



## **S.0 SUMMARY**

This Supplemental Draft Environmental Impact Statement (SDEIS)/Recirculated Draft Environmental Impact Report (RDEIR) presents additional information pertaining to the Crenshaw/Los Angeles International Airport (LAX) Transit Corridor Project. Specifically, Part I of this environmental document provides additional environmental analysis on four new alternative maintenance facility sites for the proposed Project.

### **S.1 Project History**

In December 2009, the Los Angeles County Metropolitan Transportation Authority (Metro) Board deliberated on the findings of the Crenshaw Transit Corridor Project Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) that was circulated for public review between September 11 and October 26, 2009. Based on public input and Metro staff recommendations, the Metro Board adopted LRT as the preferred mode in the corridor. The Metro Board also adopted a route alignment evaluated in the DEIS/DEIR as the Locally Preferred Alternative (LPA). The Metro Board identified vertical alignment and station options for light rail for further consideration with the LPA in the future Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR).

Based on public comments and concerns expressed during the comment period, the Metro Board, as part of its actions on the Project, removed from further consideration the two preferred maintenance facility sites (Sites B and D) that were originally evaluated in the DEIS/DEIR. However, the development of a new maintenance facility in connection with the Crenshaw/LAX Transit Corridor Project is essential to the successful implementation of the Project. Moreover, there is a lack of adequate capacity at Metro's existing light rail maintenance facilities and logistical issues require that a new maintenance facility be constructed.

### **S.2 Purpose of the Crenshaw/LAX Transit Corridor Project**

The purpose of the Crenshaw/LAX Transit Corridor Project is to provide an effective north-south transportation network within the Crenshaw Transit Corridor that is vital to alleviate current and projected connectivity and mobility problems.

### **S.3 Purpose of the Light Rail Maintenance Facility Project**

The purpose of the Light Rail Maintenance Facility Project (Project) is to identify and evaluate sites for a light rail maintenance facility for the Crenshaw/LAX Transit Corridor Project. A maintenance facility must be constructed to support the line's light rail vehicle (LRV) maintenance and storage, and the operational needs of this extension of the Metro LRT system. The proposed Crenshaw/LAX Transit Corridor Project is an extension of the existing Metro LRT system. The existing system has maintenance facilities that potentially could be used for the proposed facilities; however, many are currently operating near or beyond their planned capacity. Therefore, additional capacity is required to operate the Crenshaw/LAX Transit Corridor Project. The Crenshaw/LAX

Transit Corridor Project requires 33 LRVs operating on opening day in 2018 and a base capacity of 45 LRVs with potential to expand to an ultimate storage capacity for 70 LRVs.

## S.4 Purpose of the Document

The existing system has maintenance facilities that are currently operating near or beyond their planned capacity. Therefore, an additional maintenance facility is required to operate the Crenshaw/LAX Transit Corridor Project and environmental review of potential alternative sites is required. This environmental document is designed to provide an opportunity for federal, State, and local agencies, the general public, and affected property owners to comment on the potential environmental effects of four new maintenance facility sites that were not originally evaluated in the DEIS/DEIR.

To satisfy the requirements of the National Environmental Policy Act (NEPA), this SDEIS has been prepared to evaluate these four maintenance facility sites for the proposed Project. As is the case with the overall Crenshaw/LAX Transit Corridor Project, the Federal Transit Administration (FTA) and Metro are joint lead agencies under NEPA.

Similarly, this document has been prepared as an RDEIR to address additional information needed to assess the impacts of the four new maintenance facility sites consistent with California Environmental Quality Act (CEQA) guidelines. The recirculation of changed portions of the DEIR is provided for in CEQA guidelines, Section 15088.5. For purposes of satisfying CEQA requirements, Metro is the lead agency. Under CEQA, a lead agency is required to recirculate an Environmental Impact Report (EIR), or portions thereof, when significant new information is added to the EIR after public notice is given of the availability of the EIR for public review (under Section 15087), but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. The four new alternative maintenance facility sites satisfy these criteria, and are evaluated in this document.

Chapter I.1 of this document establishes the purpose and need for the new maintenance alternative sites. Chapter I.2 describes the identification, screening and description of the maintenance site alternatives. Chapter I.3 of this document describes the environmental impacts of the maintenance site alternatives. Chapter I.4 of this document describes the public outreach process for the identification, screening and evaluation of the maintenance site alternatives.

The public review and comment period for this document will extend from February 25, 2011 to April 11, 2011. Public testimony regarding the environmental effects of the alternative maintenance facility sites will be taken at the public meeting/public hearing to be held during the review period on March 1, 2011 at 6:00 p.m., and March 31, 2011 at 6:00 p.m.



This SDEIS/RDEIR is one component of the Crenshaw/LAX Transit Corridor Project and the analysis of the four new sites will be incorporated into the FEIS/FEIR along with responses to comments received during the public circulation and hearing. The FEIS/FEIR for the Crenshaw/LAX Transit Corridor Project FEIS/FEIR is scheduled to be completed in Summer 2011.

## **S.5 Proposed New Maintenance Facility Sites Evaluated**

A multi-stage evaluation process that included extensive community outreach was conducted. This process initially identified 16 potential sites. With community input on the screening criteria, a fatal-flaw analysis found that eight of the potential sites should be eliminated from consideration. A subsequent advanced screening and selection process identified two additional sites. With the 18 total sites evaluated, four reasonable sites were selected for detailed environmental evaluation. As such, this document presents the additional environmental impact information pertaining solely to the four new alternative maintenance facility sites now under consideration.

The four new alternative maintenance facility sites evaluated in this document include the following:

- Site #14 – Arbor Vitae/Bellanca Alternative. This 17.6-acre site is located in the City of Los Angeles. This industrial use site is bounded by Arbor Vitae Street to the north, Neutrogena Corporation to the west, and Bellanca Avenue to the east.
- Site #15 – Manchester/Aviation Alternative. This 20.5-acre site is located in the City of Inglewood. This industrial use site is bounded by Aviation Boulevard to the east, Portal Avenue to the west, Arbor Vitae Street to the south, and LA Car Guy to the north.
- Site #17 – Marine/Redondo Beach Alternative. This 14.2-acre site is located in the City of Redondo Beach. This industrial use site is bounded by Redondo Beach Avenue to the west, the Harbor Subdivision to the east, and is adjacent to additional industrial warehouses to the north and south.
- Division 22 Northern Expansion Alternative. This 3.5-acre site is located in the City of Hawthorne. This industrial use site is bounded by the existing Division 22 Green Line Maintenance Facility to the south, the Harbor Subdivision to the east and north, and is adjacent to a professional office building to the west.

## **S.6 Summary of Impacts**

This SDEIS/RDEIR has been prepared to analyze potential significant environmental impacts associated with the maintenance site alternatives for the Crenshaw/LAX Transit Corridor Project. As required by CEQA, mitigation measures are identified to avoid or substantially reduce the level of all identified significant adverse impacts, to the extent feasible. Table S-1 provides a brief summary of the impacts in each environmental topic and lists any required mitigation measures associated with identified significant impacts.

The following is a summary of significant impacts that would potentially occur with the proposed alternatives:

- Displacement and relocation impacts for the Site #14 - Arbor Vitae/Bellanca, Site #15 - Manchester/Aviation, and Site #17 – Marine/Redondo Beach Alternatives
- Economic and Fiscal impacts for the Site #14 - Arbor Vitae/Bellanca, Site #15 - Manchester/Aviation, and Site #17 – Marine/Redondo Beach Alternatives
- Historical building impacts would occur for all of the alternatives, should a building on the selected site be identified as historic
- Regional air quality impact during construction for the Site #14 - Arbor Vitae/Bellanca, Site #15 - Manchester/Aviation, and Site #17 – Marine/Redondo Beach Alternatives
- Localized air quality impact for the Site #14 – Arbor Vitae/Bellanca and Site #15 – Manchester/Aviation Alternatives during construction
- Noise impact during construction for the Site #14 – Arbor Vitae/Bellanca and Division 22 Northern Expansion Alternatives

All other impacts evaluated would be no impact, less-than-significant impact, or less than significant after mitigation.

**Table S-1. Impact Summary with Mitigation Measures**

<b>Environmental Criteria</b>	<b>Site #14: Arbor Vitae/Bellanca</b>	<b>Site #15: Manchester/Aviation</b>	<b>Site #17: Marine/Redondo Beach</b>	<b>Division 22 Northern Expansion</b>
Traffic	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None Required			
<b>Land Use and Development</b>				
Division of Established Community	No Impact	No Impact	No Impact	No Impact
Adopted Plan Consistency	No Impact	No Impact	No Impact	No Impact
Surrounding Land Use Compatibility	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None Required			
Displacements and Relocation of Existing Uses	Significant Impact After Mitigation	Significant Impact After Mitigation	Significant Impact After Mitigation	Less Than Significant After Mitigation
Mitigation Measure(s)	<p><b>DR1</b> Metro shall provide relocation assistance and compensation, per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of a maintenance facility for the Crenshaw/LAX Light Transit Corridor Project located on Sites #14, #15, #17, or the D22N Expansion site..</p> <p><b>DR2</b> Metro shall set up a business relocation committee to oversee the relocation needs of the businesses that would be displaced as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project located on Sites #14, #15, #17, or the D22N Expansion site. In addition, Metro shall attempt to minimize disruption to overall production of businesses that are connected with airport activities by relocating in as close proximity to LAX as possible.</p> <p><b>DR3</b> For a maintenance facility located on Site #14 or Site # 15, Metro shall work with Los Angeles World Airports (LAWA) to ensure that potential displacement and relocation of rental car businesses are compatible with the long term implementation of the LAX Master Plan consolidated rental car center.</p>			
Community and Neighborhood Impacts	Less-Than-Significant	Less-Than-Significant	Less-Than-Significant	Less-Than-Significant
Mitigation Measure(s)	None Required			
Visual Quality	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None Required			
Air Quality	Less-Than-Significant	Less-Than-Significant	Less-Than-Significant	Less-Than-Significant
Mitigation Measure(s)	None Required			

**CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**

**Table S-1. Impact Summary with Mitigation Measures (continued)**

Environmental Criteria	Site #14: Arbor Vitae/Bellanca	Site #15: Manchester/Aviation	Site #17: Marine/Redondo Beach	Division 22 Northern Expansion
Noise and Vibration	Less Than Significant	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None required			
Ecosystems/Biological Resources	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None required			
Geotechnical/Subsurface/Seismic/Hazardous Materials	Less Than Significant After Mitigation	Less Than Significant After Mitigation	Less Than Significant After Mitigation	Less Than Significant After Mitigation
Mitigation Measure(s)	<p><b>GEO1</b> All hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines.</p> <p><b>GEO2</b> A health and safety plan shall be developed for persons with potential exposure to the constituents of concern , prior to construction of the Project..</p> <p><b>GEO3</b> Historical and present site usage along the many areas of the proposed alignment included businesses that stored hazardous materials and/or waste and used underground storage tanks, from at least the 1920s to the present. It is possible that areas with soil and/or groundwater impacts may be present that were not identified in this report, or were considered a low potential to adversely impact the subject property. In general, observations should be made during any future development activities for features of concern or areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, soil staining, or odorous soils. Phase II assessments shall be conducted for the properties within the selected alternative site and any contaminated sites shall be remediated to a level suitable for industrial development.</p> <p><b>GEO4</b> There is a potential for lead based paint and asbestos containing building materials to be present at the maintenance facility sites. An asbestos survey and lead based paint survey shall be conducted on all sites where on-site structures would be demolished or significantly renovated.</p> <p><b>GEO5</b> Best Management Practices (BMPs), required as part of the National Pollutant Discharge Elimination System (NPDES) permit program and application of the South Coast Air Quality Management District (SCAQMD) Rule 403, shall be implemented for any of the selected site alternatives to not only reduce potential soil erosion, but also to maintain soil stability and integrity during grading, excavation, below-grade construction, and the installation of foundations for aerial structures, and maintenance and operations facilities. BMPs would comply with applicable Uniform Building Codes and would include, but not be limited to, scheduling excavation and grading activities during dry weather, covering stockpiles of excavated soils with tarps or plastic sheeting, and debris traps on drains</p>			
Water Resources	Less Than Significant After Mitigation	Less Than Significant After Mitigation	Less Than Significant After Mitigation	Less Than Significant After Mitigation
Mitigation Measure(s)	<p><b>WQ1</b> During project construction and operation, remediation should be required at maintenance facilities and vehicle storage areas, where a potential exists for grease and oil contamination to flow into storm drains. Various types of ditch structures, including grease traps, sediment traps, detention basins, and/or temporary dikes, may be used to control possible pollutants. These facilities shall be constructed pursuant to guidance published in Section 402 of the Clean Water Act (CWA) and shall follow the most current guidance within the NPDES permit program for any of the site alternatives.</p> <p><b>WQ2</b> The flood capacity of existing drainage or water conveyance features within the project study corridor shall not be reduced in a</p>			

**Table S-1. Impact Summary with Mitigation Measures (continued)**

Environmental Criteria	Site #14: Arbor Vitae/Bellanca	Site #15: Manchester/Aviation	Site #17: Marine/Redondo Beach	Division 22 Northern Expansion
	<p>way that causes ponding or flooding during storm events. A drainage control plan shall be developed during project design to ensure that drainage is properly conveyed from the study area and does not induce ponding on adjacent properties.</p> <p><b>WQ3</b> A dewatering permit shall be required if groundwater is encountered during construction. The proposed project is located in an urbanized area where potential groundwater contamination may exist. If contaminated groundwater is encountered during construction, the contractor shall stop work in the vicinity of the suspect find, cordon off the area, and contact the appropriate hazardous waste coordinator and maintenance hazardous spill coordinator at Metro and immediately notify the Certified Unified Program Agencies (City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Los Angeles Regional Water Quality Control Board or RWQCB) responsible for hazardous materials or waste incidents. Coordination with the Los Angeles RWQCB shall be initiated immediately to develop an investigation plan and remediation plan for expedited protection of public health and environment. Contaminated groundwater is prohibited from being discharged to the storm drain system. The contractor shall properly treat or dispose of any hazardous or toxic materials, according to local, state, and federal regulations).</p> <p><b>WQ4</b> The study area currently drains indirectly to Ballona Creek and Dominguez Creek through the Municipal Separate Storm Sewer System (MS4). Treatment control BMPs shall be incorporated into the project design. The project shall consider placing the treatment BMPs in series or in a complimentary system to increase the control of pollutants to the maximum extent practicable. The systems shall be designed to efficiently and effectively handle and treat dry and wet weather flows to the maximum extent practicable. A Standard Urban Stormwater Mitigation Plan (SUSMP) and appropriate drainage control plan shall be implemented to select and place appropriate permanent treatment BMPs.</p> <p><b>WQ5</b> During construction of the project, on-site integrated management strategies that employ green infrastructure strategies to capture runoff and remove pollutants shall be used. Green infrastructure strategies combine a variety of physical, chemical, and biological processes that focus on conveying runoff to bioretention areas, swales, or vegetated open spaces.</p>			
Energy	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None Required			
Historic, Archaeological, and Paleontological Resources	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None Required			
Parklands and Community Facilities	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None Required			

**Table S-1. Impact Summary with Mitigation Measures (continued)**

<b>Environmental Criteria</b>	<b>Site #14: Arbor Vitae/Bellanca</b>	<b>Site #15: Manchester/Aviation</b>	<b>Site #17: Marine/Redondo Beach</b>	<b>Division 22 Northern Expansion</b>
Economic and Fiscal Impacts	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Less-Than-Significant Impact After Mitigation
Mitigation Measure(s)	<p><b>DR1</b> Metro shall provide relocation assistance and compensation, per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project located on Sites #14, #15, #17, or the D22N Expansion site..</p> <p><b>DR2</b> Metro shall set up a business relocation committee to oversee the relocation needs of the businesses that would be displaced as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project located on Sites #14, #15, #17, or the D22N Expansion site. In addition, Metro shall attempt to minimize disruption to overall production of businesses that are connected with airport activities by relocating in as close proximity to LAX as possible.</p> <p><b>DR3</b> For a maintenance facility located on Site #14 or Site # 15, Metro shall work with LAWA to ensure that potential displacement and relocation of rental car businesses are compatible with the long term implementation of the LAX Master Plan consolidated rental car center.</p>			
Safety and Security	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation
Mitigation Measure(s)	<p><b>SS1</b> The maintenance facility shall be lit to standards that minimize shadows and all pedestrian pathways leading to/from sidewalks and parking shall be well illuminated.</p> <p><b>SS2</b> Metro shall coordinate and consult with the LAPD, the Hawthorne Police Department, the Inglewood Police Department, or the Redondo Beach Police Department to develop safety and security plans for the alignment, parking facilities, and station areas, where such facilities fall within the specific jurisdiction..</p>			
Construction Impacts (All Except Air Quality, Noise and Vibration)	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation
Construction (Air Quality)	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact	Significant and Unavoidable Impact

**Table S-1. Impact Summary with Mitigation Measures (continued)**

<b>Environmental Criteria</b>	<b>Site #14: Arbor Vitae/Bellanca</b>	<b>Site #15: Manchester/Aviation</b>	<b>Site #17: Marine/Redondo Beach</b>	<b>Division 22 Northern Expansion</b>
Construction (Noise)	Significant and Unavoidable Impact	Less-Than-Significant Impact After Mitigation	Less-Than-Significant Impact After Mitigation	Significant and Unavoidable Impact
Mitigation Measure(s)	<p><b>CON1</b> Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales shall be removed as soon as the area is stabilized.</p> <p><b>CON2</b> Stockpile areas shall be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses.</p> <p><b>CON3</b> For security lighting during construction, lighting shall be aimed at the downward and away from residential and other sensitive uses adjacent the maintenance site alternatives, to the extent feasible.</p> <p><b>CON4</b> Contractor shall maintain a clean and neat work environment at all times.</p> <p><b>CON5</b> Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.</p> <p><b>CON6</b> Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.</p> <p><b>CON7</b> Contractors shall be required to utilize at least one of the measures set forth in SCAQMD Rule 403 Section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.</p> <p><b>CON8</b> All haul trucks hauling soil, sand, and other loose materials shall maintain at least 6 inches of freeboard in accordance with California Vehicle Code Section 23114.</p> <p><b>CON9</b> All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p> <p><b>CON10</b> Traffic speeds on unpaved roads shall be limited to 15 mph.</p> <p><b>CON11</b> Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.</p> <p><b>CON12</b> Heavy equipment operations shall be suspended during first and second stage smog alerts.</p> <p><b>CON13</b> On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least two times per day.</p> <p><b>CON14</b> Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.</p> <p><b>CON15</b> Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.</p> <p><b>CON16</b> Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.</p> <p><b>CON17</b> Construction parking shall be configured to minimize traffic interference.</p> <p><b>CON18</b> Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.</p> <p><b>CON19</b> During project construction, remediation shall be required at maintenance facilities and vehicle storage areas, where a potential exists for grease and oil contamination to flow into storm drains. Various types of ditch structures, including grease traps, sediment traps, detention basins, and/or temporary dikes shall be used to control possible pollutants. These facilities shall be constructed pursuant to guidance published in Section 402 of the Clean Water Act (CWA) and shall follow the most current guidance within the NPDES program.</p> <p><b>CON20</b> The maintenance site alternatives currently drain indirectly to Ballona Creek and Dominguez Channel through the MS4. Treatment control BMPs shall be incorporated into the project design. The project shall consider placing the treatment BMPs in series or in a complimentary system to increase the control of pollutants to the maximum extent practicable. The systems shall</p>			

**CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**

**Table S-1. Impact Summary with Mitigation Measures (continued)**

Environmental Criteria	Site #14: Arbor Vitae/Bellanca	Site #15: Manchester/Aviation	Site #17: Marine/Redondo Beach	Division 22 Northern Expansion
	<p>be designed to efficiently and effectively handle and treat dry and wet weather flows to the maximum extent practicable. A SUSMP and appropriate drainage control plan shall be implemented to select and place appropriate permanent treatment BMPs.</p> <p><b>CON21</b> Nearby business owners and commercial property owners shall be notified of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access.</p> <p><b>CON22</b> Architectural coatings shall be purchased from a compliant architectural coating manufacturer as identified by the SCAQMD.</p> <p><b>CON23</b> Contractors shall comply with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirements for demolition activities include asbestos surveying, notification, Asbestos-containing materials (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials.</p> <p><b>CON24</b> Noise barriers (e.g., sound attenuation blankets or solid walls) shall be placed such that the line-of-sight is blocked between sensitive receptors (e.g., residential and institutional land uses) and the project site, as feasible.</p> <p><b>CON25</b> During the early stages of construction plan development, natural and artificial barriers, such as ground elevation changes and existing buildings, shall be considered for use as shielding against construction noise.</p> <p><b>CON26</b> The contractor shall comply with Standard Specification 1565, FTA noise criteria and all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated without a muffler.</p> <p><b>CON27</b> Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment) as much as possible.</p> <p><b>CON28</b> The contractor shall submit a noise plan for construction activity associated with the Division 22 Northern Expansion and Site #14 – Arbor Vitae/Bellanca Alternatives. The plan shall be prepared by a qualified acoustical engineer and should be approved by the resident engineer before construction is initiated. The noise control plan shall include an inventory of the equipment, the estimated noise level at 50 feet for each major piece of equipment, calculations of the noise levels at impacted sensitive receptors, and noise reduction measures for sensitive receptor locations where the predicted noise levels exceed the ambient noise level by 5 dBA. Impacted receptors include, but may not be limited to, adjacent residences to the south of the Division 22 Northern Expansion Alternative and residences to the west of the Site #14 – Arbor Vitae/Bellanca Alternative.</p>			
Growth-Inducing Impacts	No Impact	No Impact	No Impact	No Impact
Mitigation Measure(s)	None Required			
Cumulative Impacts	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact	Less-Than-Significant Impact
Mitigation Measure(s)	None Required			