electric bus charging equipment at 3 existing City bus yards (Project #1); operate new DASH shuttle buses to regional transit centers (Project #2); expand the Taylor Charter Middle School, immediately east of the site (Project #3); provide Complete Street improvements on Avalon Boulevard, including bicycle facilities, upgraded curb ramps, pedestrian refuge islands, and other street improvements (Project #4); and redevelop the City-owned, vacant property located at 10901 South Clovis Avenue, at the eastern end of East 111th Place (Project #5). It should be noted that, while the City plans to redevelop the Lanzit Industrial Site, there has been no developer interest to date. It is too speculative at this point to identify the type and size of development that may occur; however, the proposed project may provide the benefit of attracting interest from some developers. At that time, the proposal would need to undergo independent environmental review and clearance.

The project is not expected to have a significant adverse cumulative impact when considered with these related projects because the implementation of PDFs, SCs, and avoidance, minimization, and mitigation measures would avoid and/or reduce potential impacts to less than significant levels; therefore, its incremental contribution to cumulative impacts would not be considerable.

Projects #1 and #2 are currently being implemented, and Project #3 has been approved and is expected to be constructed in the near term. Construction of Project #4 may overlap with the project and, while unknown at this time, Project #5 could be constructed in the same timeframe as the project. To avoid cumulative impacts related to construction traffic on Avalon Boulevard and East 111th Place, MM-CUM-1 would require LADOT and the contractor to coordinate the construction schedules of other projects in the vicinity with other City departments and staff.

Public Involvement

Community outreach and participation have been integrated into the project development process, including the distribution of public information flyers, public information meetings, public and agency stakeholder involvement, and public hearings. The outreach efforts completed during project initiation included council district briefings, mailers, e-blasts, a project website, and a public information meeting. Public involvement would continue throughout the project development duration and would include focused outreach efforts for affected and adjacent property owners and

tenants near the project site and public meetings during the public review and circulation of the draft environmental document.

Table S-1 provides a summary of the potential environmental impacts of the project.

Table S-1: Summary of Potential Impacts

| Potential Impact | | No Project/ No Build Alternative | Proposed Project/Build Alternative |
|--|---|-------------------------------------|--|
| Land Use | Consistency with existing land uses | No impact | No impact |
| | Consistency with Los Angeles City General Plan | No impact | No impact |
| | Consistency with Southeast Los Angeles Community Plan | No impact | Less than significant impact with implementation of SC-LU-1 |
| | Consistency with Zoning Regulations | No impact | Less than significant impact with implementation of SC-LU-1 |
| Coastal Zone | | No impact | No impact |
| Wild and Scenic Rivers | | No impact | No impact |
| Parks and Recreation | | No impact | No impact |
| Growth | | No impact | Less than significant impact |
| Farmland/Timberland | | No impact | No impact |
| Community Character and Cohesion | | No impact | Less than significant impact with implementation of SC-CC-1 through SC-CC-4 |
| Community Facilities and Services | | No impact | Less than significant impact with implementation of SC-CF-1 |
| Displacements and Relocations | | No impact | Less than significant impact |
| Environmental Justice | | No impact | Less than significant impact with implementation of PDFs, SCs, and avoidance, minimization and mitigation measures |
| Traffic and Transportation/ Pedestrian and Bicycle Facilities | | No impact | Less than significant impact with implementation of PDF-TR-1, SC-TR-1, and SC-CC-1 through SC-CC-4 |
| Cumulative Impacts | | No impact | Less than significant impact with Implementation of MM-CUM-1, PDFs, SCs, and avoidance, minimization and mitigation measures |

1.0 INTRODUCTION

This Community Impact Assessment (CIA) analyzes the potential community impacts of the proposed Electric Bus Maintenance Facility (EBMF or the project). The report describes the regulatory settings, affected environments, impacts related to land use, growth, community cohesion, socioeconomics, and environmental justice communities that would result from the project, and project design features (PDF), standard conditions (SCs), and avoidance, minimization, and mitigation measures that would avoid/reduce these impacts.

The City of Los Angeles proposes construction and operation of the EBMF at 740-780 and 800 East 111th Place in the South Los Angeles area of the City of Los Angeles. The site is approximately 5.5 acres and is developed with two buildings that have been left vacant for approximately 2 years, but they are currently used as a logistics warehouse for solar panels. The proposed EBMF at this site would eventually replace the existing South Los Angeles Bus Maintenance Facility located at 14011 South Central Avenue in Compton (approximately 2 miles south of the proposed facility). The proposed project would be implemented and operated by the Los Angeles Department of Transportation (LADOT). The proposed project would enable the City to provide maintenance, parking, charging, dispatch, and inspection services to approximately 130 battery electric bus (BEB) vehicles to be used for the DASH and Commuter Express (CE) services provided by LADOT.

The project is subject to state environmental review requirements because the project requires City Council approval for the purchase of the project site. An Initial Study (IS) is being prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA). The project would also be subject to federal environmental review requirements because it proposes the use of federal funds from the Federal Transit Administration (FTA). An Environmental Assessment (EA) would be prepared for the proposed project in compliance with the National Environmental Policy Act (NEPA). This CIA has been prepared as part of the technical analysis required to support the IS and EA.

Social, economic, and land use considerations of proposed projects are legally required and supported by major federal regulations, statutes, policies, technical advisories, and Executive Orders (EO), including:

- Title VI of the Civil Rights Act
- NEPA
- 23 United States Code (U.S.C.) 109(h) "Consideration of Economic, Social and Environmental Effects" (1970)
- Federal Highway Administration (FHWA) Technical Advisory 6640.8A (1987), Guidance for Preparing and Processing Environmental and Section 4(f) Documents
- EO 12898 on Environmental Justice (February 11, 1994)
- FTA Circular 4703.1

- Department of Transportation (DOT) Order 5310.2 for complying with EO 12898
- 42 U.S.C. 4601 *et seq.* “Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs,” as amended, 1987
- CEQA (requires the consideration of social and economic impacts of projects that may lead to a physical change in the environment)

In addition to field reviews conducted in the potentially affected neighborhoods, or adjacent to the project site, information in this CIA is based on a review and analysis of demographic forecasts; 2015-2019 American Community Survey (ACS) 5-year Estimates; regional economic publications; local and regional community plans and documents; Google Earth imagery; comments received from affected agencies and interested members of the public; and other sources of information available online.

1.1 Project Location and Setting

The City of Los Angeles is proposing to construct the EBMF on the 5.5 acre land located at 740 and 800 East 111th Place in South Los Angeles Assessor’s Parcel Numbers [APNs] 6071-022-009 and 6071-022-013). The project site is located on land zoned as light industrial and has recently been utilized as a logistics warehouse for solar panels. The site is within Council District 8’s jurisdiction in the Southeast Los Angeles Community Planning Area of the City (Figures 1-1 and 1-2).

The project site is located between East 111th Place and East Lanzit Avenue, east of South Avalon Boulevard, and has a relatively flat topography. Small clusters of light-industry land uses can be found in the immediate vicinity of the project site, with adjacent land uses surrounding the project site comprised mostly of multi-family and single-family residences but also encompassing land supporting other activities, including commercial and community-oriented social services, such as education and health facilities. The area is largely urbanized and nearly built-out with little remaining vacant land. There are no natural features or major land formations, surface water bodies, or waterways near the project site.

The site is bounded by East 111th Place to the northwest, with single family residences across the street and by the Union Pacific Railroad (UPRR) tracks and East Lanzit Avenue to the south, with single family residences beyond the tracks and street. Two buildings exist on the site: a 32,000-square-foot warehouse built in 1957 at the eastern section and a 118,800-square-foot warehouse built in 1956 at the central and western sections. The buildings sit back to back and the eastern and western ends of the site are paved as internal driveways and parking areas. The Animo James B. Taylor Charter Middle School is immediately to the east and the Kedren Health Community Center (which provides primary care, mental health care, and a Headstart/State preschool) is immediately to the west.

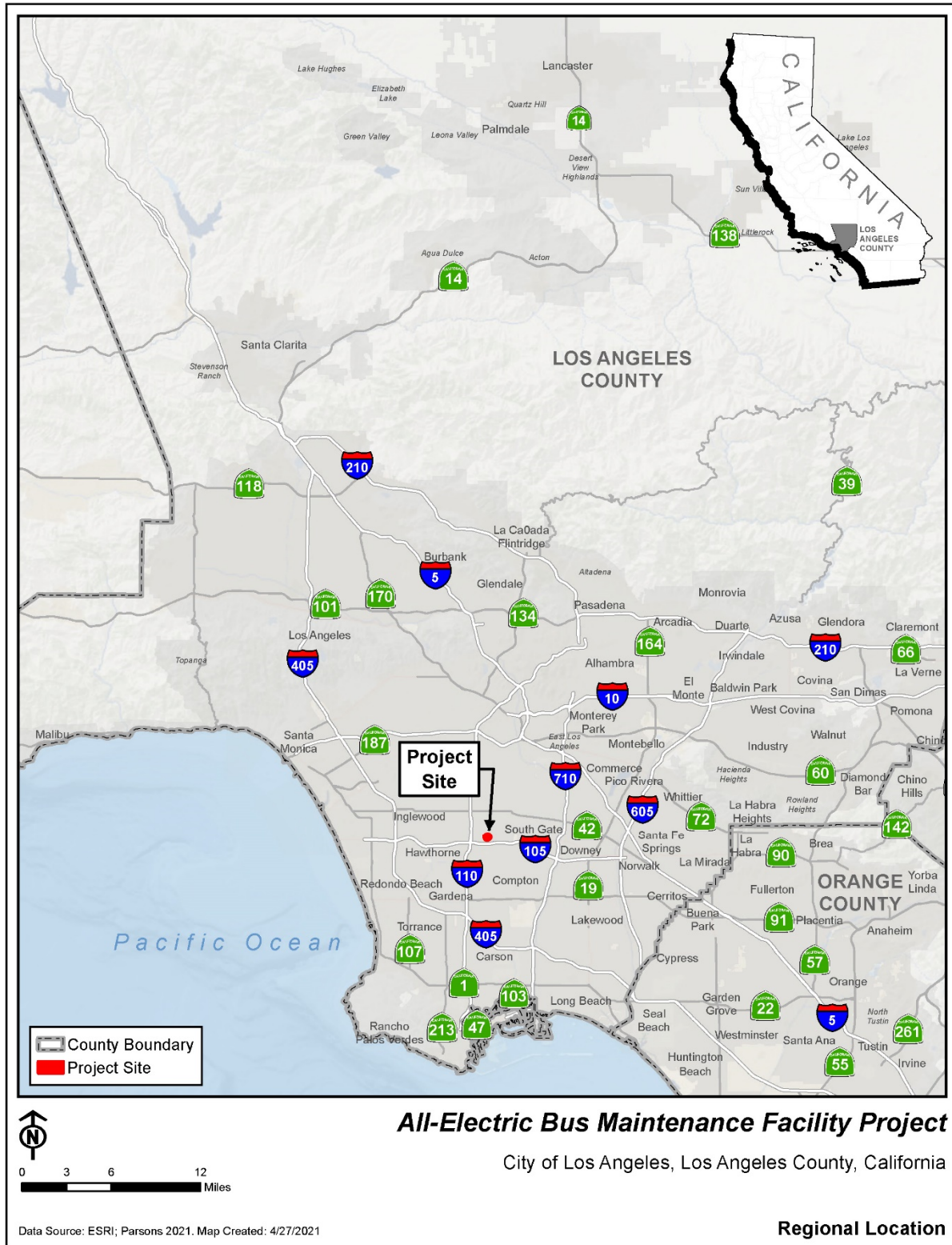


Figure 1-1: Regional Map

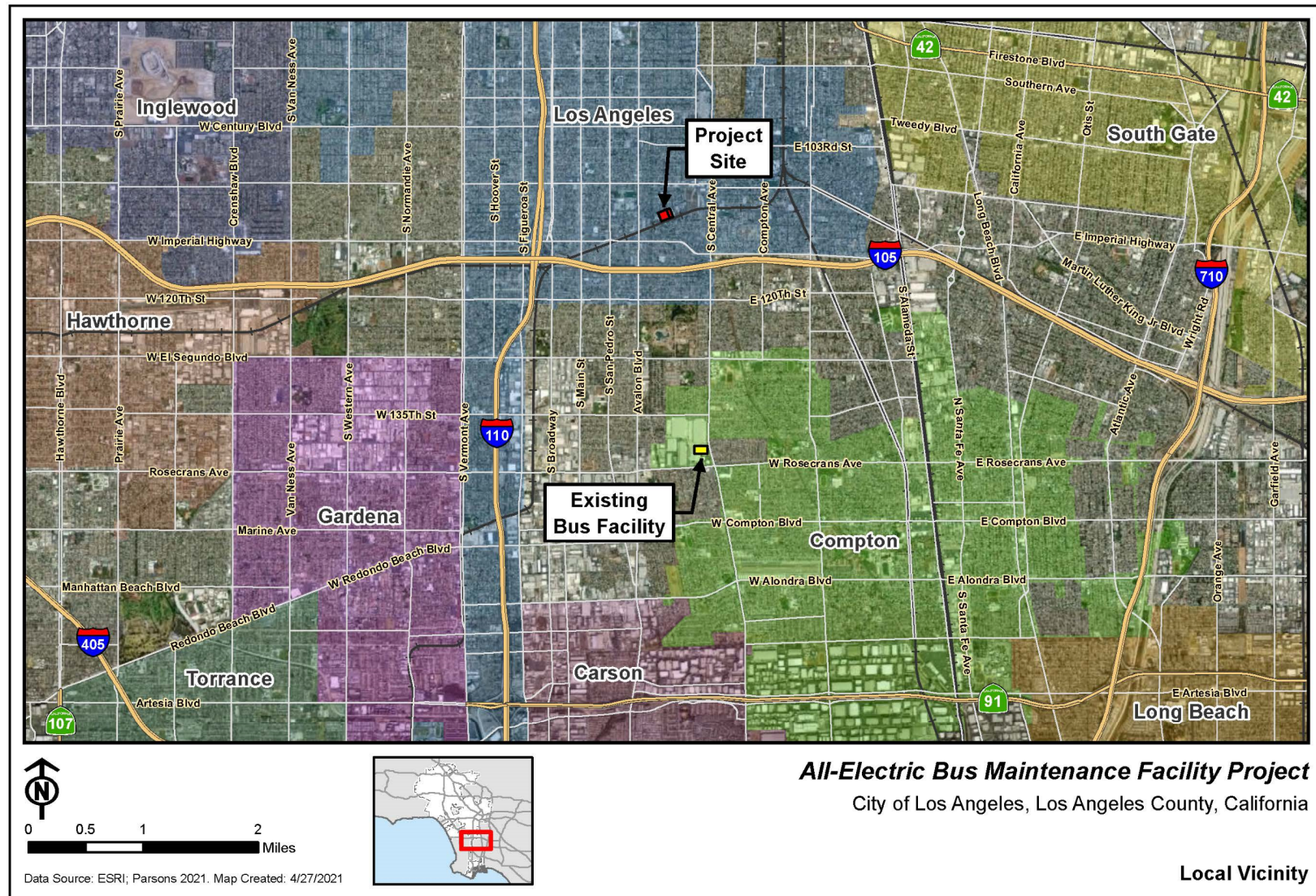


Figure 1-2: Project Location Map

The project site is designated as Limited Industrial in the Southeast Los Angeles Community Plan and is zoned M1-1-CPIO (Limited Industrial Zone, Height District 1, Community Plan Implementation Overlay District). This site is in Section 5, Township 3 South, Range 13 West and specifically at the following latitude/longitude: 33 56' 4.65"N 118 15' 35.9"W. Access to the site is provided by two driveways off East 111th Place, a street that is designated as a local collector with one lane in each direction and allows daytime on-street parking on each side. The UPRR rail line runs parallel to East Lanzit Avenue south of the project site. Imperial Highway and Interstate 105 (I-105) are located approximately three and seven blocks south of the project site, respectively.

Figure 1-3 presents an aerial view of the project site and its general vicinity.



Figure 1-3: Aerial View of Project Site and its Immediate Vicinity

1.2 Purpose and Need

Recognizing the importance of transit services in the city, LADOT is proposing a project that is designed to achieve the following objectives:

- Serve as a charging and maintenance facility for a BEB bus fleet for LADOT's DASH and CE services
- Accommodate staffing and space requirements for at least 130 BEBs at a centrally located site for bus routes serving the southern portion of the city and adjacent communities

The project purpose and objectives stated above would respond to the following needs:

- Support the City of Los Angeles' goal for decreased reliance on fossil fuels and for reduced emissions in LADOT transit operations
- Comply with California Air Resources Board (ARB) mandates for a statewide goal for public transit agencies to gradually transition to 100 percent zero-emission bus fleets by 2040, with an accelerated schedule
- Provide the necessary charging systems and maintenance facilities for an electric bus fleet because the existing facility in Compton does not have sufficient capacity to accommodate the maintenance and storage requirements of the BEBs

2.0 PROJECT DESCRIPTION

2.1 Proposed Project

LADOT operates and maintains its existing bus fleet from its South Los Angeles Bus Maintenance Facility, located at 14011 South Central Avenue in Compton. This current facility is not owned by the City and is leased through LADOT's operations services contractor. The existing facility does not have sufficient capacity to accommodate the additional maintenance and storage requirements of the proposed transition to electric buses and expanded charging needs of an electric bus fleet.

LADOT proposes to build a bus maintenance facility at the project site to serve its future electric bus fleet. The proposed EBMF is planned as a modern maintenance facility to support a larger and cleaner zero-emission bus fleet, consisting of 130 electric battery bus vehicles for the DASH and Commuter Express services provided by LADOT. The EBMF would be used to store and dispatch electric buses for daily service and would provide repair and maintenance services, parking, charging, and inspection functions. The proposed facility would eventually replace the existing LADOT bus maintenance facility located at 14011 South Central Avenue (approximately 2 miles south of the new facility).

After demolition of the existing buildings on the site, the City proposes to construct several buildings and structures, including a two-story operations building to provide dispatch and administrative functions, a maintenance building with 10 bus maintenance bays, a service building, a bus wash building, Battery-Electric Bus (BEB) parking/charging area, and a second-story parking deck for up to 360 employee/visitor vehicles, with the canopy above the parking deck topped with a 2,000-kilowatt photovoltaic (PV) system. Electrification equipment, including electrical transformers, switch cabinets, and bus chargers, is also proposed.

The EBMF would provide preventive maintenance inspections, BEB charging, light maintenance and repair, emergency maintenance, interior vehicle cleaning, and exterior vehicle washing. It would also accommodate administrative and operations functions and be used as a report base for bus operators. It would include space for employee parking, conference meeting rooms, operations and maintenance staff offices, dispatcher workstations, employee report and recreation rooms, and areas with lockers, showers, and restrooms for operations and maintenance personnel.

The proposed project facility would accommodate as many as 70 of the 30-foot-long DASH buses and 60 of the 45-foot-long Commuter Express buses, comprising a total of 130 BEBs that would be assigned to the new South Los Angeles EBMF. The facility would include surface parking spaces for 130 BEBs in an area located east of the Maintenance Building. The BEBs running easterly from Avalon Boulevard would enter the site through the west entrance driveway on East 111th Place, check in with the onsite security guard, and proceed into the site to the southern section for service and washing. Otherwise, BEBs requiring repairs would park at the bus bays along the

western section. Other BEBs may directly run in a counterclockwise direction and park at the central area for charging. The BEBs would leave the site through the east exit driveway and run westerly on East 111th Place to Avalon Boulevard. Vehicles driven by bus operators, proposed project staff, other employees, and visitors would enter and exit through the center driveway that connects to a ramp leading to the second-level parking deck.

The construction schedule for the proposed project has not been determined. For environmental analysis purposes, it is assumed construction would be completed in 24 months following the final engineering design and bidding process in 2023. Any required remediation would be completed before the start of construction activities. Assuming no or limited remediation is necessary, project construction is tentatively scheduled to begin in mid-2024 and would be completed by mid-2026. Construction activities at the proposed project site would include mobilization and staging; building demolition; site clearing, grading and paving; new structure construction, equipment installation, and minor landscaping and finishing.

Approximately 312 employees would be working onsite, and the facility is planned to be open 24 hours per day, 7 days per week. Staff would be onsite on two or three shifts, which would be staggered depending on their work responsibilities.

2.2 Project Alternatives

Several alternative site plans were considered during the project development phase as part of the Feasibility Study for the project prepared in December 2019. Four concepts were initially developed and refined based on LADOT stakeholder input. Concept A.2 was then selected for further consideration.

A Build Alternative (reflecting Concept A.2) and No Build Alternative are being analyzed in this CIA.

2.2.1 Build Alternative (Proposed Project)

The Build Alternative considers the construction and operation of the proposed EBMF at the project site, which would require demolition of the existing buildings to construct new buildings and structures, including a two-story operations building to provide dispatch and administrative functions, a maintenance building with 10 bus maintenance bays, a service building, a bus wash building, and a second-story parking deck with a photovoltaic (PV) system canopy. Electrification equipment, including electrical transformers, switch cabinets, and bus chargers, would also be installed onsite. Figures 2-1 and 2-2 present the site layouts for the proposed facility.

The EBMF would provide preventive maintenance inspections, BEB charging, light maintenance and repair, emergency maintenance, interior vehicle cleaning, and exterior vehicle washing. It would also accommodate administrative and operations functions and be used as a report base for bus operators. It would include parking for up to 360 employees/visitors, conference meeting rooms, staff offices, dispatcher workstations, employee report and recreation rooms, and areas with lockers, showers, and restrooms for operators and maintenance personnel.



Figure 2-1: Conceptual Site Plan – Ground Floor



Figure 2-2: Conceptual Site Plan – Second Floor

2.2.2 No Build Alternative

For the purpose of the impact analysis, under the No Build Alternative, existing conditions at the South Yard and EBMF project site would remain unchanged. Thus, the proposed EBMF would not be constructed at the proposed project site and, consequently, LADOT's South Yard and its associated bus fleet would have to remain as existing because electric bus charging systems are not available at the South Yard for the use of an electric bus fleet. While the City is starting to purchase BEBs and improvements to the City's Washington Yard, Sylmar Yard, and Downtown Yard are in progress, under this alternative, no improvements to LADOT's South Yard would occur and the project would not be built. Rather, the South Yard would continue current operations, and the existing structures and improvements at 740–780 and 800 East 111th Place would remain in place and could be leased and used by other businesses/entities.

2.3 Construction

Under the Build Alternative, project construction is tentatively scheduled to begin in mid-2024 and would be completed in mid-2026. Construction activities would be largely confined to the site, including equipment and material staging; however, driveway, roadway, and sidewalk improvements may require short-term sidewalk and lane closures. The maximum excavation depth for utility lines is estimated at 8 feet, and the maximum excavation depth for building foundations is estimated at 15 feet. No extensive backfill or grading is expected given the relatively flat terrain of the site. Finish work would include the installation of final facility features and interior furnishings, including trash receptacles, lighting, and signage. Parking area striping and final cleanup would also occur during this stage.

2.4 Transfer of Operations

Once construction of the project is completed, the City would terminate the lease at the South Los Angeles Bus Maintenance Facility through its contractor. Employees and BEBs would then be moved into the new facility. Existing propane and compressed natural gas (CNG) buses would be phased out. LADOT is anticipating the delivery of 10 BEBs each month starting in July 2021 for approximately 13 months for a total of 130 BEBs. These BEBs would initially be parked at the existing Compton facility and other LADOT maintenance yards/parking areas.

Once the construction of the project is completed, the City would terminate the lease at the Compton facility through its contractor, and the current employees and BEBs would then be relocated to the new facility. The existing 95 propane and compressed natural gas (CNG) buses operating out of the Compton facility would be phased out and would not be transferred to the new facility.

Approximately 312 employees would be working onsite, and the facility would be open 24 hours per day, 7 days per week. Staff would be onsite on two or three shifts, which would be staggered depending on their work responsibilities.

2.5 Site Access

Buses coming to and leaving the proposed facility would largely use nearby South Avalon Boulevard (to the west of the site) to get to East 111th Place and the site. BEBs running easterly from Avalon Boulevard would enter the site through the western entrance driveway on East 111th Place and check in with the onsite security guard and proceed into the site to the southern section for service and washing (see Figures 2-1 and 2-2). Otherwise, BEBs requiring repairs would park at the bus bays along the western section. Other BEBs may directly run in a counterclockwise direction toward the surface parking/charging spaces to be located in the central area of the site. BEBs would leave the site through the eastern exit driveway and run westerly on East 111th Place to Avalon Boulevard. Vehicles driven by facility employees, including bus operators, and visitors would enter and exit the facility through the center driveway (east of the bus entry driveway) that connects to a ramp leading to the second-level parking deck.

2.6 Study Area Definition

The project study area for the community impacts assessment extends approximately 0.5-mile radius from the project site, as shown in Figure 2-3. The study area includes an area larger than that directly affected by project construction to provide a broader picture of the area that may be affected by the project. For socioeconomic considerations, the study area generally follows the boundaries of United States census tracts. Census data used in the analysis include those for Census Tracts 2407, 2408, 2409, 2410.01, 2410.02, 2411.10, 2420, 2426, and 5407, as shown in Figure 2-3. The project site is within Census Tract 2409. In certain other cases, the demographic and socioeconomic data are extrapolated at a larger scale because of the way the information is aggregated; this includes information from whole census tracts and the City and County of Los Angeles.

In addition, for purposes of the impact analysis, community facilities such as schools, hospitals, libraries, and places of worship located within 0.5-mile radius of the project site and other community facilities/services specifically serving the site, but located farther away, are included in the community impact analysis.

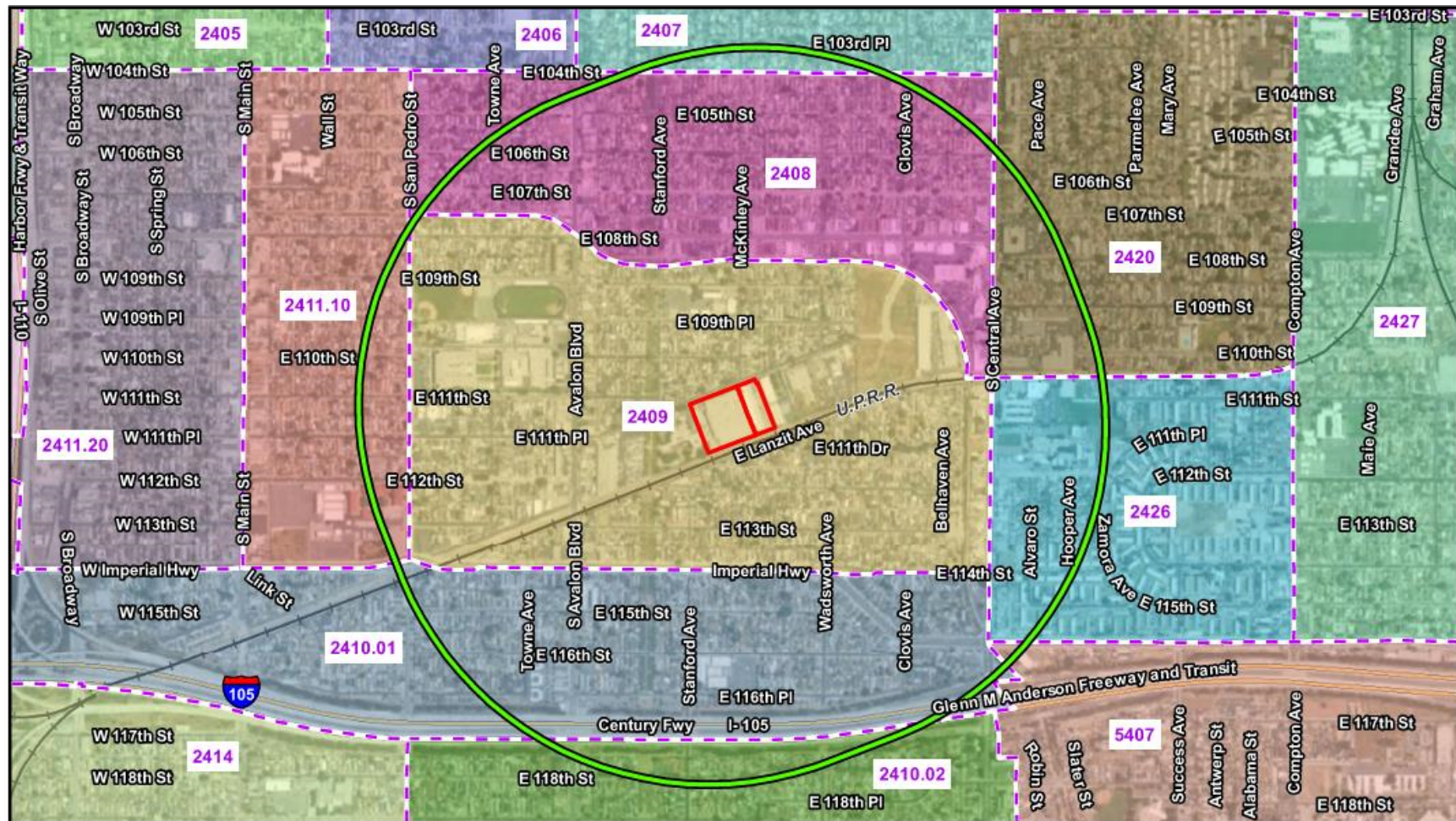


Figure 2-3: Project Census Tract Study Area Map

2.7 Related Projects

Related projects are projects within the 0.5-mile radius from the project site and were identified for the purpose of the cumulative impact analysis, as listed in Table 2-1. Out of five projects identified, two are related to the proposed EBMF, including the LADOT Zero-Emission Bus Rollout Plan (#1) and the proposed new DASH shuttle buses for first mile/last mile connections to regional transit centers (#2). Project # 3, Taylor Charter Middle School Expansion, is located immediately east of the proposed project site, and Project #4 is a street improvement project on Avalon Boulevard (approximately 0.18 mile west of the site). Project #5 is being referred to as the Lanzit Industrial Site (approximately 0.16 mile east of the project site). The City of Los Angeles Economic and Workforce Development Department acquired this vacant property located at 10901 South Clovis Avenue in 1994 and has tried to redevelop this land; however, no developer has expressed any interest thus far.

Note that while there are some small developments and street improvement projects proposed within 1.0 to 2.0 miles of the project site, these smaller developments and projects would not be considered major projects that would result in cumulative impacts with the project when considered by distance, type, and size of the projects. In particular, the resurfacing of East 111th Place (from Stanford Avenue to Avalon Boulevard) is proposed in 2021–2022, which would occur before the start of project construction in 2024.

Table 2-1: Related Projects

| No. | Project | Size and Location | Status |
|-----|--|--|---|
| 1* | LADOT Zero-Emission Bus Rollout Plan | Purchase of 253 BEBs and installation of infrastructure and electric bus charging equipment at 3 existing City bus yards | Approved 2020, implemented 2020–2021 |
| 2* | RTP/SCS ID S1160301, S1160351 | New DASH shuttle buses for first mile/last mile connections to regional transit centers | Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Project List adopted September 2020 |
| 3 | Taylor Charter Middle School Expansion | Demolition of warehouse and construction of six modular classrooms, soccer field, lunch area shade structures, and other improvements at the adjacent Taylor Charter Middle School, located at 810–820 and 840 East 111 th Place, Los Angeles | Conditional Use Permit (CUP) approved |

Table 2-1: Related Projects

| No. | Project | Size and Location | Status |
|------------|----------------------------------|--|---|
| 4 | Avalon Boulevard Complete Street | Complete street treatments on Avalon Boulevard, which will include bicycle facilities, curb extensions, upgrade curb ramps to Americans with Disabilities Act (ADA) standards, pedestrian refuge islands, landscaped median island, pedestrian lighting, continental crosswalks, signal and striping modifications, and tree planting/landscaping. | Predesign (Construction in 2023 to 2026) |
| 5 | Lanzit Industrial Site | The City of Los Angeles Economic and Workforce Development Department acquired the vacant property located at 10901 South Clovis Avenue, Los Angeles (approximately 0.16 mile from the project site) in 1994 and has tried to identify a developer to redevelop this land; no developers have expressed any interest thus far. | Predesign |

3.0 LAND USE

3.1 Land Use and Zoning

An examination of land use patterns within a given area can effectively convey the general form of its structure, including where its residents live, work, and recreate. Existing land uses in the affected area and surroundings can be used to analyze potential land use changes or conflicts associated with the proposed project. Specific topics regarding land use include existing land use patterns, development trends, and adopted land use planning goals and policies.

3.1.1 Affected Environment

Land Use

The project site is developed with two industrial buildings that have been left vacant for approximately 2 years, but they are currently used as a logistics warehouse for solar panels. Land uses immediately adjacent to the site include the Animo James Taylor Charter Middle School to the east, East 111th Place and residential uses to the north, the Kedren Community Center and Head Start Preschool to the west, and the UPRR tracks, Lanzit Avenue, and residential uses to the south. The large undeveloped lot at the eastern end of East 111th Place and 109th Place (known as the Lanzit Industrial Site) is a City-owned property that was formerly in industrial use and is planned for redevelopment, but it has remained undeveloped for more than 25 years.

Existing land uses in the surrounding area are shown in Figure 3-1, based on Southern California Association of Governments (SCAG) land use data and review of 2021 aerial photographs. As shown, the project area is predominantly residential in land use, with commercial uses on major streets and industrial uses along the railroad tracks. Existing land uses include single- and multi-family residences, mobile homes and trailer parks, general office, commercial and services, public/quasi-public facilities, education, industrial, transportation and utilities, and scattered vacant land, as defined in Table 3-1.

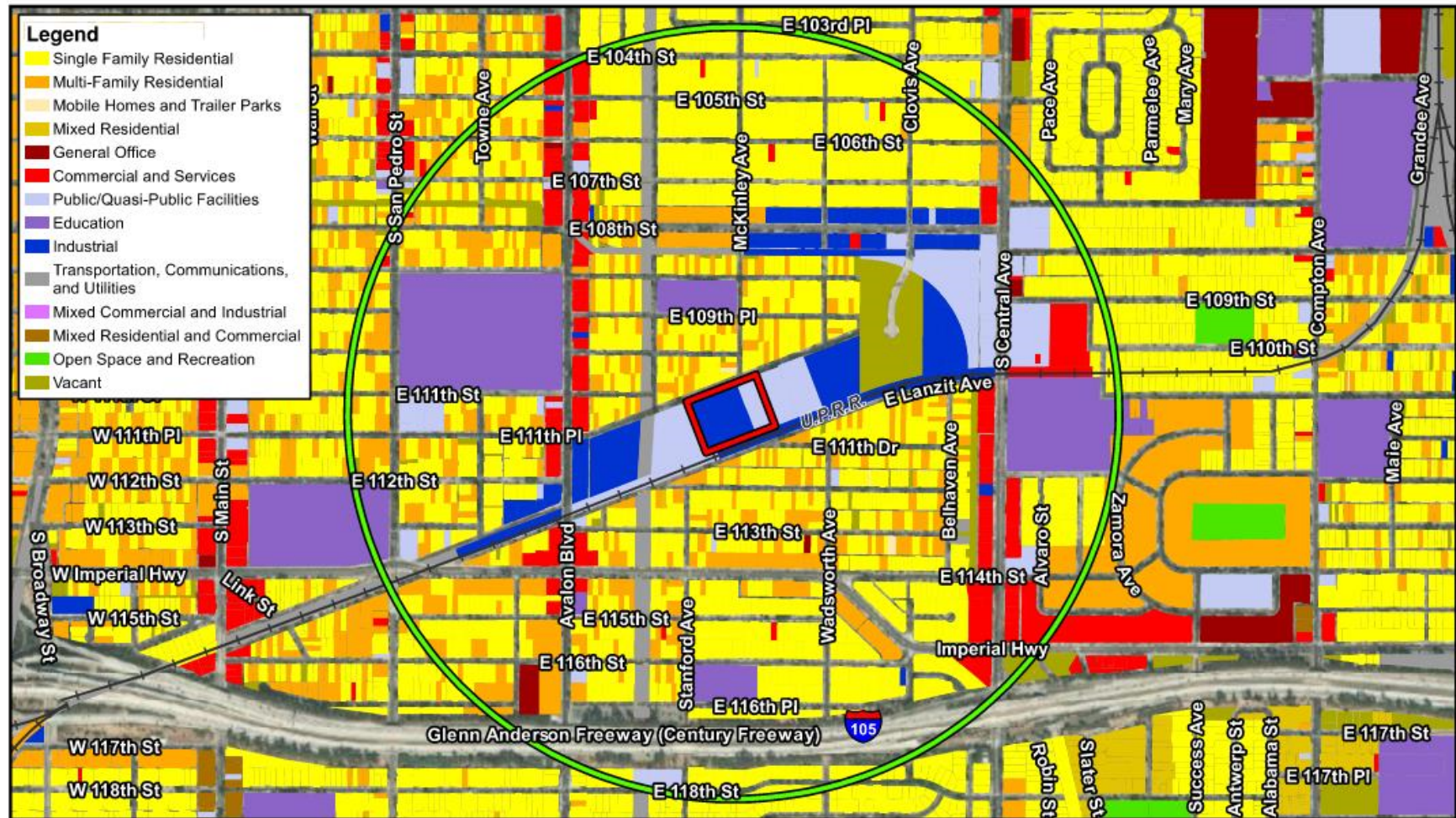


Figure 3-1: Existing Land Uses

Table 3-1: Existing Land Use Categories

| Land Use | Definition | Typical Examples |
|---|--|---|
| Single-Family Residential | Areas developed with single residential dwellings | Detached single-family homes |
| Multi-Family Residential | Areas developed with multiple residential dwellings | Multi-family homes, duplexes, townhomes, apartments, and condominiums |
| Mobile Homes and Trailer Parks | Areas developed with residential mobile homes | Mobile homes and trailer parks |
| Mixed Residential | Areas developed with single- and multi-family residential dwellings, at high and low densities | Single-family and multi-family homes and neighborhoods with townhomes |
| General Office | Areas developed with buildings used for business and professional work | Business and professional offices |
| Commercial and Services | Areas developed with facilities and business engaged in commerce or service | Retail stores, strip-malls, hotels, and motels |
| Public and Quasi Public Facilities | Areas developed with facilities owned by public entities that serve the community | Government buildings, police stations, hospitals, libraries, and community centers |
| Education | Areas developed with schools and other learning facilities for students | Public and private elementary, middle, and high schools and universities |
| Industrial | Areas developed with buildings or structures where products are manufactured or produced | Light- and large-scale manufacturing, warehouses, distribution facilities, and storage and use of heavy equipment |
| Transportation, Communications, and Utilities | Areas used by or for transportation, communication facilities, and utility facilities | Airports, railroads, freeways and major roads, power facilities, water storage facilities, improved flood waterways and structures, and maintenance yards |
| Mixed Commercial and Industrial | Areas with commercial and industrial uses | Shops and retail facilities with industry or manufacturing facilities |
| Mixed Residential and Commercial | Buildings used for business or professional work with residential dwellings | Business and professional offices with apartments in the same building/facility |
| Open Space and Recreation | Undeveloped lands and recreation areas designed for leisure and non-work activities | Parks and recreational fields (e.g., soccer, baseball, football fields, golf course), cemeteries, and natural environmental resources |
| Vacant | Undeveloped lands that typically contain no structures and are not in use | Vacant lots and abandoned orchards or vineyards |

Source: SCAG, 2016.

Zoning

The project site is zoned M1-1-CPIO (Limited Industrial-Height District 1 – Community Plan Implementation Overlay [CPIO]). Section 12.17.6 of the Los Angeles Municipal Code (LAMC) contains the development standards for the M1 zone. The standards include permitted uses, use restrictions, and required lot areas, yard widths, and loading space. Requirements for off-street parking, building heights, landscaping, signs, and other overlay zones and building regulations are also outlined in the LAMC.

The Southeast Los Angeles Community Plan designates the project site as Limited Industrial. The Southeast Los Angeles CPIO District implements the goals and policies of the Southeast Los Angeles Community Plan and contains supplemental development regulations. The project site is located within this CPIO and is part of Subarea K – Compatible Industrial. This subarea applies to industrial uses located adjacent to residential neighborhoods and allows light industrial and commercial uses, while restricting noxious and other incompatible uses.

3.1.2 Environmental Consequences

Build Alternative

Land Use

The Build Alternative or proposed project would replace the existing industrial buildings on the site with new industrial buildings that would serve as the EBMF. With the project, the site would have the same industrial land use as existing. The Build Alternative would not result in the conversion of existing adjacent land uses because the proposed improvements associated with the project would be confined to the site and the improvement of adjacent sidewalks and roadway areas for new driveways and lane restriping. Project compatibility is considered high because the proposed project is located in an urban setting and would remain in industrial use.

The UPRR tracks immediately south of the project site serve as a barrier between the Green Meadows neighborhoods to the north and south. The project would not create any new barrier that would separate or isolate any of the adjacent resident populations physically or functionally from the rest of the community or from nearby services that are not already separated. Consistency of the proposed project with established plans and policies is addressed in Section 3.2.

Indirect impacts (e.g., changes in regional development and growth-related changes) to land use patterns are not anticipated with the project. The project area is highly urbanized; no change in the existing zoning or land use designations is needed; the project site would remain in industrial use; and no housing units are proposed. Most of the employees of the EBMF are existing employees from LADOT's South Los Angeles Bus Maintenance Facility (South Yard) located 2 miles to the south. Given these considerations, implementation of the project would not result in indirect adverse effects on existing land uses.

The project also is not anticipated to have an adverse impact on existing land uses when considered with any other transportation, commercial, industrial, or residential projects because implementation of the proposed project is consistent with adopted land use and transportation plans.

Zoning

The Build Alternative would not require changes in the zoning and land use designation of the site because the proposed project is a permitted use under the Limited Industrial land use designation and M1-1-CPIO zoning of the site.

In addition, the project would comply with applicable zoning regulations. LAMC Section 12.17.6 includes regulations for parcels zoned as M1 – Limited Industrial. Subsection B.5 g) and h), which allow the parking of trucks or buses and public service utility yards “...when conducted wholly within a completely enclosed building or within an area enclosed on all sides with a solid wall or solid fence not less than 6 feet in height, when no material or equipment is stored to a height greater than that of the enclosing wall or fence...” In addition, the Build Alternative would be designed to comply with the height limitations and applicable CPIO development regulations (SC-LU-1). No conflict with the City’s zoning regulations would occur with the project. No avoidance, minimization, or mitigation measures are required.

No Build Alternative

The No Build Alternative would not lead to any physical improvements at the existing South Yard facility or at the proposed project site. No change to the zoning and land use designation of the project site would occur under this alternative. It is likely that the properties would be leased or sold to other commercial or industrial business owners for reuse or redevelopment. The proposed new use of the properties would undergo an independent environmental review process in compliance with CEQA.

3.1.3 Avoidance, Minimization, and Mitigation Measures

Because no adverse land use impacts would occur with the project, no avoidance, minimization, or mitigation measures are required.

3.2 Consistency with State, Regional, and Local Plans

The City of Los Angeles General Plan and Southeast Los Angeles Community Plan, and associated Specific Plans, Redevelopment Plans, Sign District, Historic Preservation Overlay Zone (HPOZ), and CPIO guide development within the Southeast Los Angeles community. The following discussion describes the adopted plans within the study area and the goals, policies, and objectives of these plans that are applicable to the project. Other relevant plans discussed in this section include SCAG’s 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

3.2.1 Affected Environment

SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2020–2045 RTP/SCS is a comprehensive long-term transportation plan that provides a vision for the future of the SCAG region's multimodal transportation system and specifies how that vision can be achieved for the region. It combines land use and transportation strategies with options to increase mobility and achieve a more sustainable growth pattern. The RTP/SCS identifies major challenges, as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth projections for the region.

City of Los Angeles General Plan

The Los Angeles General Plan outlines the City's long-range goals and policies for physical development of the City and addresses community development relative to the distribution of land uses. It includes 35 community plans that collectively comprise the Land Use Element of the General Plan. It also includes the Framework Element, Plan for a Healthy Los Angeles – Health and Wellness Element, Housing Element, Mobility Element (i.e., Mobility Plan 2035), Noise Element, Air Quality Element, Conservation Element, Open Space Element, Safety Element, Infrastructure Systems Element, and Public Facilities and Services Element.

Southeast Los Angeles Community Plan

The Southeast Los Angeles Community Plan serves as the Land Use Element of the City's General Plan and articulates the vision for long-term physical and economic development and community enhancement of the Southeast Los Angeles community. Figure 3-2 provides the location of the Southeast Los Angeles community. The Community Plan includes goals and policies addressing land use and urban design, mobility, community facilities, and infrastructure issues in the community. It designates the project site as Limited Industrial with a Manufacturing zone and classifies East 111th Place as a Collector Street.

Southeast Los Angeles CPIO

The Southeast Los Angeles CPIO District implements the goals and policies of the Southeast Los Angeles Community Plan and contains supplemental development regulations. The project site is located within this CPIO and is part of Subarea K – Compatible Industrial. This subarea applies to industrial uses located adjacent to residential neighborhoods and allows light industrial and commercial uses, while restricting noxious and other incompatible uses. The CPIO also includes development standards for building height, density/floor area ratio, building disposition, building design, parking, signs, equipment, fencing and walls, utilities, lighting, and open storage, in addition to the zoning regulations in the LAMC.

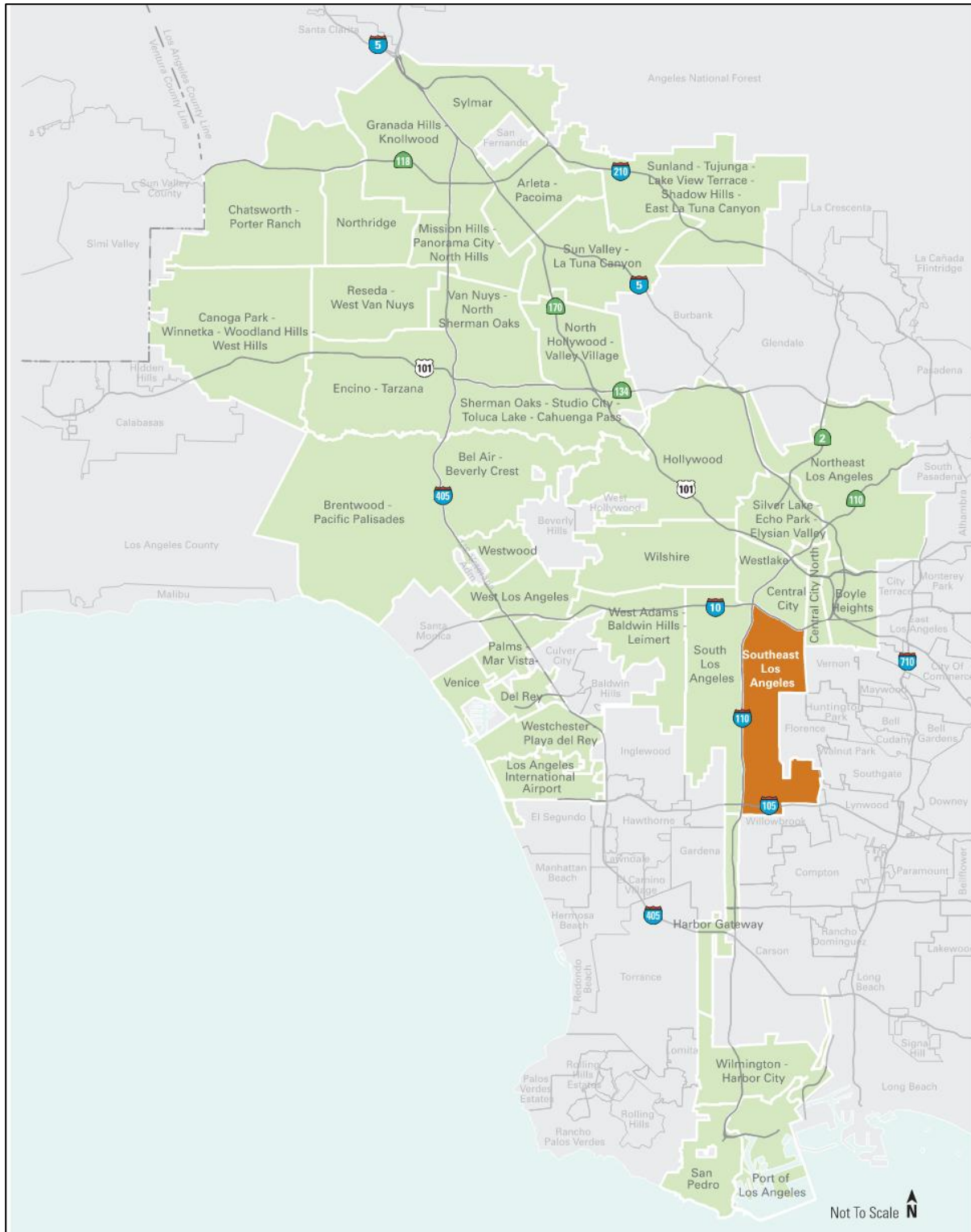


Figure 3-2: Southeast Los Angeles Community

Appendix A of the Southeast Los Angeles CPIO provides environmental standards that include construction best management practices for air quality, measures for the discovery of cultural materials, paleontological resources, tribal cultural resources, a Phase I Environmental Site Assessment (ESA) for industrial uses and any required Phase 2 Site Assessment, construction and operational noise control measures, and construction vibration measures.

Other Plans and Overlay Zones

The project does not propose the sale of alcoholic beverages; thus, the Specific Plan for Conditional Use Approval for the Sale of Alcoholic Beverages, including Beer and Wine is not applicable to the project. The project site is not located within the boundaries of the 52nd Place Tifal Brothers Tract HPOZ, Broadway/Manchester Recovery Redevelopment Plan, Council District 9 Corridors Redevelopment Plan, Jordan Downs Urban Village Specific Plan, The Reef Transit-Oriented Sign District, University of Southern California (USC) Specific Plan, and Watts Corridor Redevelopment Plan. Thus, these plans are not applicable to the project.

3.2.2 Environmental Consequences

This section evaluates the consistency of the Build Alternative and No Build Alternative with the adopted goals, policies, or objectives of relevant local and regional planning documents described above. As indicated in Section 2.2, under the No Build Alternative, the proposed EBMF would not be constructed and, consequently, LADOT's South Yard and its associated bus fleet would have to remain as existing because of the unavailability of electric bus charging systems to support the use of BEBs; therefore, no consolidated improvements to LADOT's local bus services would occur.

Build Alternative

SCAG's RTP/SCS. SCAG's 2020–2045 RTP/SCS primarily spotlights the need to maximize the productivity of the transportation system through increasing the region's mobility in a manner that is sustainable for future generations. The project would be consistent with SCAG regional goals because it would allow electric buses to provide transit services that connect transit users to key destinations and regional transportation connectors, while reducing auto trips, vehicle miles traveled (VMT), and air emissions, thereby improving air quality, reducing greenhouse gas (GHG) emissions, and promoting energy efficiency. Consistency with RTP/SCS goals and guiding principles is discussed in Table 3-2.

**Table 3-2: Project Consistency with SCAG's Regional Transportation Plan/
Sustainable Communities Strategy**

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|---|---|---|
| Goal 2: Improve mobility and accessibility for all people and goods in the region. | Consistent: The proposed project would help improve and support the mobility of all by improving bus transit services in the city and surrounding areas, accommodating increases in demand for transit services at the new and larger facility. | Inconsistent: Without the project, the City would not be able to implement the upgrade of its CNG bus fleet to BEBs. Although the City would continue to provide mobility and accessibility to the public through its existing bus fleet, the bus fleet would not be improved. |
| Goal 3: Enhance the preservation, security, and resilience of the regional transportation system. | Consistent: The Build Alternative would increase the safety and reliability of the City's transit services by reducing reliance on nonrenewable energy resources, such as CNG and propane. | Inconsistent: Under the No Build Alternative, transit services would continue to be provided using CNG and propane buses, and no increase in resiliency would occur. |
| Goal 4: Increase person and goods movement and travel choices within the transportation system. | Consistent: The Build Alternative would support LADOT's transit services as a more sustainable transportation system through the use of BEBs. The new and larger facility would serve the maintenance needs for BEBs and the increasing demand for transit services. | Consistent: Under the No Build Alternative, existing transit services would continue, but the City would not be able to convert to an electric bus fleet. |
| Goal 5: Reduce greenhouse gas emissions and improve air quality. | Consistent: With the Build Alternative, the use of BEBs would result in a reduction in CNG and propane consumption and associated air pollution and GHG emissions, and it would conserve energy and lead to greater sustainability in LADOT's transit services. | Inconsistent: Under the No Build Alternative, fuel consumption and associated air pollution and GHG emissions from CNG and propane buses would continue without reductions in pollutant emissions and GHG. |
| Goal 6: Support healthy and equitable communities. | Consistent: With the Build Alternative, the use of BEBs would reduce air pollution and GHG emissions and the consumption of nonrenewable resources. This would support healthy communities. | Inconsistent: Under the No Build Alternative, no improvements to air quality and the health of communities would occur. |
| Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network. | Consistent: The Build Alternative would support a sustainable transportation system in the city by serving the maintenance needs for BEBs and the increasing demand for transit services. | Inconsistent: Under the No Build Alternative, existing transit services would not be able to meet State and local mandates for an electric bus fleet. |

**Table 3-2: Project Consistency with SCAG's Regional Transportation Plan/
Sustainable Communities Strategy**

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|--|--|--|
| Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel. | Consistent: The Build Alternative would serve BEBs that would reduce the use of nonrenewable resources; improve air quality; reduce noise; and allow LADOT to provide more-efficient transit services. | Inconsistent: No new technology or improvements to existing transit services operating out of the South Yard would result from the No Build Alternative. |
| Guiding Principle 2: Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system. | Consistent: The Build Alternative would improve LADOT transit services by supporting the use of BEBs, which would improve system reliability and safety. | Consistent: No changes to transit services would result from the No Build Alternative, but it would preserve the existing transportation system. |
| Guiding Principle 3: Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities. | Consistent: The Build Alternative would use BEBs as a more sustainable transit option and has been developed with public input. It would support transit services in the City's Downtown and southern areas, which generally include disadvantaged communities. | Inconsistent: Because no changes to LADOT's South Yard bus maintenance facility and transit services would result from the No Build Alternative, this alternative would not promote sustainable transportation options. |
| Guiding Principle 4: Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices. | Consistent: The Build Alternative supports the use of an electric bus fleet for LADOT transit services; therefore, it would increase transit reliability through new technology. | Inconsistent: No new technology would be used, and no changes to transit services would result from the No Build Alternative. |
| Guiding Principle 5: Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions. | Consistent: The Build Alternative would support the use of BEBs that would reduce air pollution and GHG emissions in the region. | Inconsistent: While the No Build Alternative supports transit use, it would not result in additional improvements to air quality nor further reduce GHG emissions. |

Los Angeles General Plan. The Build Alternative is consistent with the City's General Plan as it relates to the provision of transit services as alternative transportation. Transit use would improve with implementation of the project, thus satisfying goals for a multimodal transportation system. The project would improve air quality and reduce GHG emissions, energy use, and noise through the use of electric buses. The project could also serve as a catalyst for revitalization of the site through the replacement of older structures at the site with new ones utilizing green technology and improving the abutting streetscape. As such, the Build Alternative is generally consistent with goals, objectives, and policies associated with improved transit services, green technology, reduced air pollution and GHG emissions, and decreased use of nonrenewable energy resources. Consistency with relevant goals and policies in the Los Angeles General Plan is discussed in Table 3-3. While the existing South Yard is not located within the boundaries of the City, its continued use under the No Build Alternative is evaluated below.

Table 3-3: Project Consistency with Los Angeles General Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|--|--|--|
| Air Quality Element | | |
| Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure. | Consistent: The Build Alternative would improve air quality with the use of BEBs for transit services while providing greater mobility. | Inconsistent: The No Build Alternative would not support the improvement of air quality but would continue to provide greater mobility through transit use. |
| Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips. | Consistent: The Build Alternative supports the use of public transit services in the City. | Consistent: The No Build Alternative would continue to support the use of public transit services in the City. |
| Objective 2.1: It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals. | Consistent: The Build Alternative would improve air quality with the use of BEBs for transit services while reducing vehicle trips. | Consistent: The No Build Alternative would not support the improvement of air quality but would continue to reduce vehicle trips through transit use. |
| Objective 2.2: It is the objective of the city of Los Angeles to increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles, and incentives for high occupancy vehicles. | Consistent: The Build Alternative would support the use of public transit services in the City. | Consistent: The No Build Alternative would continue to support the use of public transit services in the City. |

Table 3-3: Project Consistency with Los Angeles General Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|---|---|---|
| Goal 3: Efficient management of transportation facilities in system infrastructure using cost-effective system management and innovative demand management techniques. | Consistent: The Build Alternative would construct and operate the EBMF as a cost-effective strategy to serve the City's future electric bus fleet. | Inconsistent: The No Build Alternative would not support the use of BEBs. |
| Objective 3.1: It's the objective of the city of Los Angeles to increase the portion of work trips made by transit to levels that are consistent with the goals of the air quality management plan and the congestion management plan. | Consistent: The Build Alternative would support the use of public transit services in the City, which would be consistent with air quality and congestion management goals. | Consistent: The No Build Alternative would support the use of public transit services in the City, which would be consistent with air quality and congestion management goals. |
| Policy 3.1.1: Implement programs to finance and improve public transit facilities and service. | Consistent: The Build Alternative would improve LADOT operations through a new and larger EBMF. | Inconsistent: The No Build Alternative would not improve LADOT's transit services. |
| Policy 3.3.1: Implement the best available system management techniques, and transportation management and mobility action plans to improve the efficiency of existing transportation facilities, subject to availability of funding. | Consistent: The Build Alternative would provide a new, modern, and larger EBMF. | Inconsistent: The No Build Alternative would continue use of the existing South Yard. |
| Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles. | Consistent: The Build Alternative would be designed to maintain compatibility with adjacent land uses and would implement measures to reduce transportation-related impacts. | Consistent: The No Build Alternative would continue use of the existing South Yard, with no transportation-related impacts. |
| Policy 4.2.4: Require that air quality impacts be a consideration in the review and approval of all discretionary projects. | Consistent: The Build Alternative would support the use of public transit services in the City and would reduce pollutant emissions. The air quality impacts of the EBMF have been analyzed in the Air Quality/GHG Memo for the project. | Consistent: The No Build Alternative would support the use of public transit services in the City. No air quality impacts would occur. |

Table 3-3: Project Consistency with Los Angeles General Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|---|--|--|
| Policy 4.2.5: Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects. | Consistent: The Build Alternative would support the use of public transit services in the City, which would reduce vehicle trips through the use of alternative transit. | Consistent: The No Build Alternative would support the use of public transit services in the City, which would reduce vehicle trips through the use of alternative transit. |
| Objective 4.3: It's the objective of the city of Los Angeles to ensure that land use patterns separate major sources of air pollution from sensitive receptors such as schools, hospitals, and parks | Consistent: The EBMF under the Build Alternative is not a major source of pollution, and impacts on adjacent schools would be minimized, as discussed in the Air Quality/GHG Memo. BEBs would also reduce air pollution from transit buses. | Consistent: The No Build Alternative would continue use of the existing South Yard, where there are no nearby schools, hospitals, or parks. |
| Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting. | Consistent: The Build Alternative would support the use of BEBs, which would utilize a renewable resource and would reduce air pollution and GHG emissions. The EBMF would also have a PV system on the parking deck. | Inconsistent: The No Build Alternative would continue the use of less-polluting fuels, but it would not utilize renewable resources. |
| Objective 5.1: It is the objective of the city of Los Angeles to increase energy efficiency of city facilities in private developments | Consistent: The Build Alternative would increase energy efficiency in the use of BEBs and through an onsite PV system. | Inconsistent: The No Build Alternative would continue use of the existing South Yard and would not increase energy efficiency at City facilities. |
| Policy 5.1.2: Effect a reduction in energy consumption and shift to nonpolluting sources of energy in its building and operations. | Consistent: The Build Alternative would reduce energy use through BEBs and an onsite PV system. | Inconsistent: The No Build Alternative would continue use of the existing South Yard and would not reduce energy use. |
| Objective 5.2: It is the objective of the city of Los Angeles to have a portion of the city's service fleet be comprised of alternative fuel-powered vehicles, subject to availability of funding and practical feasibility. | Consistent: The Build Alternative would use BEBs as an alternative fuel-powered vehicle. | Consistent: The No Build Alternative would continue use of CNG- and propane-powered buses. |

Table 3-3: Project Consistency with Los Angeles General Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|---|--|---|
| Policy 5.2.1: Reduce emission from its own vehicles by continuing scheduled maintenance, inspection, and vehicle replacement program; by adhering to the state of California emission testing and monitoring programs; by using alternative fuel powered vehicles wherever feasible, in accordance with regulatory agencies and City Council policies. | Consistent: The Build Alternative would support the use of BEBs as LADOT converts to an electric bus fleet, in accordance with State and local mandates. | Inconsistent: The No Build Alternative would not meet State and local mandates for an electric bus fleet. |
| Policy 5.3.1: Support the development and use of equipment powered by electric or low emitting fuels. | Consistent: The Build Alternative would support the use of BEBs, and the EBMF would have a PV system on the parking deck. | Inconsistent: The No Build Alternative would not support BEBs. |
| Mobility Element | | |
| Policy 2.5: Transit Network: Improve the performance and reliability of existing and future bus service. | Consistent: The Build Alternative would improve the reliability of transit services through the use of BEBs. | Inconsistent: The No Build Alternative would not improve existing and future bus services. |
| Policy 3.4: Transit Services: Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services. | Consistent: The Build Alternative would support the use of public transit services in the city and would result in more-efficient services through the use of BEBs. | Consistent: The No Build Alternative would support the use of public transit services in the city. |
| Policy 5.1: Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health. | Consistent: The Build Alternative would support the use of BEBs, which use renewable sources for more sustainable transit services. | Inconsistent: The No Build Alternative would not improve transit service sustainability. |
| Policy 5.2: Vehicle Miles Traveled: Support ways to reduce vehicle miles traveled (VMT) per capita. | Consistent: The Build Alternative would reduce VMT per capita through the continued provision of public transit services in the city. | Consistent: The No Build Alternative would reduce VMT per capita through the continued provision of public transit services in the city. |

Table 3-3: Project Consistency with Los Angeles General Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|---|--|---|
| Policy 5.4: Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero-emission fuel sources, new mobility technologies, and supporting infrastructure. | Consistent: The Build Alternative supports the use of zero-emission buses. | Inconsistent: The No Build Alternative would continue the use of propane and CNG buses. |
| Noise Element | | |
| Objective 2: (Nonairport): Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses. | Consistent: The Build Alternative would implement mitigation measure MM-NOI-1 to reduce construction noise impacts on adjacent residences and schools. The use of BEBs would also reduce operational noise from buses along City streets. | Inconsistent: The No Build Alternative would not generate any new noise impacts, but it would not reduce noise from transit buses. |
| Objective 3: (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use. | Consistent: The Build Alternative would implement MM-NOI-1 to reduce construction noise impacts on adjacent residences and schools. Operational noise would be less than significant. | Consistent: The No Build Alternative would not create any new noise impacts. |
| Housing Element | | |
| Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit. | Consistent: The Build Alternative would support the continued provision of public transit services in the City. | Consistent: The No Build Alternative would support the continued provision of public transit services in the City. |
| Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of nonrenewable resources | Consistent: The Build Alternative would support the use of BEBs, reducing the use of nonrenewable energy resources. The project also includes a PV system on the parking deck. | Inconsistent: The No Build Alternative would support the use of nonrenewable energy resources for buses. |
| Conservation Element | | |
| Objective: Conserve petroleum resources and enable appropriate, environmentally sensitive extraction of petroleum deposits located within the city's jurisdiction to protect the petroleum resources for | Consistent: The Build Alternative would reduce reliance on petroleum resources through the use of BEBs. | Consistent: The No Build Alternative would continue use of CNG and propane buses. |

Table 3-3: Project Consistency with Los Angeles General Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|--|---|---|
| the use of future generations and to reduce the city's dependency on imported petroleum and petroleum products. | | |
| Policy 1: Continue to encourage energy conservation and petroleum product reuse. | Consistent: The Build Alternative would reduce energy use through the use of BEBs and a PV system on the parking deck. | Inconsistent: The No Build Alternative would not reduce energy use. |
| Plan for a Healthy Los Angeles | | |
| Policy 5.1: Air pollution and respiratory health. Reduce air pollution from stationary and mobile sources; protect human health and welfare; and promote improved respiratory health. | Consistent: The Build Alternative would improve air quality with the use of BEBs for transit services. | Consistent: The No Build Alternative only improves air quality through transit use. |
| Policy 5.2: People. Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions. | Consistent: The Build Alternative would reduce health impacts through site cleanup and reduced pollutants with the use of BEBs for transit services. | Consistent: The No Build Alternative is separated from residences by a major roadway and reduces pollutants through transit use. |
| Safety Element | | |
| Policy 1.1.4: Health /environmental protection. Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation. | Consistent: The Build Alternative would include site cleanup and demolition of older industrial buildings before construction. | Inconsistent: The No Build Alternative would not include site cleanup at the proposed project site. |

Southeast Los Angeles Community Plan. In accordance with the goals and policies in the Southeast Los Angeles Community Plan, the EBMF would improve LADOT transit service provision through a new and larger maintenance facility and would support the use of renewable energy (i.e., battery-powered electric buses), which in turn would reduce air pollutants, GHG emissions, noise, and nonrenewable energy consumption. Consistency with relevant goals and policies in the Southeast Los Angeles Community Plan is discussed in Table 3-4. While the existing South Yard is not located within the boundaries of the Southeast Los Angeles Community Plan, its continued use under the No Build Alternative is evaluated below.

Table 3-4: Project Consistency with Southeast Los Angeles Community Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|---|---|---|
| Policy LU1.13: Industrial Conflicts. Strive to eliminate the encroachment of adjacent industrial uses into residential neighborhoods, particularly through the demolition of dwelling units for the development of parking lots for industrial businesses. | Consistent: The Build Alternative would locate the EBMF on an existing industrial property and would not involve the demolition of adjacent dwelling units. | Consistent: The No Build Alternative would maintain the South Los Angeles Bus Maintenance Facility at an existing industrial property. |
| Goal LU10: “Green” development that promotes an ecologically sustainable community and reduces greenhouse gases. | Consistent: The Build Alternative would support the use of BEBs, a green technology that would reduce the use of nonrenewable resources, air pollution, and GHG emissions. | Inconsistent: The No Build Alternative would maintain the use of CNG and propane buses. |
| Policy LU10.2: Green Building Practices. Promote green building practices, technologies, green roofs, tree planting, and other features that minimize impacts on the environment, including the reduction of heat island effect and greenhouse gases. | Consistent: The Build Alternative would support the use of BEBs, and the EBMF would have a PV system on the parking deck. | Inconsistent: The No Build Alternative would not utilize green building practices. |
| Policy LU10.4: Reduce Vehicle Trips. Develop strategies to reduce vehicle miles traveled (VMT), including locating commercial uses near transit and reducing distances between | Consistent: The Build Alternative would support the use of public transit services in the City to reduce citywide VMT. | Consistent: The No Build Alternative would continue to support the use of public transit services in the City to reduce citywide VMT. |

Table 3-4: Project Consistency with Southeast Los Angeles Community Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|---|---|---|
| commercial, job-creating uses and residential areas. | | |
| Policy LU10.6: Conserve Energy. Encourage the conservation of energy and resources and the use of alternative energy sources for commercial development. | Consistent: The Build Alternative would support the use of BEBs through the use of a renewable energy source. In addition, the EBMF would have a PV system on the parking deck. | Inconsistent: The No Build Alternative would continue to use nonrenewable energy sources. |
| Goal LU14: Sufficient land is conserved for a variety of industrial uses with maximum employment opportunities. | Consistent: The Build Alternative would be located at industrial-zoned properties. | Consistent: The existing South Yard would continue to be used by LADOT under the No Build Alternative, and this site is developed with an industrial use. |
| Policy LU14.1: Retain Industrial Designations for Industrial Uses. Retain industrial plan designations, such as for the Alameda Corridor and the Goodyear Tract, to provide for existing and future industrial uses which contribute quality job opportunities for residents and which minimize environmental and visual impacts to the community. | Consistent: The Build Alternative would retain the industrial land use designation and zoning of the project site. | Consistent: Under the No Build Alternative, the existing South Yard would continue to be used by LADOT, and the site would continue to be in industrial use. |
| Policy LU15.1: Toxins and Contamination. Support the removal and management of environmental toxins in accordance with existing local, regional, and federal policies and avoid future environmental contamination. | Consistent: The Build Alternative would implement any necessary soil remediation at the site before construction of the EBMF. | Inconsistent: The No Build Alternative would retain existing conditions at the proposed project site, including the presence of tetrachloroethylene (PCE) in the soil vapor. |
| Policy LU15.4: Energy Conservation. Encourage the conservation of energy resources and the use of alternative energy sources for industrial development and operations. | Consistent: The Build Alternative would support the use of BEBs, which would conserve nonrenewable energy sources. In addition, the EBMF would have a PV system on the parking deck. | Inconsistent: The No Build Alternative would continue to use nonrenewable energy sources. |

Table 3-4: Project Consistency with Southeast Los Angeles Community Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|--|---|---|
| Goal LU16: Industrial uses that are compatible with adjacent residential and commercial land uses. | Consistent: The Build Alternative would be located on a site with residential uses across the street. Perimeter walls, setbacks, and other features and measures would maintain compatibility with adjacent land uses at the project site. | Consistent: The South Yard is located on a site with residential uses across the street. Existing perimeter walls and setbacks maintain compatibility with adjacent land uses. |
| Policy LU16.1: Buffering and Transitions. When separated by a shared property line, industrial properties should be designed in a manner sensitive to adjacent residential, public facility, and other similar uses by providing buffering and appropriate transitions. | Consistent: The Build Alternative would be located on a site with residential uses across the street. Perimeter walls, setbacks, and other features and measures would maintain compatibility with adjacent land uses at the project site. | Consistent: The South Yard is located on a site with residential uses across the street. Existing perimeter walls and setbacks maintain compatibility with adjacent land uses. |
| Policy LU16.2: Context-Sensitive Design. Promote context-sensitive design that provides quality design and aesthetically pleasing façades visible from public view. | Consistent: The Build Alternative would be designed to provide an aesthetically pleasing facade on new buildings on East 111 th Place. | Consistent: The continued use of the South Yard under the No Build Alternative would maintain existing public views. |
| Policy LU16.4: Minimize Incompatibilities. Minimize residential-industrial land use incompatibilities and prohibit noxious industrial uses adjacent to residential. | Consistent: Perimeter walls, setbacks, and other features and measures would be implemented by the Build Alternative to maintain compatibility with adjacent land uses. | Consistent: The No Build Alternative would continue the use of the South Yard, which has been designed to be compatible with residential uses across the street. |
| Policy LU16.5: Conformance with Design Guidelines. Recommend that development projects conform with the adopted Industrial Citywide Design Guidelines and Southeast Los Angeles Design Guidelines. | Consistent: The Build Alternative would be designed to comply with applicable guidelines in the Southeast Los Angeles Community Plan and CPIO (SC-LU-1). | Consistent: The No Build Alternative would continue the use of the South Yard and would not conflict with any applicable design guidelines. |

Table 3-4: Project Consistency with Southeast Los Angeles Community Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|--|--|---|
| Policy LU17.2: Minimize Impacts. Minimize impacts to sensitive uses and surrounding neighborhoods through transitions and buffering. | Consistent: The Build Alternative would be located on a site with residential uses across the street. Perimeter walls, setbacks, and other features and measures would maintain compatibility with adjacent land uses at the project site. | Consistent: The South Yard is located on a site with residential uses across the street. Existing perimeter walls and setbacks maintain compatibility with adjacent land uses. |
| Goal M8: Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life. | Consistent: The Build Alternative would locate the EBMF on a Collector Street and not a local residential street. As discussed in the Traffic Memo, PDF-TR-1 and SC-TR-1 would be incorporated into the project to minimize traffic impacts on adjacent residential uses. | Consistent: The No Build Alternative would continue use of the South Yard, which is located along a Major Highway and not a local residential street. |
| Policy M8.2: Traffic Mitigations for Development. Major developments should mitigate traffic impacts on residential neighborhoods. | Consistent: The Build Alternative would result in traffic impacts on adjacent residential uses, as discussed in the Traffic Memo. PDF-TR-1 and SC-TR-1 would be incorporated into the project to reduce these impacts. | Consistent: The No Build Alternative would continue use of the South Yard, where residential uses are located across the street and face back from the street. |
| Goal M9: Improved air quality and health as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled. | Consistent: The Build Alternative would improve air quality by supporting the use of LADOT's public transit services. The Build Alternative further improves air quality by supporting the use of BEBs and including a PV system on the parking deck. | Consistent: The No Build Alternative would continue to improve air quality by supporting the use of LADOT's public transit services. |
| Policy M9.5: Low Emission Vehicles. Encourage alternatives such as reduced emission vehicles (i.e., neighborhood electric vehicles). | Consistent: The Build Alternative would support the use of BEBs, which would reduce bus emissions. | Inconsistent: The No Build Alternative would not support the use of BEBs. |

Table 3-4: Project Consistency with Southeast Los Angeles Community Plan

| Goal/Guiding Principle | Build Alternative | No Build Alternative |
|---|---|---|
| Policy CF6.2: Discourage Unfavorable Uses Adjacent to Schools. Discourage the location and clustering of uses that may be disruptive to a healthy and productive learning environment adjacent to schools. | Consistent: The Build Alternative would locate the EBMF near schools, but perimeter block walls would separate the site from the schools. PDFs, SCs, and mitigation measures would be implemented to reduce impacts to adjacent land uses. | Consistent: The No Build Alternative would continue use of the South Yard, where there are no nearby schools. |
| Policy CF18.4: Reduce Greenhouse Gas Emissions. Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases, and increase the reliability of the power supply. | Consistent: The Build Alternative would support the use of BEBs, which would reduce GHG emissions and the use of nonrenewable resources. | Inconsistent: The No Build Alternative would not reduce GHG emissions and continue the use of nonrenewable energy resources. |

The project would also be consistent with the Southeast Los Angeles Community Plan's land use designation of the site as Limited Industrial and would not conflict with the classification of East 111th Place as a Collector Street. No conflict with the Southeast Los Angeles Community Plan would occur.

The Southeast Los Angeles CPIO District implements the goals and policies of the Southeast Los Angeles Community Plan and contains supplemental development regulations. The project site is located within this CPIO and is part of Subarea K – Compatible Industrial. This subarea applies to industrial uses located adjacent to residential neighborhoods and allows light industrial and commercial uses, while restricting noxious and other incompatible uses.

Subarea K allows warehouses and storage buildings with storage in an enclosed building; sets maximum building heights and density; and includes guidelines for building design, parking, signs, equipment, walls, lighting, and open storage. The Build Alternative would be designed to comply with applicable development regulations, environmental standards, and design guidelines for the Southeast Los Angeles CPIO District (SC-LU-1), and CPIO approval would be obtained as part of the project approval. No conflict with the Southeast Los Angeles CPIO would occur.

No Build Alternative

The No Build Alternative would not lead to any changes to DASH and CE services provided by the City and would not involve changes to the project site or South Yard. Thus, existing operations and developments at the two sites would remain as existing. While the No Build Alternative would continue to support transit use, inconsistencies with several goals and policies in SCAG and City plans would occur (see Tables 3-2 through 3-4).

3.2.3 Avoidance, Minimization, and Mitigation Measures

The Build Alternative has been designed to avoid inconsistencies with regional and local plans and programs. Specifically, the following standard condition (SC) would be implemented as part of the project:

SC-LU-1: The EBMF shall be designed and constructed in compliance with applicable design guidelines and development standards in the Southeast Los Angeles Community Plan, Southeast Los Angeles CPIO District, and the City's Zoning Regulations.

No significant adverse impacts related to land use and planning would occur, which would be ensured by SC-LU-1, and no avoidance, minimization, and mitigation measures are needed.

3.3 Parks and Recreation

3.3.1 Affected Environment

There are no City parks or recreation centers within 0.5 mile of the site, although there are several nearby schools with playfields. Table 3-5 lists parks and other recreation facilities within 1.0 mile of the project site, and Figure 3-3 shows the location of these facilities.

Table 3-5: Parks and Recreational Facilities within 1-Mile Radius of the Project Site

| ID No. | Park Name | Address | Facilities |
|--------------------------------|---|---|--|
| P1 | 111 th Place Pocket Park | 207 East 111 th Place Los Angeles, CA 90061 | Pocket park with playground |
| P2 | 109 th Street Recreation Center | 1464 East 109 th Street Los Angeles, CA 90059 | Recreation center with baseball field, game courts, pool, and playground |
| P3 | William Nickerson Gardens Recreation Center | 11251 East Compton Avenue Los Angeles, CA 90059 | Community park with baseball fields and playground |
| P4 | Magic Johnson Park | 905 East El Segundo Boulevard Los Angeles, CA 90059 | Park with open fields, ponds, walking trail and playground |
| P5 | George Washington Carver Park | 1400 East 118 th Street Los Angeles, CA 90059 | Park with baseball/soccer fields, game courts, pool, and playground |
| P6 | Ted Watkins Memorial Park | 1335 East 103 rd Street Los Angeles, CA 90002 | Park with ball fields, game courts, pool, computer center, and playgrounds |
| Schools with Playfields | | | |
| S1 | 109 th Street Elementary School | 10915 McKinley Avenue Los Angeles, CA 90059 | Game courts and playground |
| S2 | Alliance Jack H. Skirball Middle School | 603 East 115 th Street Los Angeles, CA 90059 | Game courts |
| S3 | Alain LeRoy Locke College Preparatory Academy | 325 East 111 th Street Los Angeles, CA 90061 | Game courts, football and baseball fields |
| S4 | 116 th Street Elementary School | 11610 Stanford Avenue Los Angeles, CA 90059 | Game courts and playground |
| S5 | Locke Early Education Center | 320 East 111 th Street Los Angeles, CA 90061 | Playgrounds |
| S6 | Verbum Dei High School | 11100 South Central Avenue Los Angeles, CA 90059 | Game courts and football field |
| S7 | 112 th Street Elementary School | 1265 East 112 th Street Los Angeles, CA 90059 | Game courts and baseball fields |
| S8 | 112 th Street Early Education Center | 1319 East 112 th Street Los Angeles, CA 90059 | Playground |

Source: Google Earth, 2021.

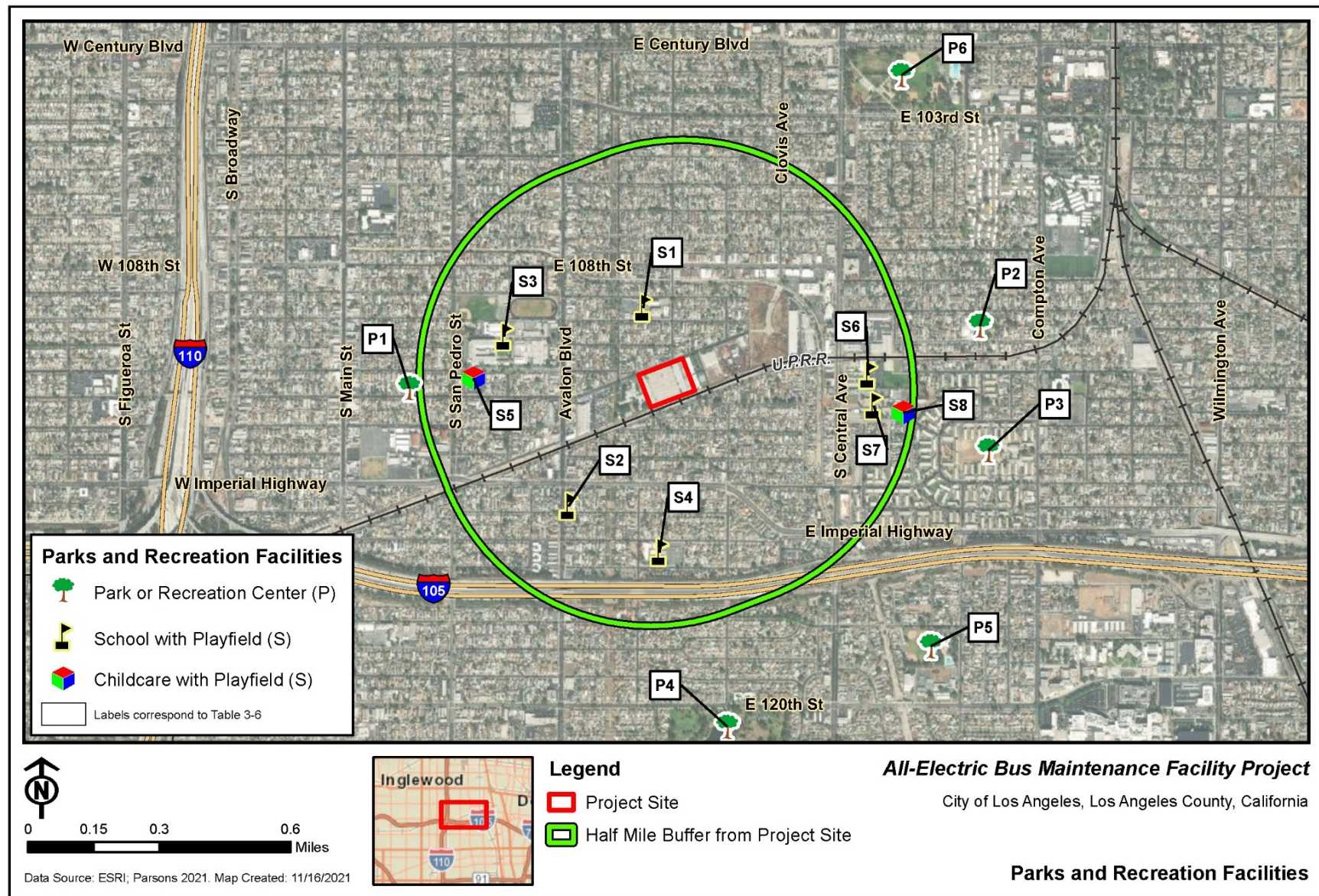


Figure 3-3: Parks and Recreation Facilities

3.3.2 Environmental Consequences

Build Alternative

The Build Alternative would construct and operate the EBMF at the former industrial site, located at 740–780 and 800 East 111th Place in South Los Angeles. The 109th Street Recreation Center is the closest recreational facility to the project site, located approximately 0.67 mile to the east at 1464 East 109th Street. No direct or indirect use of this facility or other nearby parks and recreational facilities are anticipated with the project because this park is not going to be affected by onsite operations, and the BEBs would not pass by this park when going to and from the EBMF. In addition, employees who will be working at the EBMF are not expected to relocate to live within the project vicinity; therefore, they would not create a demand for parks and recreational facilities near the EBMF. No impacts on parks and recreational facilities would occur, and no avoidance, minimization, or mitigation measures are required.

No Build Alternative

Because there would be no construction or operation of the proposed EBMF under the No Build Alternative, no impacts to parks and recreational facilities would occur.

3.3.3 Avoidance, Minimization, and Mitigation Measures

None of the alternatives would impact park or recreational facilities; no avoidance, minimization, and mitigation measures are needed.

4.0 GROWTH

Growth-related impacts are defined as the relationship between a project and new development and growth within the affected project area. It is often defined as the measurable increase in population, housing, and/or employment that can be reasonably attributable to implementation of a given project. An example would be construction of a project in an undeveloped area, thereby creating a means and motivation for other developments to occur in the surrounding area.

The growth-related impacts assessment process examines the relationship of the proposed project to economic and population growth or to the construction of additional housing in the project area. It focuses on the potential for a project to facilitate or accelerate development beyond that already planned, or to cause a shift in growth from elsewhere in the region.

Many factors other than a project's construction could impact the amount, location, and rate of growth in a project study area, including things such as:

- Market demand for new development
- The availability of other means of access
- Developable land
- National and regional economic trends
- The availability of other infrastructure, such as water and sewer systems
- Governmental policies
- Economic climate

4.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with NEPA, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences that may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 *Code of Federal Regulations* (CFR) 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. Section 15126.2(d) of the CEQA Guidelines requires that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

Under NEPA and CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered significant if it fosters growth or a concentration of

population in excess of what is assumed in relevant master plans, land use plans, or projections made by regional planning agencies. Significant growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

4.2 Affected Environment

This section uses information from the California Department Finance Estimates, the City's Population and Housing Data, and the growth projections in the 2020–2045 RTP/SCS.

Regional Growth

The City, as well as all of southern California, has experienced dramatic growth in the past, but it is expected to grow at a more modest rate in the future. Recent growth shows a trend towards the development of new single-family development in traditionally suburban or formerly rural areas and multi-family residential developments in urban areas and higher-density communities.

During the past several decades, the SCAG region, which includes Orange, Imperial, Riverside, San Bernardino, Los Angeles, and Ventura counties, has been one of the fastest-growing regions in the nation. Based on the 2020–2045 RTP/SCS, between 1970 and 2000, the population of the SCAG region grew 1.65 percent annually, outpacing the nationwide growth of 1.03 percent, but it has been 0.82 percent annually from 2000–2016. It was a low of 0.5 percent in 2009 and 1.0 percent in 2012. Between 2008 and 2016, more than 58 percent of household growth and 45 percent of employment growth occurred within future high-quality transit areas, as proposed and planned under SCAG's RTP/SCS.

Between 2016 and 2045, SCAG projects the region's population to grow by 0.61 percent annually, still above the nationwide growth of 0.57 percent annually. This corresponds to approximately 114,000 new residents per year or nearly 3 million new residents between 2020 and 2045.

Local Growth

The City has generally been experiencing population growth greater than the County as a whole from 2000 to 2021. As housing has become more expensive and buildable land scarce in the Los Angeles metropolitan region, the City experienced population growth of 0.29 percent annually and a housing stock growth of 0.70 percent annually. The County's population growth rate was 0.26 percent annually, and housing stock growth was 0.50 percent annually for the same period. Table 4-1 presents a summary of SCAG growth forecast data for Los Angeles County and the City of Los Angeles.

Table 4-1: Regional Demographic Characteristics, 2000-2045

| | 2000 | 2010 | 2016 | 2020 | 2030 | 2035 | 2045 | Annual Past Change (2000- 2016) | Annual Future Change (2016- 2045) |
|---|------------|------------|------------|------------|------------|------------|------------|---|---|
| SCAG Region | | | | | | | | | |
| Total Population | 16,574,000 | 18,076,000 | 18,832,000 | 19,518,000 | 20,821,000 | 21,443,00 | 22,504,000 | 0.8% | 0.61% |
| Total Households | 5,350,000 | 5,848,000 | 6,012,000 | 6,333,000 | 6,903,000 | 7,170,000 | 7,633,000 | 0.73% | 0.92% |
| Total Employment | 7,419,000 | -- | 8,389,000 | 8,695,000 | 9,304,000 | 9,566,000 | 10,049,000 | 0.77% | 0.62% |
| Los Angeles County | | | | | | | | | |
| Total Population | 9,544,000 | -- | 10,110,000 | 10,407,000 | 10,900,000 | 11,174,000 | 11,674,000 | 0.37% | 0.53% |
| Total Households | 3,134,000 | -- | 3,319,000 | 3,472,000 | 3,749,000 | 3,885,000 | 4,119,000 | 0.37% | 0.83% |
| Total Employment | 4,448,000 | -- | 4,743,000 | 4,838,000 | 5,060,000 | 5,172,000 | 5,382,000 | 0.42% | 0.46% |
| City of Los Angeles | | | | | | | | | |
| Total Population | -- | -- | 3,933,800 | -- | -- | -- | 4,771,300 | -- | 0.73% |
| Total Households | -- | -- | 1,367,000 | -- | -- | -- | 1,793,000 | -- | 1.07% |
| Total Employment | -- | -- | 1,848,300 | -- | -- | -- | 2,135,900 | -- | 0.54% |
| Note: Los Angeles County and City of Los Angeles annual change numbers were calculated. | | | | | | | | | |

Source: 2020–2045 RTP/SCS

The Southeast Los Angeles community was estimated by the City to have a 2019 population of 301,512 persons and a housing stock of 74,232 dwelling units. Due to the highly urbanized character of the Southeast Los Angeles community and the lack of large vacant areas, future growth is expected to be limited to natural increase, net migration, infill development, and redevelopment of existing land uses.

4.3 Environmental Consequences

Build Alternative

The City regulates land use development through the Los Angeles General Plan, Southeast Los Angeles Community Plan, and Zoning Regulations. The project does not require a change in the Limited Industrial land use designation or M1 zoning of the site, nor is a General Plan Amendment or Zoning Variance needed. Therefore, implementation of the proposed project would not result in changes to planned land uses on the site and in the project area.

As described above, the region has experienced modest population, housing, and employment growth in recent decades. The region is projected to continue to experience modest population growth, which is expected to occur with or without implementation of the Build Alternative. With the project proposing redevelopment of the site with the same industrial land use, the EBMF may encourage redevelopment of the vacant parcel at the eastern end of East 111th Place (Lanzit Industrial Site). However, this industrial site has remained vacant for more than 25 years, and the project is not expected to be a major factor in its redevelopment nor influence the amount, timing, or location of growth in the surrounding area. In addition, there are many factors that affect the type, size, and schedule of developments (i.e., market demand, property owner discretion, funding/financing, investment options, and other factors), so the project is not expected to promote by itself the redevelopment of existing adjacent land uses with higher-density/intensity uses.

The Build Alternative would support existing public transit services in the city, with expanded bus services through anticipated future increases in transit usage. An increase in the number of employees would also occur, as 203 employees of the existing South Yard (located 2.0 miles to the south) would be transferred to the EBMF and an additional 109 employees hired, for a total of 312 employees at the proposed facility. This minor increase in local jobs is not expected to result in significant adverse impacts related to growth inducement, but it would be a beneficial impact for providing local employment opportunities.

The proposed project would also generate short-term construction-related jobs that would benefit the local area. It is anticipated that most workers filling the construction jobs would reside within the region or live in relative proximity to the project site. The temporary jobs generated by construction of the proposed project are not anticipated to result in a direct demand for additional housing or cause unplanned growth in the project area. Impacts related to growth inducement would be less than significant, and no avoidance, minimization, or mitigation measures are required.

No Build Alternative

The No Build Alternative proposes no change to the project site or the surrounding area; therefore, it would not result in any growth-inducing impacts.

4.4 Avoidance, Minimization, and Mitigation Measures

The Build Alternative is not expected to result or be a major influence in the amount, timing, or location of growth in the City or the Southeast Los Angeles community; therefore, no avoidance, minimization, and mitigation measures are proposed.

5.0 COMMUNITY AND SOCIOECONOMIC CHARACTERS

5.1 Community Characteristics

This section discusses the potential impacts to neighborhoods/communities and housing as a result of project implementation and identifies measures to minimize or mitigate those impacts, as necessary.

5.1.1 Affected Environment

Regional Characteristics

Southern California is shaped by a sprawling physical landscape and the postwar era development pattern dominated by single-family houses, with more intensive development at downtown areas and central business districts. The inhabitants of the region have largely relied on the automobile as a primary means of transportation. However, during the 21st century, housing trends gradually shifted towards smaller-lot single-family houses and multi-family housing near shopping, transit services, and other amenities. Approximately 54 percent of southern California's new homes are multi-family units, with 164,000 of these units in Los Angeles County in denser areas served by transit. Over the next 25 years, it is projected that an additional 1.3 million homes would be added to the region (SCAG, 2020b).

United States Census data have indicated that the Los Angeles metropolitan area is the densest urbanized area in the United States. While southern California is characterized by single-family homes spread across the region, urban areas like the City of Los Angeles have very dense cores. In southern California, lower-density housing developments have historically occurred far from employment areas, but recent developments have included housing and employment in areas near transit stations and corridors in highly urbanized areas, which defines most of the City of Los Angeles.

Neighborhood/Community

The project site is located within Council District 8, the Southeast Los Angeles community, and the Green Meadows neighborhood. The Southeast Los Angeles community's 2019 population consisted of 301,512 residents, of which 40.5 percent were white, 16.3 percent were Black, and 18.0 percent were Hispanic or Latino. Approximately 72.1 percent of all households spoke Spanish, and 26.1 percent spoke English only. The community also had a housing stock of 74,232 dwelling units, of which 48.0 percent are single-family residences and 51.3 percent are multi-family units. Most of these homes (61.8 percent) were built before 1960. In addition, 4.7 percent of the housing stock was vacant, and the occupied units consisted of 29.4 percent owner-occupied units and 70.6 percent renter-occupied units. There are also several public housing projects in the surrounding area (e.g., Nickerson Gardens, Avalon Gardens, and Imperial Courts).

Along the north side of East 111th Place, most of the dwelling units are single-family detached units, but scattered multi-family residential developments are present, with concentrations on major streets such as Imperial Highway and East 108th Street (see Figure 3-1).

Demographic Data

Elements of community cohesion can be derived from demographic characteristics, based on the United States Census Bureau 2015–2019 ACS 5-Year Estimates of demographic data that was used to profile the project area.

Population

Currently, more than 10 million people and 3.6 million dwelling units are in Los Angeles County, with nearly 4.0 million residents in the City of Los Angeles living in more than 1.5 million dwelling units (DOF, 2021). Based on the City's demographic profile, the 2019 population of the city was 3.967 million, of which 301,512 residents (7.6 percent) lived in the Southeast Los Angeles community. Table 5-1 shows the resident population of the County and the City, as well as the population in census tracts within 0.5 mile of the site. The nine census tracts had a total population of 41,545 residents (13.78 percent of the total population of Southeast Los Angeles).

The site is not in residential use, there are no dwelling units onsite, and there are no residents at the site.

Ethnicity

Ethnic homogeneity is often associated with a higher degree of community cohesion. Table 5-1 shows the ethnic composition of the study area, Los Angeles County, and the City of Los Angeles. Based on the 2015–2019 ACS, the largest racial category in the study area is Black or African American at 26.47 percent, with those of Hispanic or Latino ethnicity at 70.96 percent. This is much higher than the County's and City's percentage of Black or African American and Hispanic or Latino residents, indicating the study area has a predominant Black and Hispanic population.

Table 5-1: Ethnic Composition

| | Total Population | White %*** | Black or African American % | American Indian or Alaskan % | Asian % | Native Hawaiian or Pacific Islander % | Some Other Race % | Two or More Races % | Hispanic or Latino % |
|---|---------------------|---------------------|--------------------------------------|---------------------------------------|---------------------|--|----------------------------|------------------------------|----------------------------|
| County | | | | | | | | | |
| County of Los Angeles | 10,081,570 | 2,641,770 26.20% | 790,252 7.84% | 20,831 0.21% | 1,454,769 14.43% | 24,597 0.24% | 32,413 0.32% | 228,504 2.27% | 4,888,434 48.49% |
| City | | | | | | | | | |
| City of Los Angeles | 3,966,936 | 1,129,956 28.48% | 341,750 8.61% | 6,374 0.16% | 454,688 11.46% | 5,103 0.13% | 14,762 0.37% | 91,894 2.32% | 1,922,409 48.46% |
| Study Area – Census Tracts* | | | | | | | | | |
| 2407 | 6,596 | 20 | 1,770 | 36 | 77 | 0 | 0 | 0 | 4,693 |
| | | 0.30% | 26.83% | 0.55% | 1.17% | 0.00% | 0.00% | 0.00% | 71.15% |
| 2408 | 4,341 | 34 | 1,125 | 28 | 89 | 0 | 0 | 46 | 3,019 |
| | | 0.78% | 25.92% | 0.65% | 2.05% | 0.00% | 0.00% | 1.06% | 69.55% |
| 2409** | 6,736 | 0 | 1,413 | 0 | 19 | 0 | 0 | 0 | 5,304 |
| | | 0.00% | 20.98% | 0.00% | 0.28% | 0.00% | 0.00% | 0.00% | 78.74% |
| 2410.01 | 4,197 | 5 | 1,043 | 0 | 8 | 8 | 32 | 79 | 3,022 |
| | | 0.12% | 24.85% | 0.00% | 0.19% | 0.19% | 0.76% | 1.88% | 72.00% |
| 2410.02 | 4,144 | 16 | 1,544 | 0 | 3 | 0 | 31 | 93 | 2,457 |
| | | 0.39% | 37.26% | 0.00% | 0.07% | 0.00% | 0.75% | 2.24% | 59.29% |
| 2411.1 | 3,356 | 31 | 848 | 0 | 4 | 0 | 0 | 0 | 2,473 |
| | | 0.92% | 25.27% | 0.00% | 0.12% | 0.00% | 0.00% | 0.00% | 73.69% |
| 2420 | 4,189 | 133 | 823 | 0 | 16 | 0 | 26 | 8 | 3,183 |
| | | 3.17% | 19.65% | 0.00% | 0.38% | 0.00% | 0.62% | 0.19% | 75.98% |
| 2426 | 4,756 | 3 | 1,624 | 0 | 0 | 0 | 25 | 60 | 3,044 |
| | | 0.06% | 34.15% | 0.00% | 0.00% | 0.00% | 0.53% | 1.26% | 64.00% |
| 5407 | 3,230 | 111 | 809 | 0 | 22 | 0 | 0 | 4 | 2,284 |
| | | 3.44% | 25.05% | 0.00% | 0.68% | 0.00% | 0.00% | 0.12% | 70.71% |
| Study Area Total | 41,545 | 353 | 10,999 | 64 | 238 | 8 | 114 | 290 | 29,479 |
| Percent of Total | 100.00% | 0.85% | 26.47% | 0.15% | 0.57% | 0.02% | 0.27% | 0.70% | 70.96% |
| Notes: * Study area includes all census tracts within 0.5 mile of the site. ** Project site is in Census Tract 2409. *** Percentages may be greater than 100% due to rounding. | | | | | | | | | |

Source: 2015-2019 American Community Survey 5-Year Estimates

Household Characteristics

Table 5-2 shows selected household characteristics of the study area, Los Angeles County, and the City of Los Angeles. According to the United States Census Bureau, a household consists of all people who occupy a housing unit regardless of relationship. A family consists of two or more people (one of whom is the householder) related by birth, marriage, or adoption residing in the same housing unit. As shown in Table 5-2, there are 10,594 households in the project study area, with an average household size of 3.92 persons per household, which is higher than City and County averages of 2.80 and 2.99 persons per household, respectively.

Table 5-2: Household Characteristics

| | Total Population | Total Households | Average Household Size | Median Household Income | Households with no Vehicle Availability % |
|--|------------------|------------------|------------------------|-------------------------|---|
| County | | | | | |
| County of Los Angeles | 10,081,570 | 3,316,795 | 2.99 | \$68,044 | 292,463 8.82% |
| City | | | | | |
| City of Los Angeles | 3,966,936 | 1,383,869 | 2.80 | \$62,142 | 164,642 11.90% |
| Study Area – Census Tracts* | | | | | |
| 2407 | 6,596 | 1,695 | 3.89 | \$43,584 | 233 13.75% |
| 2408 | 4,341 | 1,154 | 3.73 | \$41,277 | 192 16.64% |
| 2409** | 6,736 | 1,483 | 4.54 | \$45,619 | 182 12.27% |
| 2410.01 | 4,197 | 1,163 | 3.61 | \$41,563 | 215 18.49% |
| 2410.02 | 4,144 | 1,039 | 3.99 | \$59,116 | 160 15.40% |
| 2411.1 | 3,356 | 795 | 4.22 | \$47,090 | 99 12.45% |
| 2420 | 4,189 | 1,074 | 3.9 | \$30,698 | 198 18.44% |
| 2426 | 4,756 | 1,381 | 3.44 | \$16,586 | 480 34.76% |
| 5407 | 3,230 | 810 | 3.89 | \$44,623 | 74 9.14% |
| Study Area Total | 41,545 | 10,594 | 3.92 | -- | 1,833 17.30% |
| Notes: * Study area includes all census tracts within 0.5 mile of the site. ** Project site is in Census Tract 2409. | | | | | |

Source: 2015-2019 American Community Survey 5-Year Estimates.

As shown above, the median income of households in the study area is much lower than the median household income in the City and the County. Within the study area, there are 1,833 households without an automobile readily available, or approximately 17.3 percent. These households are more likely to be dependent on public transportation.

Age

The transit-dependent population is largely comprised of the population under age 18 and age 65 and older. The distribution of age groups is relatively constant in nearby census tracts, as reflected in Table 5-3. The transit-dependent working-class population of the study area, defined as those within the age range of 18 to 64, constitutes 55.94 to 66.0 percent of the population of each census tract, which is lower than the City average but within the County average. The overall percentage of study area residents who represents the working class is approximately 39.29 percent. The elderly, defined as those above the age of 65, comprises 6.97 percent of the population, which is lower than County and City averages of 13.25 and 12.39 percent, respectively. Residents below 18 years of age made up 32.31 percent of the study area population, which is higher than County and City averages of 21.97 and 20.71 percent, respectively. This suggests a younger population within the study area, many with dependent children.

Table 5-3: Age Distribution

| | Total (Percentage)** | | | Median Age |
|-----------------------------|----------------------|-----------------------|----------------------|------------|
| | Population < 18 % | Population 18-65 % | Population > 65 % | |
| County | | | | |
| County of Los Angeles | 2,214,760 | 6,530,832 | 1,335,978 | 36.5 |
| | 21.97% | 64.78% | 13.25% | |
| City | | | | |
| City of Los Angeles | 821,416 | 2,653,922 | 491,598 | 35.6 |
| | 20.71% | 66.90% | 12.39% | |
| Study Area – Census Tracts* | | | | |
| 2407 | 1,923 | 4,171 | 502 | 29.7 |
| | 29.15% | 63.24% | 7.61% | |
| 2408 | 1,189 | 2,778 | 374 | 32.3 |
| | 27.39% | 63.99% | 8.62% | |
| 2409** | 2,399 | 3,857 | 480 | 28.6 |
| | 35.61% | 57.26% | 7.13% | |
| 2410.01 | 1,154 | 2,770 | 273 | 29.6 |
| | 27.50% | 66.00% | 6.50% | |
| 2410.02 | 1,502 | 2,318 | 324 | 28.5 |
| | 36.25% | 55.94% | 7.82% | |
| 2411.1 | 975 | 2,128 | 253 | 28.1 |
| | 29.05% | 63.41% | 7.54% | |
| 2420 | 1,404 | 2,538 | 247 | 29.4 |
| | 33.52% | 60.59% | 5.90% | |

Table 5-3: Age Distribution

| | Total (Percentage)*** | | | Median Age |
|---|-----------------------|-----------------------|----------------------|------------|
| | Population < 18 % | Population 18-65 % | Population > 65 % | |
| 2426 | 1,907 | 2,661 | 188 | 23.3 |
| | 40.10% | 55.95% | 3.95% | |
| 5407 | 972 | 2,003 | 255 | 29.8 |
| | 30.09% | 62.01% | 7.89% | |
| Notes: * Study area includes all census tracts within 0.5 mile of the site. ** Project site is in Census Tract 2409. *** Percentages may be greater than 100% due to rounding. | | | | |

Source: 2015–2019 American Community Survey 5-Year Estimates

Housing Characteristics

Currently, there are more than 3.6 million dwelling units in Los Angeles County, with more than 1.5 million of these dwelling units in the City of Los Angeles (DOF, 2021). Based on the City's 2019 demographic profile, the Southeast Los Angeles community had 74,232 dwelling units (5.0 percent) of the 2019 total of 1,493,108 units in the City.

Housing characteristics are presented in Table 5-4, based on the 2015–2019 ACS Estimates. Total housing stock in the study area is 11,000 dwelling units, which represent approximately 14.82 percent of the housing stock in Southeast Los Angeles. Of the total housing stock within the study area, 10,594 dwelling units are occupied (96.38 percent). Most housing units are renter-occupied at 61.61 percent, which is higher than the Los Angeles County average (54.19 percent) but lower than the average for the City of Los Angeles (63.18 percent). Approximately 43.49 percent of study area's housing stock is multi-family units, which is less than that for Los Angeles County (45.91 percent) and the City of Los Angeles (56.38 percent). Correspondingly, study area single-family housing units make up a larger portion of the total housing stock than the County and City averages. This is reflective of the single-family housing units found on East 111th Place and north of the site, as shown in Figure 3-1. As indicated, most of these housing units are renter-occupied.

Table 5-4: Housing Stock

| | Total Housing Units | Total Occupied Housing Units | Tenure*** | | Type*** | | |
|-----------------------|---------------------|------------------------------|-----------|-----------|-------------------------|------------------------|---------------|
| | | | Owner % | Renter % | Single-Family Housing % | Multi-family Housing % | Mobile Home % |
| County | | | | | | | |
| County of Los Angeles | 3,542,800 | 3,316,795 | 1,519,516 | 1,797,279 | 1,634,756 | 1,626,435 | 55,604 |
| | | 93.62% | 45.81% | 54.19% | 46.14% | 45.91% | 1.57% |
| City | | | | | | | |
| City of Los Angeles | 1,493,108 | 1,383,869 | 509,504 | 874,365 | 532,504 | 841,828 | 9,537 |
| | | 92.68% | 36.82% | 63.18% | 35.66% | 56.38% | 0.64% |

Table 5-4: Housing Stock

| | Total Housing Units | Total Occupied Housing Units | Tenure*** | | Type*** | | |
|--|---------------------------|---------------------------------------|------------|-------------|-----------------------------------|----------------------------------|---------------------|
| | | | Owner % | Renter % | Single- Family Housing % | Multi- family Housing % | Mobile Home % |
| Study Area - Census Tracts* | | | | | | | |
| 2407 | 1,801 | 1,695 | 726 | 969 | 1,156 | 527 | 12 |
| | | 94.11% | 42.83% | 57.17% | 64.19% | 29.26% | 0.67% |
| 2408 | 1,175 | 1,154 | 562 | 592 | 818 | 323 | 13 |
| | | 98.21% | 48.70% | 51.30% | 69.62% | 27.49% | 1.11% |
| 2409** | 1,509 | 1,483 | 640 | 843 | 950 | 526 | 7 |
| | | 98.28% | 43.16% | 56.84% | 62.96% | 34.86% | 0.46% |
| 2410.01 | 1,228 | 1,163 | 500 | 663 | 583 | 572 | 8 |
| | | 94.71% | 42.99% | 57.01% | 47.48% | 46.58% | 0.65% |
| 2410.02 | 1,055 | 1,039 | 446 | 593 | 586 | 453 | 0 |
| | | 98.48% | 42.93% | 57.07% | 55.55% | 42.94% | 0.00% |
| 2411.1 | 860 | 795 | 301 | 494 | 457 | 334 | 4 |
| | | 92.44% | 37.86% | 62.14% | 53.14% | 38.84% | 0.47% |
| 2420 | 1,121 | 1,074 | 332 | 742 | 467 | 599 | 8 |
| | | 95.81% | 30.91% | 69.09% | 41.66% | 53.43% | 0.71% |
| 2426 | 1,411 | 1,381 | 151 | 1,230 | 139 | 1,242 | 0 |
| | | 97.87% | 10.93% | 89.07% | 9.85% | 88.02% | 0.00% |
| 5407 | 840 | 810 | 409 | 401 | 602 | 208 | 0 |
| | | 96.43% | 50.49% | 49.51% | 71.67% | 24.76% | 0.00% |
| Study Area Total | 11,000 | 10,602 | 4,067 | 6,527 | 5,758 | 4,784 | 52 |
| Percent of Total | | 96.38% | 38.39% | 61.61% | 52.35% | 43.49% | 0.47% |
| Notes: | | | | | | | |
| * Study area includes all census tracts within 0.5 mile of the site. | | | | | | | |
| ** Project site is in Census Tract 2409. | | | | | | | |
| *** Percentages may be greater than 100% due to rounding. | | | | | | | |

Source: 2015–2019 American Community Survey 5-Year Estimates

5.1.2 Environmental Consequences

This section discusses the potential impacts of the proposed project on the existing communities and neighborhoods. Potential impacts associated with the project could include the following:

- Restricting access or otherwise altering the way in which a community uses its facilities
- Loss of community cohesion through population or household displacement or creation of barriers
- Acquisition and/or displacement of community-serving businesses

Build Alternative

Access. During construction, access to adjacent land uses could be affected by sidewalk, roadway, and driveway improvements on East 111th Place. The lane

restriping and sidewalk closures and related pedestrian detours could temporarily delay travel on East 111th Place and impede property access. Offsite construction equipment and activities could temporarily block vehicle access to the adjacent school, community center, and other developments (i.e., commercial and industrial uses on East 111th Place near Avalon Boulevard) in the immediate vicinity of the project site. This could indirectly impact the operations and businesses of adjacent properties. However, SC-CC-1 would minimize traffic disruption, and SC-CC-2 requires access to adjacent properties be maintained at all times during construction.

With the large percentage of children under 18 years of age in the project area, those walking to the nearby preschool and middle school adjacent to the site could have restricted sidewalk access during construction. Implementation of a Traffic Management Plan (TMP) (SC-CC-1); maintenance of roadway and driveway access for adjacent land uses at all times during construction (SC-CC-2); and the provision of crossing guards (SC-CC-3) would ensure construction activities do not result in adverse effects in terms of access to community facilities. A public liaison for project construction will address any community concerns (SC-CC-4). Once the project is built, the availability of access off East 111th Place from adjacent land uses and community facilities would not be permanently affected by the project.

Cohesion. The UPRR tracks immediately south of the project site serve as a barrier between the Green Meadows neighborhoods to the north and south. The project would be located immediately north of the tracks and would not divide existing neighborhoods. Thus, the EBMF is not expected to affect community cohesion, because it would not create any new barrier that would separate or isolate any of the adjacent resident populations physically or functionally from the rest of the community or from nearby services that are not already separated by the tracks. With no resident/household displacement or the creation of new barriers, the project is also not anticipated to lead to neighborhood fragmentation or the disruption of existing social patterns.

Acquisition/Displacement. Implementation of the proposed project would require the acquisition of two industrial use parcels, which are currently used as a logistics warehouse for solar panels. The lease is temporary, and the tenant is aware of the planned property acquisition; therefore, future displacement would be voluntary. No other property acquisitions are required; therefore, no resident or household displacement would occur. Temporary construction easements (TCEs) may be required on adjacent parcels during construction of the perimeter wall, but no displacement of community-serving businesses (e.g., adjacent community center/preschool and middle school) would occur.

In addition, construction of the EBMF to support the use of BEBs for DASH and CE services would not result in the displacement of businesses. The EBMF would relocate 203 employees from the LADOT's South Yard to the site and add 109 new employees, for a total of 312 onsite employees. The relocated employees are not expected to move their place of residences because the new site is only 2 miles from the South Yard. Also, the new employees are expected to come from the local labor pool and

jobs filled from among current unemployed persons in the study area, the City, County, and/or the region.

No Build Alternative

The No Build Alternative would not redevelop the site as an EBMF. The project would not be constructed; therefore, no changes in population or housing or impacts to community character and cohesion would result from the No Build Alternative. In addition, no change in the socioeconomic conditions of area residents and businesses would occur.

5.1.3 Avoidance, Minimization, and Mitigation Measures

The following standard conditions would be implemented under the Build Alternative to minimize community impacts during construction.

- SC-CC-1:** In compliance with Section 601-1 of the Greenbook (*Standard Specifications for Public Works Construction*), the Contractor shall prepare a Transportation Management Plan (TMP) in consultation with the City of Los Angeles before construction. The TMP will be submitted with the construction plans and schedule to the Los Angeles Police and Fire Departments before the commencement of construction activities. The TMP will outline necessary street/lane closures and detours. In addition, detours around construction areas will be identified for bicyclists and pedestrians. Signs will be posted to direct bicyclists and pedestrians to sidewalks and intersections where they may safely cross. A restriction on large-size trucks shall also be imposed to confine travel to and from the construction site during off-peak commute times.
- SC-CC-2:** In compliance with Section 600 of the Greenbook (*Standard Specifications for Public Works Construction*), roadway and driveway access for adjacent land uses shall be maintained at all times during construction, and work will be scheduled to avoid unnecessary inconvenience to residents, students, and users of abutting properties. Undue delays in construction activities will be avoided to reduce the public's exposure to construction-related impacts.
- SC-CC-3:** In compliance with Section 5-7, Safety, of the Brownbook (*Additions and Amendments to the 2021 Edition of the Standard Specifications for Public Works Construction*), the contractor shall provide all safety measures necessary to protect the public and workers within the Work area. Particular attention is directed to the possibility of children playing or going to or from school in the Work area. The Contractor shall take all necessary precautions to ensure that its operations will not create a safety hazard for children. Crossing guards shall be placed at the project site driveways and at the intersections of East 111th Place with McKinley Avenue and Stanford Avenue, leading to the nearby schools, when

construction activities (e.g., sidewalk improvements and haul truck traffic) occur during school start and end times.

SC-CC-4: In compliance with the City of Los Angeles Building Regulations Ordinance No. 178,048 (LAMC Section 91.106.4.8), a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including, but not limited to, access, excessive noise, dust, or odor. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler, blocked driveway) and implement measures, in consultation with the Contractor, to address the concern. Notices detailing the dates and hours of construction shall be sent to properties within 500 feet of the construction site. A project information sign shall be posted at the construction site and shall display the telephone number for the public liaison.

No significant adverse impacts related to community character and cohesion would occur with the implementation of the SCs listed above, and no avoidance, minimization, and mitigation measures are needed.

5.2 Socioeconomic Characteristics

5.2.1 Affected Environment

According to the 2020–2050 County-Level Economic Forecast, Los Angeles County is the largest county in California in terms of population, with more than 10 million people and 4.4 million wage and salary jobs in 2019. In 2020, job losses were observed during the first half of the year, likely due to the COVID-19 pandemic, but they rebounded during the second half for a net loss of 6 to 7 percent for the year. The unemployment rate was 4.4 percent in 2019 and between 11 and 13 percent in 2020. Employment losses in the professional business services, retail, manufacturing, information, and other sectors are expected to be regained in 2021 and 2022.

The Economic Forecast also states that Los Angeles County is expected to have a slower population growth than most of southern California, with negative net migration. Multi-family developments are expected to surge in Downtown Los Angeles, while new detached single-family homes would be developed in suburban areas such as the Santa Clarita Valley where there are large vacant lands.

Table 5-5 provides some key socioeconomic characteristics of the study area. The nine census tracts in the study area had a total population of 41,545 residents, of which 17,784 persons (42.81 percent) were in the labor force (over 16 years of age).

Employment

There are more than 4.4 million jobs in Los Angeles County, of which more than 1.8 million (40 percent) are in the City of Los Angeles (SCAG, 2020b). According to the 2015–2019 ACS, approximately 8.46 percent of study area residents in the labor force are unemployed. This is higher than the unemployment rate of Los Angeles County (3.17 percent) and that of the City of Los Angeles (3.44 percent) in the same period.

Income

The 2015–2019 ACS data show the average per capita income for the census tracts in the study area ranges from \$8,079 to \$17,266. The median family income ranges from \$22,788 to \$67,705. Both the per capita income and median family income are lower than that of the City or County of Los Angeles, as a whole.

Table 5-5: Socioeconomic Characteristics

| | Total Population | In Labor Force (over 16 years old) % | Per Capita Income | Unemployed in Labor Force % | Individuals Below Poverty Level % | Total Households | Total Families | Average Family Size | Median Family Income | % of Families below Poverty Level |
|------------------------------------|------------------|--------------------------------------|-------------------|-----------------------------|-----------------------------------|------------------|----------------|---------------------|----------------------|-----------------------------------|
| County | | | | | | | | | | |
| County of Los Angeles | 10,081,570 | 5,253,694 52.11% | \$34,156 | 319,435 3.17% | 1,480,446 14.68% | 3,316,795 | 2,210,939 | 3.66 | \$76,673 | 11.20% |
| City | | | | | | | | | | |
| City of Los Angeles | 3,966,936 | 2,155,700 54.34% | \$35,261 | 136,312 3.44% | 700,951 17.67% | 1,383,869 | 824,065 | 3.60 | \$70,253 | 13.60% |
| Study Area – Census Tracts* | | | | | | | | | | |
| 2407 | 6,596 | 3,034 46.00% | \$17,266 | 190 2.88% | 1,188 18.01% | 1,695 | 1,396 | 4.33 | \$45,417 | 17.30% |
| 2408 | 4,341 | 2,042 47.04% | \$15,227 | 135 3.11% | 1,113 25.64% | 1,154 | 826 | 4.48 | \$44,125 | 23.70% |
| 2409** | 6,736 | 2,805 41.64% | \$16,004 | 196 2.91% | 1,650 24.50% | 1,483 | 1,170 | 5.10 | \$37,279 | 21.50% |
| 2410.01 | 4,197 | 1,987 47.34% | \$15,756 | 127 3.03% | 869 20.71% | 1,163 | 820 | 4.35 | \$51,026 | 14.50% |
| 2410.02 | 4,144 | 1,670 40.30% | \$16,435 | 120 2.90% | 901 21.74% | 1,039 | 825 | 4.64 | \$67,705 | 18.20% |
| 2411.1 | 3,356 | 1,492 44.46% | \$13,915 | 67 2.00% | 576 17.16% | 795 | 660 | 4.68 | \$48,000 | 18.30% |
| 2420 | 4,189 | 1,765 42.13% | \$12,883 | 206 4.92% | 1,437 34.30% | 1,074 | 732 | 4.78 | \$36,686 | 34.40% |
| 2426 | 4,756 | 1,569 32.99% | \$8,079 | 279 5.87% | 2,406 50.59% | 1,381 | 935 | 4.46 | \$22,788 | 51.60% |
| 5407 | 3,230 | 1,420 43.96% | \$14,998 | 185 5.73% | 463 14.33% | 810 | 602 | 4.59 | \$56,429 | 9.50% |

Table 5-5: Socioeconomic Characteristics

| | Total Population | In Labor Force (over 16 years old) % | Per Capita Income | Unemployed in Labor Force % | Individuals Below Poverty Level % | Total Households | Total Families | Average Family Size | Median Family Income | % of Families below Poverty Level |
|--|---------------------|--|-------------------------|--------------------------------------|---|---------------------|-------------------|---------------------------|----------------------------|---|
| Study Area Total | 41,545 | 17784 | | 1505 | 10603 | 10,594 | 7,966 | | | |
| | | 42.81% | | 8.46% | 25.52% | | 75.19% | | | |
| Notes: * Study area includes all census tracts within 0.5 mile of the site. ** Project site is in Census Tract 2409. | | | | | | | | | | |

Source: 2015–2019 American Community Survey 5-Year Estimates

Poverty

The United States Department of Health and Human Services (HHS) establishes the poverty threshold on an annual basis. A family is considered low income if its income is at or below the HHS poverty threshold. The 2021 poverty threshold for a family of four persons was \$26,500. In 2019, the poverty threshold for an average family size of four was \$25,750. As shown in Table 5-5, the average family size in the study area ranges from 4.33 to 5.10 persons per household. The median family income ranges from \$22,788 to \$67,705. Most census tracts have median family incomes above the HHS established poverty threshold except for Census Tract 2426. The census tract that encompasses the site (Census Tract 2409) has a median income lower than the County and City median incomes but above the poverty threshold for a family of five persons (\$30,170).

While the study area as a whole is not considered to be at the poverty level based on the HHS poverty threshold, 25.52 percent of individuals within the study area are living below the federal poverty level. In addition, there are more individuals below the poverty level in the study area (25.52 percent) than in the City (17.67 percent) or County (14.68 percent) as a whole, except for Census Tract 5407 (14.33 percent).

Mobility

While most study area residents have cars (65.24 to 90.86 percent), the number of households with no vehicle is higher than those in the County and City of Los Angeles, except for Census Tract 5407, which has vehicle availability that is higher than the County but lower than the City.

5.2.2 Environmental Consequences

Build Alternative

In addition to the lack of space with the South Yard, LADOT is proposing construction of the EBMF at the project site because the South Yard is located outside the City of Los Angeles. The investment that would occur with the proposed project would lead to economic benefits to the City such that City funds would be spent within the City of Los Angeles to physically improve the site and local area, potentially improve local employment and income, and reduce fiscal impacts (i.e., taxes). While the relocated employees and 109 additional jobs/employees that would be brought to the site would represent a minor change in the employment base of the project area, it would improve local economic conditions in the study area.

In addition, construction of the Build Alternative would have a beneficial economic impact locally, such as the purchases of local building materials, goods, and services required for construction and operation of the EBMF and the employment of local workers. The increased economic activity would also prompt secondary economic activity, as construction-related businesses and economic income are spent in sectors throughout the regional economy. Although the project would result in increased short-

term local employment and business activity, no permanent employment or increase in business activity is anticipated as a result of construction activities.

No Build Alternative

No impacts to economic conditions at the project site, the South Yard, or in the project area would result from the No Build Alternative.

5.2.3 Avoidance, Minimization, and Mitigation Measures

No adverse economic impacts would occur; therefore, no avoidance, minimization, and mitigation measures are needed.

5.3 Community Facilities and Services

Community facilities and services include public services and utility systems that serve the local community and are provided by governmental entities and private agencies. These include schools, hospitals and clinics, libraries, parks and recreational facilities, community centers, places of worship, fire stations, police stations, day-care centers, post offices, regional shopping centers, and City and County offices. Community facilities within 0.5 mile of the site are identified below, along with other community facilities and service agencies located farther but serving the site.

5.3.1 Affected Environment

School Facilities

The Ánimo James B. Taylor Charter Middle School operates out of two classroom buildings at 810–820 and 840 East 111th Place, immediately east of the project site. The Kedren Community Center and Head Start Preschool provides primary care, behavioral health, early childhood education, community food distribution, and other community services at 710 East 111th Place, immediately west of the project site.

The project site is within the service areas of the following Los Angeles Unified School District (LAUSD) schools:

- 109th Street Elementary School (Grades K-5)
10915 South McKinley Avenue, Los Angeles, CA 90059
- Samuel Gompers Middle School (Grades 6-8)
234 East 112th Street, Los Angeles, CA 90061
- Thomas Riley High School (Grades 9-12)
1524 East 103rd Street, Los Angeles, CA 90002

Several other public and private schools are located within 0.5 mile of the site.

Parks and Recreational Facilities

The City's Department of Recreation and Parks operates and manages 444 separate park sites throughout the City. There are no City parks or recreation centers within 0.5 miles of the site, although there are several nearby schools with playfields. The nearest parks are the Ted Watkins Memorial Park at 1335 E 103rd Street and the 109th Street Recreation Center at 1464 E 109th Street.

Emergency Services

Fire protection and emergency services are provided by the Los Angeles Fire Department (LAFD), with Fire Station 64 at 10811 South Main Street (approximately 0.75 mile northwest of the site) as the fire station nearest to the project site. In addition, the City contracts its emergency service transportation services to private ambulance companies.

Police protection and law enforcement services are provided by the Los Angeles Police Department (LAPD), with the LAPD's Southeast Community Police Station at 145 West 108th Street (approximately 0.8 mile northwest of the site) as the station located nearest to the project site. In addition, there are six hospitals and clinics located within 0.5 mile of the project site, as listed in Table 5-6 and shown in Figure 5-1.

Other Community Facilities

Several other community facilities and services are located near the project site (Figure 5-1), including churches and other public facilities (e.g., libraries, City and County offices, and post offices).

Table 5-6 lists the community facilities located within 0.5 mile of the EBMF site and other community facilities serving the study area. Parks and recreational facilities are listed in Table 3-5 and shown in Figure 3-3 above.

Table 5-6: Community Facilities

| ID No. | Facility Name | Address |
|----------------|---|--|
| Schools | | |
| S1 | Ánimo James B. Taylor Charter Middle School | 810 East 111 th Place, Los Angeles, CA 90059 |
| S2 | 109 th Street Elementary School | 10915 McKinley Avenue, Los Angeles, CA 90059 |
| S3 | Alliance Jack H. Skirball Middle School | 603 East 115 th Street, Los Angeles, CA 90059 |
| S4 | Animo Locke College Preparatory Academy Blue/ Alain LeRoy Locke College Preparatory Academy | 325 East 111 th Street Los Angeles, CA 90061 |
| S5 | 116 th Street Elementary School | 11610 Stanford Avenue, Los Angeles, CA 90059 |

Table 5-6: Community Facilities



| ID No. | Facility Name | Address |
|---|---|---|
| S6 | Bradley Early Education Center | 10925 South Central Avenue, Los Angeles, CA 90059 |
| S6 | Maxine Waters Employment Preparation Center | 10925 South Central Avenue, Los Angeles, CA 90059 |
| S7 | Verbum Dei High School | 11100 South Central Avenue, Los Angeles, CA 90059 |
| S8 | 112 th Street Elementary School | 1265 East 112 th Street, Los Angeles, CA 90059 |
| S9 | Samuel Gompers Middle School | 234 East 112 th Street, Los Angeles, CA 90061 |
| Public Services (Fire Protection and Police Protection) | | |
|  | LAFD Fire Station 64 | 10811 South Main Street, Los Angeles, CA 90061 |
|  | LAPD Southeast Community Police Station | 145 West 108 th Street, Los Angeles, CA 90061 |
| Day-Care Facilities | | |
| D1 | Kedren Watts IV | 11230 South Central Avenue, Los Angeles, CA 90059 |
| D2 | Contreras Family Child Care | 10956 Wadsworth Avenue, Los Angeles, CA 90059 |
| D3 | Johnnie Tillmon Child Development Center | 11427 South Avalon Boulevard, Los Angeles, CA 90061 |
| D4 | Big Baby WeeCare | 11205 South Central Avenue, Los Angeles, CA 90059 |
| D5 | Adams and McCraw Family WeeCare | 945 East 116 th Street, Los Angeles, CA 90059 |
| D6 | Locke Early Education Center | 320 East 111 th Street, Los Angeles, CA 90061 |
| D7 | Diane Jackson Family Daycare | 810 East 104 th Street, Los Angeles, CA 90002 |
| D8 | Flores Family Daycare | 918 East 104 th Street, Los Angeles, CA 90002 |
| D9 | 112 th Street Early Education Center | 1319 East 112 th Street, Los Angeles, CA 90059 |
| D10 | Full Gospel Child Care Development Center | 10700 San Pedro Street, Los Angeles, CA 90061 |
| D11 | Jones Family Childcare | 338 East 116 th Place, Los Angeles, CA 90061 |
| D12 | Clark Family Child Care | 844 East 118 th Place, Los Angeles, CA 90059 |
| D13 | Cyprian WeeCare | 11609 San Pedro Street, Unit 1, Los Angeles, CA 90061 |
| D14 | My Little Scholars WeeCare | 1136 East 118 th Street, Los Angeles, CA 90059 |
| D15 | L A Urban League Head Start | 305 East 105 th Street, Los Angeles, CA 90003 |
| D16 | Happy Day Child Care | 1330 East 103 rd Street, Los Angeles, CA 90002 |
| D17 | Watts-Willowbrook Boys & Girls Club | 1339 East 120 th Street, Los Angeles, CA 90059 |
| D18 | Children's Institute – Watts Office | 1522 East 102 nd Street, Los Angeles, CA 90002 |



Table 5-6: Community Facilities

| ID No. | Facility Name | Address |
|-----------------------------|---|--|
| Hospitals/Clinics | | |
| H1 | Kedren Health – Watts | 710 East 111 th Place, Los Angeles, CA 90059 |
| H2 | Benevolence Health Center | 2359, 611 East Imperial Highway #107, Los Angeles, CA 90059 |
| H3 | Watts Healthcare Locke Wellness Center | 316 East 111 th Street, Los Angeles, CA 90061 |
| H4 | Beth Medical Clinic | 11126 South Main Street, Los Angeles, CA 90061 |
| H5 | Watts Healthcare – Watts Health Center | 10300 Compton Avenue, Los Angeles, CA 90002 |
| H6 | Martin Luther King Jr. Community Hospital | 1680 East 120 th Street, Los Angeles, CA 90059 |
| Libraries | | |
| L1 | Alma Reaves Woods – Watts Branch Library | 10205 Compton Avenue, Los Angeles, CA 90002 |
| L2 | Willowbrook Library | 11737 Wilmington Avenue, Los Angeles, CA 90059 |
| Outside Map Extent | Mark Twain Branch Library | 9621 South Figueroa Street, Los Angeles, CA 90003 |
| Post Offices | | |
| PO1 | United States Postal Service | 12003 South Avalon Boulevard, Suite 109, Los Angeles, CA 90061 |
| PO2 | United States Postal Service | 10301 Compton Avenue, Los Angeles, CA 90002 |
| Religious Facilities | | |
| R1 | L.A. First Tongan Assembly of God | 11122 South Avalon Boulevard, Los Angeles, CA 90059 |
| R2 | Chapel of the Cross | 11121 South Avalon Boulevard, Los Angeles, CA 90061 |
| R3 | Full Gospel Missionary Baptist Church | 11111 South Avalon Boulevard, Los Angeles, CA 90061 |
| R4 | Wrecking Crew For Christ Holiness Church | 11250 South Avalon Boulevard, Los Angeles, CA 90061 |
| R5 | MFM Los Angeles | 11207 South Avalon Boulevard, Los Angeles, CA 90061 |
| R6 | Iglesia de Dios Redimidos por La Sangre de Jesucristo Inc | 10900 South Avalon Boulevard, Los Angeles, CA 90061 |
| R7 | River of Life Ministry | 757 East 108 th Street, Los Angeles, CA 90059 |
| R8 | Unity Church of God in Christ | 444 East 112 th Street, Los Angeles, CA 90061 |
| R9 | Islamic Center of Watts – Masjid Al-Rasul | 11211 South Central Avenue, Los Angeles, CA 90059 |
| R10 | Divinity Christian Church | 1113 East 108 th Street, Los Angeles, CA 90059 |

Table 5-6: Community Facilities

| ID No. | Facility Name | Address |
|--------------------------------|--|---|
| R11 | Greater Brighter Star Baptist Church | 10701 South Avalon Boulevard, Los Angeles, CA 90061 |
| R12 | Church of God in Christ | 11319 South Central Avenue, Los Angeles, CA 90059 |
| R13 | Greater Providence Baptist Church | 10622 South Avalon Boulevard, Los Angeles, CA 90003 |
| R14 | El Bethel Missionary Baptist Church | 11602 South Avalon Boulevard, Los Angeles, CA 90061 |
| R15 | Greater Community Church-God | 10616 South Avalon Boulevard, Los Angeles, CA 90003 |
| R16 | The Church of the Living God | 335 East 113 th Street, Los Angeles, CA 90061 |
| R17 | Tabernacle of Faith Baptist Church | 11328 South Central Avenue, #1642, Los Angeles, CA 90059 |
| R18 | Hill City Church | 10950 South Central Avenue, Los Angeles, CA 90059 |
| R19 | Christ Center | 10525 South Avalon Boulevard, Los Angeles, CA 90003 |
| R20 | Imperial Church of Christ | 11316 San Pedro Street, Los Angeles, CA 90061 |
| R21 | One Hundred & Fifth Street Church | 10500 South Avalon Boulevard, Los Angeles, CA 90003 |
| R22 | Bel Vue Presbyterian Church | 675 East 118 th Street, Los Angeles, CA 90059 |
| R23 | Fuente De Agua Viva | 671 East 118 th Street, Los Angeles, CA 90059 |
| City and County Offices | | |
| C1 | Stanford Avalon Community Garden | 658 East 111 th Place, Los Angeles, CA 90059 |
| C2 | Watts Labor Community Action Center | 958 East 108 th Street, Los Angeles, CA 90059 |
| C3 | Tom Bradley Multi-Purpose Center | 10957 South Central Avenue, Los Angeles, CA 90059 |
| C4 | Southeast Los Angeles Work Source Center | 10956 South Central Avenue, Los Angeles, CA 90059 |
| C5 | Watts Labor Community Action Committee – Phoenix Hall | 10950 South Central Avenue, Los Angeles, CA 90059 |
| C6 | WLCAC Family Source Center | 1212 East 108 th Street, Los Angeles, CA 90059 |
| C7 | LA County Department of Public Social Services | 10728 South Central Avenue, Los Angeles, CA 90059 |
| C8 | Health and Welfare Agency Department of Health Services | 10728 South Central Avenue, Los Angeles, CA 90059 |
| Outside Map Extent | Empowerment Congress Southwest/ South East Area Neighborhood Council | 8475 Vermont Avenue, Los Angeles, CA 90044 |

Table 5-6: Community Facilities

| ID No. | Facility Name | Address |
|---|--|--|
| Outside Map Extent | Los Angeles Council District 8 Constituent Service Center | 8475 Vermont Avenue, Los Angeles, CA 90044 |
| Outside Map Extent | LAUSD – Board District 7 | Local District South, 1208 Magnolia Avenue, Gardena, CA 90247 |
| Regional Shopping Centers | | |
|  | Dr. Martin Luther King Jr. Shopping Center | 1601 East 103 rd Street, Los Angeles, CA 90002 |
|  | Kenneth Hahn Plaza | 11750 Wilmington Avenue, Los Angeles, CA 90059 |

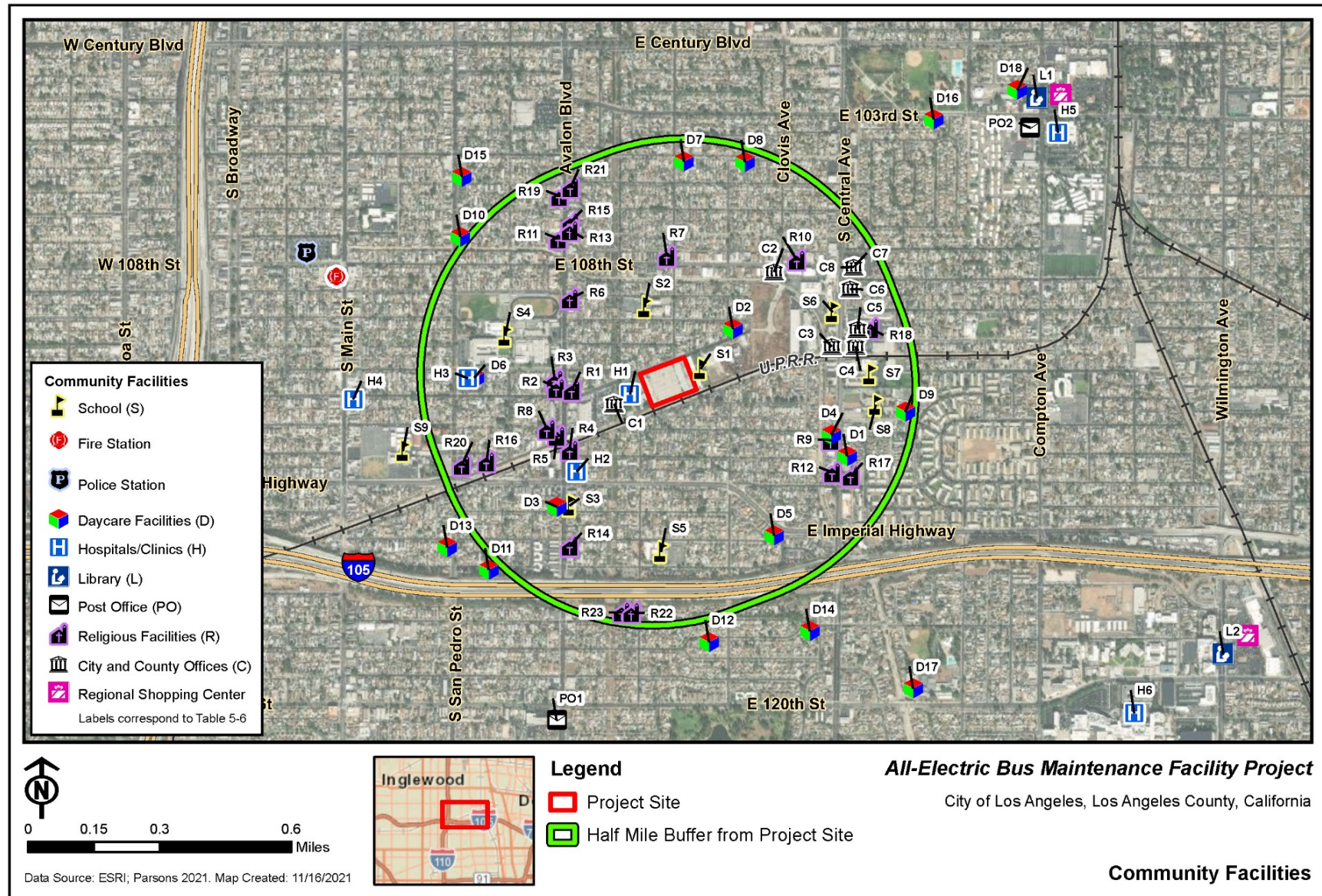


Figure 5-1: Community Facilities and Services

Utility Services

The Los Angeles Department of Water and Power (LADWP) provides water and electrical power services to the project site, with water and power lines on East 111th Place. Storm drainage at the site is provided by an underground storm drain line on East 111th Place that connects to Compton Creek (located east-northeast of the site). Southern California Gas Company (SCG) provides natural gas services through local distribution lines that are connected to high-pressure distribution lines on 108th Street and Central Avenue. There is an 8-inch-diameter sewer line on East 111th Place that runs northeasterly and then southerly to the sewer line on Lanzit Avenue that, in turn, ties to the Los Angeles County Sanitation District (LACSD) sewer line on Belhaven Street and Imperial Highway, which provides wastewater conveyance from the project area for treatment at the Joint Water Pollution Control Plant in Carson.

While the City Bureau of Sanitation is responsible for the collection and removal of solid materials and wastes from single-family homes and small multi-family complexes, medium and large multi-family complexes and commercial businesses are served by permitted private haulers (i.e., Athens, CalMet, NASA, Republic, Universal Waste System, Ware, and Waste Management) and by construction and demolition waste processors. Telecommunication services are provided by various private companies.

5.3.2 Environmental Consequences

Build Alternative

A demand for community services that would decrease existing service levels in the project area, disrupt existing services, or create a need for new facilities would be considered a significant impact.

School and Community Facilities. The project would not construct dwelling units or bring in residents to the site; therefore, it is not expected to generate a demand for services from nearby schools, libraries, parks and recreational facilities, and community centers. However, the Build Alternative could affect adjacent community facilities (i.e., school, preschool, and health center) that are located immediately east and west of the site. During construction, potential service disruptions would be related primarily due to operation of construction equipment and vehicles on East 111th Place, resulting in partial and/or complete lane closures; and temporary noise, light and glare, hazardous materials use; and fugitive dust emissions. Efforts would be made to regularly inform the community about construction activities through implementation of the TMP (SC-CC-1) proposed as part of the project. Construction activities would be coordinated with local police and fire departments to ensure emergency service response times remain unaffected during construction. The TMP would also require coordination and development of alternate emergency response routes, as needed. Similarly, the TMP would require maintenance of emergency access to all properties throughout the construction period (SC-CC-2). It would also place crossing guards at the project site driveways and at the intersections of East 111th Place with McKinley Avenue and Stanford Avenue, leading to the nearby schools, when construction

activities (e.g., sidewalk improvements and haul truck traffic) occur during school start and end times (SC-CC-3). SC-CC-4 establishes a public liaison to address any neighborhood concerns related to access or other issues stemming from the project's construction activities. Project construction activities would be temporary; therefore, no long-term or permanent adverse effects on nearby community facilities are expected.

Emergency Services. The proposed project would be designed, constructed, and operated in accordance with all applicable fire codes set forth by the State Fire Marshall and Los Angeles Fire Department (SC-PS-1). Therefore, the proposed project would not create a fire hazard. Also, the nearest local fire responders would be notified, as appropriate, of the construction schedule to coordinate emergency response routing during construction work (SC-CC-1). In a review of the existing service area of the LAFD and Fire Station 64, to maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there is an existing fire station in proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor 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 fire protection. Impacts on fire protection services would be less than significant and no mitigation is required.

The site would be walled in and would have security cameras and 24-hour security. As such, demands for police protection would be minimal compared to the size of the service areas of LAPD. No additional police or emergency facilities are needed to serve the project. Due to the size of the project and the site compared to the size of the service areas of local hospitals/clinics, and City and County offices, demands for these community facilities and services would not be significant and would not require new facilities.

Utility Services. Existing utility services and connections to the site would be abandoned before building demolition. Utility services could be temporarily disrupted during the provision of new service connections to the project, which in turn, could disrupt services to area residents and adjacent land uses. To avoid service disruption, the project would install new service connections outside peak periods or provide temporary backup services for interruptions during peak periods, as well as notify customers of scheduled service interruptions (as SC-CF-1). Due to the size of the project and the site compared to the size of the service areas of LADWP, SCG, and LACSD, increases in demand for utilities would not be significant and would not require new facilities.

No Build Alternative

Under the No Build Alternative, the project would not be constructed; therefore, no change in demand for public and community services and facilities, emergency services, and utility services would occur. In addition, no disruption of utility services would occur.

5.3.3 Avoidance, Minimization, and Mitigation Measures

The following standard condition shall be implemented to prevent the creation of fire hazards at the site and an increase in demand for fire protection services:

SC-PS-1: The project shall be designed, constructed, and operated in accordance with the Los Angeles Fire Code and other applicable requirements in the Los Angeles Municipal Code (LAMC), Los Angeles Building Code (LABC), and other State and City regulations to prevent the creation of fire hazards, to reduce the potential for property damage and personal injury in the event of a fire, and to facilitate evacuation and emergency response.

The following standard condition shall be implemented to avoid utility service interruptions to adjacent land uses:

SC-CF-1: Before starting construction, the City of Los Angeles will notify and coordinate with affected utility providers to avoid service interruptions during peak periods or provide temporary backup services for interruptions during peak periods, as well as notify customers of scheduled service interruptions.

In addition, implementation of SC-CC-1 through SC-CC-3 would minimize potential impacts related to access to community services and emergency service response times to the adjacent schools and health center during construction.

Project demand for public services and utilities and impacts to community services and facilities would not result in significant adverse effects on existing services and facilities. No avoidance, minimization, and mitigation measures are needed.

5.4 Environmental Justice

Environmental justice (EJ) ensures that underserved communities do not receive a disproportionate share of adverse impacts of publicly funded projects; that they are allowed to participate in the planning and decision-making process; and that their concerns and needs are incorporated into plans and policies with the objective of better serving everyone. Public agencies are also obligated to disclose any adverse impacts of plans, programs, and projects that fall disproportionately on low-income and minority communities; to rigorously examine alternatives that could eliminate or reduce the severity of such effects; and to ensure these communities receive an equitable distribution of the benefits.

The following section identifies the EJ populations within the study area and presents the impact determinations regarding the likelihood that disproportionately high and adverse impacts would be experienced by minority and low-income populations under the Build Alternative.

5.4.1 Regulatory Framework

EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), signed on February 11, 1994, calls on federal agencies to identify and address any disproportionately high and adverse human health or environmental effects of federal programs, policies, and activities on minority and low-income populations to the greatest extent practicable and permitted by law. This EO directs federal actions, including transportation projects, to use existing law, namely Title VI of the Civil Rights Act of 1964, to avoid discrimination based on race, color, or national origin and to avoid disproportionately high and adverse impacts on minority and low-income populations. The United States Environmental Protection Agency (EPA) defines a minority as all but Non-Hispanic White Alone individuals. Low-income populations are defined as those whose household income falls at or below the HHS poverty guidelines (see Section 5.2.1).

DOT Order 5610.2C established procedures for complying with EO 12898 for its operating administrations, including FTA. DOT updated this order in response to the Memorandum of Understanding on EJ signed by heads of federal agencies on August 4, 2011, DOT's revised EJ Strategy, updated on November 15, 2016. Order 5610.2C was adopted on May 16, 2021, and continues to stress the importance of fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level and of addressing EJ concerns early in the development of a program, policy, or activity. It requires, where relevant, appropriate, and practical, that information be obtained on the population served and/or affected, including information on race, color, or national origin, and income level. It advises steps be taken to guard against disproportionately high and adverse impacts on protected populations.

FTA Circular 4703.1 (EJ Policy Guidance for FTA Recipients [Circular]), went into effect on August 15, 2012. The purpose of the Circular is to assist FTA funding recipients in fulfilling the intent of EO 12898. In addition, FTA's *Title VI Requirements and Guidelines for FTA Recipients*, Circular 4702.1B, dated October 1, 2012, provides guidance and instructions for recipients of FTA financial assistance so they may carry out their programs and activities pursuant to Title VI of the Civil Rights Act of 1964. The general EJ principles embedded in EO 12898 and the Circular can be summarized as:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

5.4.2 Affected Environment

The discussion of environmental justice ensures that underserved communities are identified and that outreach is conducted to encourage such communities to participate in the planning and decision making for public investments, and that their concerns and needs are incorporated into plans and policies.

Minority and Low-Income Populations

FTA Circular 4703.1, EJ Policy Guidance for FTA Recipients (Circular), defines a minority population as those who are:

- American Indian and Alaskan Native
- Asian
- Black or African-American
- Hispanic or Latino
- Native Hawaiian or Other Pacific Islander

FTA guidance indicates minority populations should be identified (a) where the minority population of the affected area exceeds 50 percent or (b) where the minority population percentage in the affected area is less than 50 percent but “meaningfully greater” than the percentage than that of the next larger geographical unit of analysis.

Low-income populations are defined as any individual or household with income at or below the federal poverty level established by HHS guidelines. These guidelines use household size and correlated income to determine poverty status. As suggested by Circular 4703.1, all households whose median income is at or below 150 percent of the poverty-level guidelines were considered low income, as shown in Table 5-7.

Table 5-7: Federal and State Income Limits

| Persons in Household | 2021 Low Income Limits* | 2021 Poverty Thresholds | Low Income Limits** | 2019 Poverty Thresholds | Low Income Limits** |
|---|--------------------------------|--------------------------------|----------------------------|--------------------------------|----------------------------|
| 1 | \$66,250 | \$12,880 | \$19,320 | \$12,490 | \$18,735 |
| 2 | \$75,700 | \$17,420 | \$26,130 | \$16,910 | \$25,365 |
| 3 | \$85,150 | \$21,960 | \$32,940 | \$21,330 | \$31,995 |
| 4 | \$94,600 | \$26,500 | \$39,750 | \$25,750 | \$38,625 |
| 5 | \$102,200 | \$31,040 | \$46,560 | \$30,170 | \$45,255 |
| 6 | \$109,750 | \$35,580 | \$53,370 | \$34,590 | \$51,885 |
| 7 | \$117,350 | \$40,120 | \$60,180 | \$39,010 | \$58,515 |
| 8 | \$124,900 | \$44,660 | \$66,990 | \$43,430 | \$65,145 |
| Notes: * 80% of median household income for Los Angeles-Long Beach-Glendale, CA HUD Metro Fair Market Rent Area (HUD and for Los Angeles County (HCD) ** 150% of HHS Poverty Threshold | | | | | |

Source: U.S. Department of Housing and Urban Development, 2021 and California Department of Housing and Community Development, 2021; HHS 2021.

No numerical threshold has been established by FTA for defining a low-income community, but this study follows the convention applied in other planning contexts in which 10 percent or greater above a larger geographical baseline, such as the City, may be used to satisfy what is intended by the term a “meaningful greater” percentage.

According to the United States Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development (HCD), the 2021 median income of a four-person household in Los Angeles County is \$80,000, with four-person households considered low income if their total income is \$94,600 or less. The HHS has a poverty threshold of \$26,500 for a four-person household, with low-income households as those earning \$39,750 or less. Because only 2019 data are available for the study area census tracts, the HHS 2019 poverty threshold of \$35,750 and low-income households as those earning \$38,325 or less was used to determine low-income populations in the study area.

Environmental Justice Communities

Section 5.1.1 discusses the ethnicity and median household income of residents in census tracts within 0.5 mile from the project site. Table 5-1 shows the percentages of minority populations and shows a large portion of the resident population in the study area is minority residents (i.e., Black and Hispanic). All census tracts have minority populations greater than the City and County as a whole. Each census tract also contains more than 90 percent minority population, with the census tract covering the project site (Census Tract 2409) consisting entirely of minority residents.

Tables 5-2 and 5-5 show that the study area has an average of 39.73 percent of all families as low-income households. All census tracts have higher percentages of low-income households and families below the poverty level than the City and the County as a whole. Therefore, the study area is considered to consist of EJ communities by the federal definition.

Public Outreach

Access to the decision-making process is a fundamental principle of EJ. Community outreach and participation have been integrated into the project development process from the outset, including alternatives development, extensive public and agency stakeholder involvement, and public scoping.

To further the goals of EJ in accordance with federal directives, a Public Participation Plan was developed and implemented as an integral part of the public involvement and outreach strategy for the proposed project, including a targeted effort to engage environmental and social equity organizations in the project area.

The City recognizes the need to provide multicultural, multilingual, fully accessible, economically diverse participation from stakeholders. Diverse attempts were made to ensure that English- and Spanish-speaking community members had access to information about the project because English and Spanish are the most common spoken languages within the project area.

A project website was created to provide information on the project and the status of current City efforts (<https://bit.ly/111EBMF>). This website includes a project description, links to documents available for review, scheduled meetings, and an option to sign up for project updates.

During field visits to the project site and surrounding area, environmental specialists had survey letters in English and Spanish that included a brief project description, the purpose of the surveys, and City contact persons for additional information. These letters were provided to people who asked about the surveys being conducted.

A stakeholder list was created that identified property owners, tenants, schools, libraries, post offices, religious facilities, hospitals, and clinics, retail businesses, and parks within 0.25 mile of the site, as well as elected officials, City and County public service agencies, public facilities, and community organizations and groups that serve the project area.

The City conducted public outreach activities in the project area through an invitation to attend a virtual community meeting that was held on September 1, 2021, from 6:00 to 6:40 p.m. A total of 1,264 meeting flyers in English and Spanish and 23 electronic notices (e-blasts) were sent out to inform stakeholders, residents, and property owners within 0.25 mile of the project site. The virtual meeting was attended by City, LADOT, and Environmental Management Group (EMG) staff and consultants. The meeting discussed the purpose and objectives of the project, the project timeline, and the ongoing environmental review, and it provided an opportunity to answer questions and obtain comments from participants, stakeholders, and other interested members of the public. Simultaneous Spanish translation was provided during the meeting. Comments and questions were solicited through text, email, mail, and meeting messages.

The Los Angeles Council District 8 office was informed about the project in late August 2021, and regular briefings will be provided by LADOT and Los Angeles Bureau of Engineering (LABOE) on project progress. Native American tribes that are traditionally and culturally affiliated with the project area were also informed about the project at the start of the CEQA process and were provided an opportunity to consult, in compliance with Assembly Bill (AB) 52.

Public outreach efforts will continue throughout the planning and design, environmental review, and construction phases of the project, and will include regular updates and announcements on the project website to allow interested parties to stay up to date regarding the progress of the environmental documentation phase. Future outreach activities include mailers to property owners and tenants within 0.25 mile of the project site and public meetings for adjacent residents, property owners, businesses, and tenants.

5.4.3 Environmental Consequences

Potential impacts on EJ populations were determined through review of analysis of the project impacts, including those related to land use; traffic; visual and aesthetic

considerations; hazardous waste; cultural resources; air quality; GHG emissions, energy, noise and vibration; and acquisitions and displacements as addressed in this CIA and in respective technical memoranda prepared for the project.

Build Alternative

As discussed above, the study area consists of EJ populations, and project construction and operations would affect these populations. Because the assessment of potentially disproportionately high and adverse effects on EJ communities is predicated on the potential for impacts among environmental issues, the following analysis largely relies on the results of the environmental impact analysis and conclusions presented in the technical memoranda prepared for the project.

The proposed EBMF would support DASH and CE buses serving the Downtown and southern portion of the City, which would be transitioning to BEBs. Existing propane and CNG buses would be phased out, and the LADOT bus maintenance facility would move approximately 2 miles north to the project site. Thus, the overall benefits of the project include improvements to air quality, reductions in GHG emissions and energy use, and improved LADOT transit services.

Construction of the project would generate short-term environmental, transportation, and community impacts, particularly to neighborhoods immediately surrounding the project site. Associated effects include temporary changes to vehicular, bicycle, and pedestrian traffic patterns by lane closures and altering access, loss of on-street parking, temporary interruptions in public utility services, and temporary visual impacts related to construction activities and stockpiling of materials and equipment at the site.

These construction impacts would affect adjacent residents, students, employees, visitors, and other individuals in the vicinity of the site and construction activities. As the study area largely consists of minority and low-income populations, the construction-related impacts would adversely affect EJ populations. SC-CC-1 through SC-CC-4 would minimize impacts related to construction vehicle traffic, maintenance of access to adjacent properties, and pedestrian and bicycle access to adjacent schools, and provide for a public liaison to address any resident's concerns related to construction. SC-CF-1 would limit service interruptions to off-peak periods, provide temporary backup services for interruptions during peak periods; and notify customers of scheduled service interruptions. Other PDFs, SCs and MMs have been identified in technical memoranda prepared for the project. Implementation of these PDFs, SCs, and mitigation measures would avoid and/or reduce short-term construction-related impacts to EJ populations.

Specifically, cleanup of the onsite soil vapor contamination would result in benefits to the community that would not otherwise occur without the project (MM-HAZ-1 through MM-HAZ-3). The demolition of existing old buildings on the site and their replacement with new structures designed in compliance with existing land use and zoning regulations (SC-LU-1) would improve the visual quality of the site and streetscape, which could have a positive indirect effect on the property values of adjacent parcels.

A new sidewalk would be constructed along the project site and onsite lighting due to 24-hour operations would improve visibility and security on East 111th Place.

In addition, public outreach has been conducted to determine the concerns of adjacent residents and other individuals and several offsetting mitigation and project enhancements have been incorporated into the project design. Based on these outreach efforts, which included a virtual public meeting, a notice of which was sent to grassroot and community organizations, questions on onsite jobs/employees, property values, noise, health hazards, traffic/parking, contractor, internships, alternative sites and project benefits were brought to the attention to the City.

With the analysis of project impacts in the various technical memos and the mitigation measures recommended in these documents, coupled with the project's offsetting benefits, nearby EJ populations would not experience disproportionately high and adverse effects as a result of project implementation (i.e., construction and operations).

From an areawide perspective, the EBMF would support BEBs that would reduce air pollutants and GHG emissions from LADOT's bus fleet, resulting in improved air quality along the DASH and CE routes and throughout the region. The study area would experience the same regionwide air quality and GHG benefits that would accompany the project.

As discussed above, the project would not divide an established community nor affect community character and cohesion; therefore, no land use and community character impacts to EJ populations would occur. Access to community services and facilities would also not be affected by the project with implementation of SC-CF-1 and SC-CC-1 through SC-CC-4. The increases in short-term construction jobs and long-term employment at the facility would benefit local residents and others who may be qualified for these positions, including the area's EJ populations.

The project would result in an incremental increase in demand for fire, police, and emergency medical services associated with increased activities at the site. However, the demand would not result in the need for additional fire, police, or emergency facilities. There would be no disproportionately high and adverse impacts related to public services on EJ populations.

Localized long-term impacts related to aesthetics, air quality, noise and vibration, hazardous materials, and traffic that may affect residents and adjacent users would also be avoided and/or reduced through the implementation of PDFs, SCs, and avoidance, minimization, and mitigation measures that have been identified in this CIA and other technical memoranda prepared for the project and the additional PDFs that have been developed to reduce impacts on EJ.

As discussed above, public involvement has been encouraged through various methods to allow residents, adjacent users, and stakeholders to participate in the planning and environmental review process. Their comments and input have been

considered by the City, and environmental concerns have been addressed in the environmental document prepared for the project. This involvement would be made on a continuing basis as the project moves into the design phase.

No Build Alternative

The No Build Alternative would maintain current conditions at the project site. Under the No Build Alternative, the project would not be constructed, and there would be no impacts to EJ populations. This alternative would not cause disproportionately high and adverse effects on EJ populations because it would not implement the project nor would it alter existing conditions.

5.4.4 Avoidance, Minimization, and Mitigation Measures

The City is committed to taking reasonable steps to ensure equitable public transportation service and to provide full and fair participation by minority and low-income populations in transportation decision making. Because the project site is located within an EJ community, the Build Alternative would have adverse effects on EJ populations. The combination of facility design and landscaping elements, together with proposed PDFs, SCs, and avoidance, minimization, and mitigation measures, would help offset impacts associated with implementing the Build Alternative. In addition, strategies to involve the EJ communities would be implemented during the preliminary engineering phase.

Because the study area, the Southeast Los Angeles community, the South Los Angeles area of the city, and surrounding areas and cities consist mainly of minority and low-income residents, the Build Alternative would not cause disproportionately high and adverse effects on minority or low-income populations per EO 12898. Implementation of measures outlined below would further minimize potential impacts to EJ communities.

Design features that would minimize impacts to the community include:

- Construction of a modern industrial façade on East 111th Place
- Block walls on the side and rear boundaries of the site
- Front setbacks for the maintenance and operations building and parking deck from East 111th Place
- Unidirectional entrance and exit driveways for buses
- Location of bus bays, service building, and bus wash building at the rear section of the site
- PV system over the parking deck
- Security cameras and 24-hour onsite security and guard house

In addition, as discussed in Sections 3.0 through 6.0, SC-LU-1 requires compliance with the development standards and design guidelines for the Southeast Los Angeles CPIO District and applicable zoning regulations. SC-CC-1 and SC-CC-2 require a TMP to coordinate lane closures with residents, adjacent property owners, and emergency service providers and may include measures to reduce community

impacts, such as restricting construction times, rerouting traffic, minimizing lane and sidewalk closures, alerting the affected community in advance and working with public service agencies on any needed detour routes, and maintaining access to adjacent land uses. SC-CC-3 requires crossing guards to maintain pedestrian safety during project construction. SC-CC-4 establishes a public liaison to address any public concerns related to construction activities. Notifications will be sent to nearby properties regarding construction dates and hours. Signage will be posted at the construction site regarding the project and contact information for the public liaison. SC-PS-1 would prevent the creation of fire hazards and SC-CF-1 would limit utility service interruptions.

Additional PDFs and SCs in other technical memoranda for the project include:

- PDF-TR-1:** The proposed project shall quantify the operational performance for primary site access points, unsignalized intersections integral to the project's site access, and signalized intersections in the vicinity of the project site after the project is fully operational. If it is determined that the project exceeds the travel volume screening criteria for Boulevards and Avenues as defined in the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG), further analysis is required to estimate the travel delay at each major signalized intersection where the capacity would be altered by the projects and to estimate how the project would be expected to improve safety or reduce hazards to vulnerable road users. (See Traffic Memo for full text).
- SC-TR-1:** The proposed project shall be designed in accordance with City standards for streets, sidewalks, driveways, and other street improvements to prevent the creation of traffic hazards.
- PDF-V-1:** The project shall be designed to provide vegetative screening along the east and west sides of the site to minimize the views into the proposed facility from the two community assets - Animo James B. Taylor Charter Middle School on the east and Kedren Health Community Center on the west.
- PDF-V-2:** The project shall be designed to set back the proposed building along East 111th Place to allow for landscaping along the street to soften the height of the building on the streetscape.
- PDF-V-3:** Where feasible, the project shall be designed to allow for vine plantings along the inside of the wall along the railroad tracks and provide vine portals to allow the vines to grow over the back side of the wall to minimize the surface area for graffiti.
- SC-CUL-1:** In the event of the inadvertent discovery of human remains, the Contractor shall immediately notify the County Coroner and the City of

Los Angeles. If the County Coroner determines the remains are Native American in origin, the Coroner shall contact the Native American Heritage Commission in accordance with Health and Safety Code (HSC) Section 7050.5 subdivision c, and Public Resources Code (PRC) Section 5097.98 (as amended by Assembly Bill 2641). The Native American Heritage Commission shall designate the most likely descendant (MLD) for the remains per PRC 5097.98. Under PRC 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the MLD regarding their recommendations, if applicable. If the remains are determined to be neither of forensic value to the Coroner, nor of Native American origin, provisions of the California HSC Section 7100.37 et seq. directing identification of the next-of-kin will apply.

SC-CUL-2: In compliance with Section 6.6-2 of the Greenbook (*Standard Specifications for Public Works Construction*) regarding archaeological and paleontological discoveries, if a discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer. When resumed, excavation operations within the area of discovery shall be as directed by the Engineer.

PDF-CUL-1: A qualified archeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, shall be retained before the project construction and shall remain on-call during all ground-disturbing activities. The qualified archaeologist shall ensure that a Worker Environmental Awareness Protection (WEAP) training, presented by the qualified archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures to be followed in the event of an unanticipated cultural resource discovery during construction. The WEAP training can be in the form of a video or PowerPoint presentation or printed literature (handouts) that can be given to new workers and contractors to avoid the necessity of continuous training over the course of the project.

PDF-CUL-2: If the event of an inadvertent discovery of archaeological materials the resource shall be fully documented by the qualified archaeologist or designee and a Department of Parks and Recreation (DPR) 523 record

shall be prepared. If prehistoric or potential tribal cultural resources are identified, the consulting Native American Tribes shall be notified.

The qualified archaeologist, in consultation with consulting Native American Tribes and the City of Los Angeles, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or tribal cultural resources). If preservation in place or avoidance is not feasible, the qualified archaeologist, in consultation with the City, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of Public Resources Code (PRC) Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, excavation, and preparation of a final report and DPR 523 record. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of the final report and DPR 523 record(s) to the City of Los Angeles and South Central Coastal Information Center.

- SC-HAZ-1:** All hazardous materials and wastes shall be handled and disposed of in accordance with applicable regulations, including South Coast Air Quality Management District (SCAQMD) Regulations.
- SC-HAZ-2:** Workers exposed to or handling contaminated soils shall have sufficient health and safety training, consistent with Occupational Safety and Health Administration (OSHA) Hazardous Waste Operation Standards (29 CFR 1910.120), and Cal-OSHA “Hazardous Waste Operations & Emergency Response” (HAZWOPER) (8 CCR 5192). The Contractor, qualified subcontractor, or an industrial hygienist shall prepare a site-specific health and safety plan. The plan shall appoint a site safety officer and establish responses to contaminants, including methane gas, known to exist in the area based on the site knowledge and the Phase II Environmental Site Assessment (ESA) and Additional Site Assessment Report.
- SC-HAZ-3:** Soils that have visible staining or an odor shall be tested in the field by the Contractor or qualified environmental subcontractor with an organic vapor analyzer (OVA) for volatile components, which require additional considerations in their handling and disposal. Soil with OVA readings exceeding 50 parts per million (ppm) volatile organic compounds (probe held 3 inches from the excavated soil face), or which is visibly stained or has a detectable petrochemical odor shall be stockpiled by the Contractor separately from noncontaminated soils. If volatile compounds are present at concentrations exceeding 50 ppm, the South Coast Air Quality Management District (SCAQMD)

Rule 1166 permit will be required, which most likely will require control of vapor, such as covering the stockpiles with plastic sheeting or wetting with water or a soap solution.

SC-HAZ-4: Any contaminated material (i.e., soil, asphalt, concrete, railroad ballast, trash fill, or debris) that is to be hauled offsite is considered a "waste product" and must be classified as hazardous or nonhazardous waste under all criteria by both State and Federal Codes before disposal. If the waste soil or other material is determined hazardous, a hazardous waste manifest will be prepared by the contractor or its qualified representative and the material transported to an appropriate class of facility for recycling or landfill disposal by a registered hazardous material transporter. If the soil is nonhazardous but still exceeds levels that can be returned to the excavation or is not needed on the site, a less costly nonhazardous transporter and soil recycling facility shall be used if no hazardous constituents are present above their respective action levels.

SC-HAZ-5: In accordance with South Coast Air Quality Management District (SCAQMD) Rule 1403, a pre-demolition building survey for asbestos-containing materials (ACMs) is required before demolition. Therefore, a pre-demolition survey is recommended for ACMs, lead-based paint, polychlorinated biphenyl (PCB), and other hazardous materials before any on-site demolition.

SC-GEO-1: In accordance with the Los Angeles Municipal Code (LAMC) and Los Angeles Building Code (LABC), a geotechnical investigation shall be prepared to assess site-specific geologic conditions, including the potential for liquefaction, soil expansion, and other geologic hazards at the project site. Applicable standards in the LABC and the recommendations of the geotechnical investigation shall be incorporated into the design and construction of the project.

SC-GEO-2: The project plans and specifications shall be reviewed by a qualified Geotechnical Engineer to ensure proper implementation and application of the required building and seismic codes. Additionally, all grading, excavation, and earthwork activity shall be performed under the observation and testing of a qualified Geotechnical Engineer during the following stages:

- Site grading
- Excavation activities
- Any other ground-disturbing activities
- When any unusual or unexpected geotechnical conditions are encountered

Avoidance, minimization, and mitigation measures are also provided in the technical memoranda and include the following:

- MM-HAZ-1:** Additional site characterization to identify the lateral and vertical extents of tetrachloroethene (PCE) impacted soil vapor and assess if groundwater beneath the site has been impacted shall be conducted. Following completion of site characterization, the City of Los Angeles shall report the “unauthorized release” to the appropriate agency for regulatory oversight. Once a case is opened, the City of Los Angeles shall comply with any additional characterization activities and subsequent remedial actions to the satisfaction of the regulatory oversight agency to protect constructions workers, facility workers, and neighboring residences from exposure to impacted media (i.e. soil, groundwater, and/or soil vapor).
- MM-HAZ-2:** Before construction, a Soil Management Plan (SMP) shall be developed to provide construction workers with guidelines from a health and safety perspective (e.g., use of personal protective equipment, action levels, etc.) on handling impacted media that is encountered during any subsurface disturbance activities. The SMP shall describe site- and project-specific protocol to be followed in the event of encountering chemically impacted soil. The SMP shall also facilitate excavation activities by having a structured plan in place for the handling, characterization, and disposal of impacted soil wastes..
- MM-HAZ-3:** Additional measures, as recommended in the Phase II Environmental Site Assessment (ESA) and/or the additional Site Characterization to be performed for the project site, shall be taken to protect the proposed facility's workers. These measures may include, but are not limited to:
- All stored chemicals, equipment, underground storage tanks (USTs), and waste/debris shall be removed from both properties before purchase. Once removed, a pre-acquisition inspection should be performed to confirm the removal of all hazardous materials and other solid and liquid wastes stored on the properties.
 - Due to the contaminant plume potentially extending offsite, consultation with legal counsel is needed to determine if notification to the Los Angeles Regional Water Quality Control Board (LARWQCB) of the potential unauthorized release is warranted. Should a case be opened with the LARWQCB, additional action may likely be required, including detailed site characterization, active remediation, and the designation of a responsible party.
 - Measures (i.e., engineering controls such as vapor barriers) shall be installed within new construction, to address residual impacts of tetrachloroethene (PCE) in soil vapor in the event remediation is not pursued or completed. These measures typically consist of the installation of either an active or passive venting system and/or the

application of a vapor barrier that is chemically resistant to chlorinated solvents.

MM-NOI-1: To minimize noise impacts to area residents during project construction, the Contractor shall install a temporary noise barrier, which may include noise barrier fences, moveable noise barriers, and/or noise control curtains, with an effective height of 12 feet around the perimeter of the construction site. Temporary noise barriers may be made, for example, out of concrete jersey barriers with 0.75-inch plywood attached to fence posts, or the noise control curtain material may be mounted or hung over perimeter chain-link fences.

The City intends to move its current facility (South Yard), located in the city of Compton, to be within the boundaries of the City of Los Angeles. The project area and surrounding communities consist of EJ populations that are prevalent throughout the South Los Angeles and Southeast Los Angeles communities, including the City of Compton, and the project cannot be relocated to a site that is outside or far from the Downtown and southern sections of the city, which are served by the buses to be housed at the EBMF. (Please note that a Downtown bus maintenance facility was recently constructed.) Thus, an alternative site is not feasible for the project and is no longer under consideration.

While the magnitude of impacts from the EBMF are more severe or greater in EJ communities compared with non-EJ communities in the city, and impacts would be predominantly borne by EJ communities, a series of PDFs, SCs, and avoidance, minimization, and mitigation measures would be implemented to reduce these impacts. The project would also provide local benefits that would offset these impacts, which include:

- Demolition of existing old buildings on the site and their replacement with new structures designed in compliance with current City standards and building codes
- Clean up of the onsite soil vapor contamination
- Onsite lighting for improved visibility and security on East 111th Place.
- Improved visual quality of the site and streetscape on East 111th Place
- Revitalization of the area by redevelopment of the site
- Provision of local employment opportunities
- Improvement of traffic and intersection operations along East 111th Place and at the Avalon Boulevard/East 111th Place intersection
- Indirect increase in property values
- Improvement of public transportation services throughout the City

No significant adverse impacts to EJ populations would occur with the incorporation of the above PDFs, SCs, and MMs.

6.0 TRAFFIC/TRANSPORTATION/PEDESTRIAN/BICYCLE FACILITIES

6.1 Affected Environmental Setting

6.1.1 Access, Circulation, and Parking

The study area is characterized by primary arterial roadways serving urban residential neighborhoods, commercial, and light industrial properties, with on-street and off-street parking in residential areas and off-street surface parking at commercial and nonresidential lots. East 111th Place is a two-lane Collector Street with on-street parking, and Avalon Boulevard is a four-lane Avenue II Modified Street with no on-street parking. There is a traffic signal at the intersection of East 111th Place and Avalon Boulevard. Other two-lane Local and Collector streets forming T-intersections with East 111th Place are stop-controlled. The site is served by two driveways off East 111th Place, each serving an individual parcel.

The primary components of the pedestrian circulation system are sidewalks and crosswalks. There are painted crosswalks on all legs of the intersection of 111th Place and Avalon Boulevard. Sidewalks are present on both sides of Avalon Boulevard, East 111th Place, and nearby Local and Collector streets, with curb ramps at driveways.

Existing and Proposed Bikeways

The Southeast Los Angeles Community Plan classifies East 111th Place as a Collector Street and does not identify existing or proposed bicycle paths or bicycle lanes on 111th Place east of Avalon Boulevard. A Class II bicycle lane, which is designated on the roadway, is proposed on Avalon Boulevard from East 111th Place south to the Los Angeles County Metropolitan Transportation Authority (Metro) station near Interstate 105 (I-105).

Parking

On-street parking is generally allowed on Local and Collector streets in the study area, including East 111th Place, but not on Avalon Boulevard. Off-street surface parking is available at individual lots.

6.1.2 Public Transportation

Metro local bus lines run along Avalon Boulevard, with a Metro Bus 51 stop at the intersection of East 111th Place and Avalon Boulevard, but no Metro buses run on East 111th Place.

LADOT's DASH buses provide frequent bus service in downtown Los Angeles (5 downtown routes) and in 27 neighborhoods across the city (26 community routes). CE buses provide 14 peak-period service routes between Downtown Los Angeles and major centers in the city and surrounding areas, with limited stops.

The existing South Los Angeles Bus Maintenance Facility is located at 14011 South Central Avenue, approximately 2 miles south of the proposed facility, and is used by 45 DASH and 50 CE buses. DASH buses that would be stationed at the EBMF would be running on the same routes and serving the Chesterfield Square, Pueblo del Rio, San Pedro, Southeast, Vermont/Main, Watts, and Wilmington areas, and the CE buses would serve CE Routes 142, 430, 437, 438, 448, 534, and the Union Station/Bunker Hill shuttle.

Metrolink

Metrolink is a regional commuter train service that operates service on seven regional lines serving Los Angeles County, Ventura County, the Antelope Valley, and San Bernardino, Riverside, and Orange counties under jurisdiction of the Southern California Regional Rail Authority (SCRRA). Four routes start and end at Union Station and serve the City of Los Angeles, but no stations are located within 5 miles of the project site.

6.2 Environmental Consequences

6.2.1 Access, Circulation, and Parking

Build Alternative

The Build Alternative is not expected to severely degrade access to the surrounding neighborhoods or community facilities during construction or project operation.

During construction, the Build Alternative would result in temporary impacts to traffic circulation due to construction materials delivery to and from the site, which could occur periodically during the construction period. Pedestrian access may also be affected during sidewalk work that may involve lane and sidewalk closures. The project would minimize disruption to the extent practicable by maintaining driveway access to adjacent properties throughout construction of the project (SC-CC-2). The City would work with the affected property owners to identify a convenient time that construction could occur. Traffic flow, including pedestrian walkways along East 111th Place, would also be maintained during construction, although occasionally lane reduction could occur to accommodate construction activities. SC-CC-1 requires a TMP that would outline any necessary pedestrian detours and provide a protected pathway near, but safely away from, construction areas.

TCEs may be required on adjacent parcels during construction of the perimeter wall. However, access obstructions in and out of any residential homes on East 111th Place, the Kedren Community Center, and industrial and commercial businesses (on East 111th Place west of Stanford Avenue and at the intersection of Avalon Boulevard and East 111th Place) are not anticipated with implementation of SC-CC-2. On-street parking may be affected during construction, and the utilization of existing on-street parking by adjacent residences and land uses may cause an adverse effect. The City would coordinate with local residents, adjacent land uses, and emergency service providers in developing lane closure schedules and other traffic considerations as part

of the TMP (SC-CC-1). As such, the lane closures are not expected to have significant adverse effects on public or emergency service delivery or the ability of people to access their properties and nearby public facilities. In addition, SC-CC-3 requires crossing guards to maintain pedestrian access safety during construction. Also, a public liaison will be established to address any public concerns related to, but not limited to, access, noise, dust, or odor emanating from the construction activities. Notifications will be sent to nearby properties regarding construction dates and hours. Signage will be posted at the construction site regarding the project and contact information for the public liaison (SC-CC-4).

Coordination with residents, adjacent land uses, and emergency service providers would continue through final design to identify emergency service routes that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergencies within the study area. These emergency service routes would be maintained during construction or alternate routes provided. Residents, school administrators, community center operators, and business owners near the site and on East 111th Place would also be given advance notice of the work to be performed and the duration of such work.

During EBMF operations, the number of vehicles and buses coming to and from the site would increase over existing conditions. As discussed in the Traffic Memorandum, the project would result in degraded traffic operations at the Avalon Boulevard/ East 111th Place intersection at the start of project operations (2026). Under existing conditions, the intersection level of service (LOS) is already at LOS E during the AM peak hour, and the WB movement is failing. The project would not change the LOS, but the delay would increase by 2 seconds during the AM peak hour and by 1.4 seconds during the PM peak hour. PDF-TR-1 would add a left-turn lane pocket for the WB approach and improve East 111th Place to have two lanes in each direction, which would improve the intersection delay and LOS.

The project would maintain existing sidewalks on East 111th Place and Avalon Boulevard, and it would not affect proposed bicycle lanes on Avalon Boulevard. Three driveways are proposed on East 111th Place to separate entering and exiting buses and other vehicles. These driveways would reduce the potential for traffic conflicts between buses and vehicles and improve onsite circulation and access safety. SC-TR-1 would prevent the creation of traffic hazards.

Construction of the EBMF would result in removal of a few on-street parking spaces along East 111th Place in front of the facility as a result construction of three driveways and restriping of the segment of East 111th Place from the eastern end of the site frontage to Avalon Boulevard to two lanes in each direction to provide additional roadway capacity (PDF-TR-1). Based on field observations conducted during various project site visits, parking spaces along East 111th Place are not used at full capacity, and the nearby community facilities and schools have onsite parking areas. The proposed project would also provide onsite parking for employees and visitors. Therefore, the loss of on-street parking spaces is not anticipated to result in a substantial parking impact.

No Build Alternative

The No Build Alternative would maintain the current conditions at the site. Under this alternative, no changes to access, circulation, and parking would occur.

6.2.2 Public Transportation

Build Alternative

The EBMF would support LADOT transit services by providing parking, maintenance, washing, dispatch, and inspection services to BEBs that would be used to serve the Downtown and southern sections of the City. The new, improved, and larger facility would help the City achieve its long-range goals to cost effectively enhance mobility and accessibility, improve transit operations, increase ridership, and conserve nonrenewable resources.

With implementation of the Build Alternative, it is anticipated the project would enhance the City's current transit services through the use of 130 BEBs and encourage increased public transit ridership. While no change to existing transit routes is proposed, it is anticipated that a greater number of buses would be used for DASH and CE services. The EBMF would support these BEBs and improve public transit services in the city. During project construction, existing transit services would continue to operate from the South Yard and would not be disrupted by the project. There would be no temporary impacts to the public transportation system during EBMF construction.

No Build Alternative

The No Build Alternative would maintain existing site conditions, and the EBMF would not be constructed; therefore, the use of BEBs would only be limited to those that can be accommodated at the existing South Los Angeles Bus Maintenance Facility. No changes in LADOT transportation services and South Yard would occur under this alternative.

6.3 Avoidance, Minimization, and Mitigation Measures

The following improvements would be made as part of the project:

- Three driveways into the site on East 111th Place, with unidirectional driveways for buses
- Off-street parking within a second-story parking deck
- Sidewalk improvements along the site boundary at East 111th Place

As discussed in the Traffic Memorandum, PDF-TR-1 would evaluate and improve traffic operations on East 111th Place and at the intersection of Avalon Boulevard and East 111th Place. SC-TR-1 would require compliance with City standards and prevent the creation of traffic hazards. In addition, SC-CC-1 through SC-CC-4 would avoid adverse impacts related to construction-generated traffic, maintenance of access to adjacent properties, and pedestrian safety.

No significant adverse impacts related to traffic and transportation would occur, and no avoidance, minimization, and mitigation measures are needed.

7.0 CUMULATIVE IMPACTS

7.1 Identification of Related Projects

CEQA and NEPA define cumulative effects as impacts on the environment resulting from the incremental impact of the project when added to other past, present, and reasonably foreseeable future actions, regardless of the agency or person undertaking these related projects. Cumulative impacts can result from individually minor but collectively significant actions occurring over time. CEQA and NEPA provide the context and carry the mandate to analyze the cumulative effects of a project. The purpose of cumulative effect analysis is to ensure public agency decisions consider the full range of a project's consequences.

One method for assessing cumulative effects is to consider a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency. A list of related projects is provided in Table 2-1 and as shown, out of five projects identified, two are related to the proposed EBMF, including the LADOT Zero-Emission Bus Rollout Plan (#1) and the proposed new DASH shuttle buses for first mile/last mile connections to regional transit centers (#2). Project # 3, Taylor Charter Middle School Expansion, is located immediately east of the proposed project site, and Project #4 is a street improvement project on Avalon Boulevard approximately 0.18 mile west of the site. Project #5 is referred to as the Lanzit Industrial Site and is approximately 0.16 mile east of the project site). The City of Los Angeles Economic and Workforce Development Department acquired the vacant property located at 10901 South Clovis Avenue in 1994 and has tried to redevelop this land; however, no developers have expressed any interest thus far.

7.2 Cumulative Impact Analysis

7.2.1 Build Alternative

Land Use and Zoning

The Build Alternative or the proposed EBMF is not expected to have an adverse cumulative impact on land use when considered with other related projects because implementation of the proposed project would not change the existing land use of the project site and the project is consistent with adopted land use plans and policies, with implementation of SC-LU-1. In addition, the related projects would not change the land use designation and zoning of the individual project sites. While redevelopment of the Lanzit Industrial Site (Project #5) would change vacant land to an industrial use, this project is expected to comply with existing City land use plans and regulations. No significant cumulative land use impact would occur.

The proposed project and the related projects would be consistent with State, regional, and local plans and policies. In addition, no demand for parks and recreational facilities would be generated by the proposed project and related projects.

Growth

The Build Alternative would not induce growth and would not be major factor in influencing new development or redevelopment in the project area. The related projects would improve transit services (Projects #1 and #2) and alternative transportation (Project #4) in the city, as well as improve school services (Project #3) that would serve the project area. While redevelopment of a City-owned property (Project #5) could induce growth, there are no large vacant areas near this site. Thus, the project would not contribute to cumulative growth impacts with other related projects.

Community Character

The project would not change the industrial land use of the site. Changes in access would be temporary and avoided by SC-CC-1 through SC-CC-4. Similarly, the related projects would not change the existing and/or planned land uses of the industrial sites and would include construction traffic measures. No new barriers to the neighboring community would be created by the project and the related projects, and no cumulative displacement would occur. While the project and the related projects would change the visual quality of individual sites, the improvements would also improve the streetscape in the surrounding community. No adverse cumulative impacts would occur.

Socioeconomic Characteristics

The project would not result in a population or housing increase or decrease; therefore, it would not contribute to the cumulative effects on the local demographic and socioeconomic characteristics of the area. The Build Alternative would result in the acquisition of two industrial parcels, but no resident or household displacement would occur. Rather, the Build Alternative would have beneficial impacts on economic conditions in the area through the creation of short-term and long-term employment at the site and in the city.

The related projects would improve transit services (Projects #1 and #2) and alternative transportation (Project #4), as well as improve school services (Project #3), and they would not affect the socioeconomic characteristics of the project area. Redevelopment of a City-owned property (Project #5) could bring in construction and permanent employees that would expand the employment base serving the surrounding community. Cumulative impacts on the area's socioeconomic characteristics would be beneficial.

Community Facilities and Services

As discussed above, project demand for public services and impacts to community services and facilities would be reduced by SC-CF-1 and SC-CC-1 through SC-CC-4. Similarly, impacts on community facilities and services from Projects #1 through #4 would be minimal due to the type of improvements proposed (i.e., transit services, complete streets, and school expansion). Demand on community facilities and

services by Project #5 would be subject to analysis and mitigation as part of the environmental review for this project once it is better defined. However, the project would not have a cumulatively considerable contribution to the impacts of this related project because project impacts would be incremental and reduced to less than significant levels by the implementation of PDFs and SCs.

Environmental Justice

While the Build Alternative would affect nearby minority and low-income populations, several design features, PDFs, SCs, and avoidance, minimization, and mitigation measures would be implemented to avoid and reduce construction and operational impacts on the surrounding community, thereby preventing any substantive disproportionate adverse effects. In addition, public outreach has been conducted to determine the concerns of adjacent residents, stakeholder agencies, and other individuals, and several offsetting mitigation and project enhancements have been incorporated into the project design. The related projects would improve transit services (Projects #1 and #2) and alternative transportation (Project #4), as well as improve school services (Project #3), and they would serve EJ populations in the area. Redevelopment of a City-owned property (Project #5) could occur on an industrially zoned parcel and is anticipated to improve the site and surrounding streetscape. Like the project, it would also bring in jobs for the local population. Cumulative impacts on EJ populations would be less than significant.

Traffic and Transportation

The Build Alternative would result in temporary construction impacts on access, parking, and traffic circulation, but implementation of SC-CC-1 and SC-CC-2 would reduce these impacts. Projects #1 and #2 are currently being implemented, and Project #3 has been approved and is expected to be constructed in the near term. Construction of Project #4 may overlap with the project and, while unknown at this time, Project #5 could be constructed in the same timeframe as the project. To avoid cumulative impacts related to construction traffic on Avalon Boulevard and East 111th Place, MM-CUM-1 would require LADOT and the contractor to coordinate the construction schedules of other projects in the vicinity with other City departments and staff to avoid cumulatively affecting vehicle traffic, pedestrians, and bicyclists on Avalon Boulevard and East 111th Place.

In the long term, three related projects would improve traffic and transportation in the area. Projects #1 and #2 would improve transit services, and Project #4 would enhance alternative transportation through complete street improvements. The permanent increase in vehicles and buses using East 111th Place due to the project would be coupled with the increase in vehicles associated with expansion of the Taylor Charter Middle School (Project #3) and redevelopment of the Lanzit Industrial Site (Project #5). However, implementation of PDF-TR-1 and SC-TR-1, as outlined in the Traffic Memorandum, would reduce these impacts and improve roadway and intersection service levels on East 111th Place and at the intersection of Avalon Boulevard and East 111th Place, as well as prevent the creation of traffic hazards. In

addition, traffic generated by redevelopment of the Lanzit Industrial Site is likely to use Clovis Avenue and 108th Street to reach Central Avenue, which is the nearest major highway. As such, local traffic impacts would not be cumulatively significant.

Because the project is a relocation of an existing bus yard with existing vehicle trips to and from the South Yard, which is 2 miles to the north, transferred to the site, project contribution to regional traffic would be minimal and would not be considered cumulatively considerable. Cumulative impacts on traffic and transportation would be less than significant.

7.2.2 No Build Alternative

Because the project would not be constructed under the No Build Alternative, this alternative would not result in any cumulative effects, nor would it contribute to the cumulative effects of other projects proposed in the surrounding area.

7.3 Avoidance, Minimization, and Mitigation Measures

The following mitigation measure would be implemented under the Build Alternative to minimize cumulative traffic impacts during construction:

MM-CUM-1: The construction schedules of other projects in the vicinity should be coordinated with each other through communication among City departments and staff to avoid cumulatively affecting vehicle traffic, pedestrians and bicyclists on Avalon Boulevard and East 111th Place.

8.0 PUBLIC INVOLVEMENT

Community outreach and participation have been integrated into the project development process from the outset, as discussed within Section 5.4.2, Public Outreach.

The Initial Study/Mitigated Negative Declaration (IS/MND) will be prepared in accordance with CEQA requirements and will be circulated for public review and comment for a period of 30 days. The Notice of Availability/Notice of Intent will be mailed out and emailed to persons on the stakeholders list, posted on the project website with the CEQA document, and uploaded to the State Clearinghouse for distribution to State agencies. A legal notice will also be published in the *Los Angeles Times* in English and *La Opinion* in Spanish regarding the public review period, availability of the CEQA document, and the City's intent to adopt an MND for the project.

The City plans to hold a second virtual community meeting to inform the public of the proposed project and encourage public input during the CEQA environmental review process before acquisition of the project site.

As part of a grant application with FTA, an EA would also be prepared in accordance with NEPA requirements. The document would be circulated for public review and comment. The City also plans to conduct another community meeting to inform the public of the proposed project and encourage public input during the NEPA environmental review process.

Public outreach activities would continue throughout the development of the project, including regular updates and announcements on the project website that would allow interested parties to stay up to date regarding the progress of the environmental review process and project implementation phase.

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