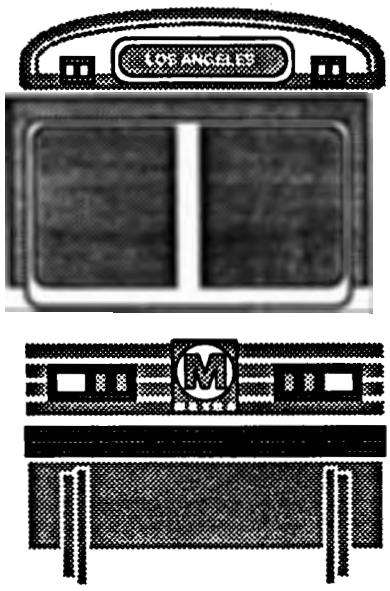
State Clearinghouse
No. 92101101

metro green line northern extension

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

February 1994



LOS ANGELES
COUNTY
METROPOLITAN
TRANSPORTATION
AUTHORITY

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1.0 INTRODUCTION

This document accompanies the Final Supplemental Environmental Impact Report (Final SEIR) for the Metro Green Line Northern Extension project. It includes the project's findings and statement of overriding considerations pursuant to Sections 15091 and 15093 of the California Environmental Quality Act (CEQA) Guidelines.

Section 2 of this document presents a summary of the alternatives considered in the SEIR. The findings regarding the environmental effects can be found in Section 3. Section 4 includes the statement of overriding considerations.

2.0 ALTERNATIVES CONSIDERED

The SEIR for this project assesses two rail alternatives (Metro Green Line Along Aviation Boulevard and People Mover Through Lot B); an expanded "All-Bus" Alternative; and a No-Build Alternative. Construction of a multi-modal transportation center (MTC) is also analyzed. The Los Angeles County Metropolitan Transportation Authority (MTA) has subsequently selected the Metro Green Line Along Aviation Boulevard Alternative for implementation.

One of the major goals of the project is to provide an interconnection between the regional rapid transit system and the planned Los Angeles International Airport (LAX) central terminal area (CTA) people mover system proposed by the Los Angeles Department of Airports (LADOA). The LAX CTA people mover system is planned to facilitate the movement of airline passengers between terminals, two airport parking lots, and the ground transportation center in LAX Lot C proposed by LADOA. The MTC (proposed by the MTA), also to be located in Lot C, would bring together the LAX people mover, the Metro Green Line LRT, the LAX to Palmdale high speed line (if and when it is built), and local and regional bus service. The LAX CTA people mover and ground transportation center will be assessed in a separate EIR to be prepared by LADOA. Coordination with the LADOA has been undertaken with regard to its planned CTA people mover and ground transportation center.

A description of each of the alternatives considered in the SEIR is presented in the succeeding discussion.

2.1 NO-BUILD

CEQA requires that a No-Build Alternative be considered. The No-Build Alternative assumes only the current construction of the Metro Green Line LRT near the periphery of LAX at the Aviation/Imperial Station. No transit service improvements would be designed to serve Metro Green Line passengers destined for the LAX terminal area.

2.2 ALL-BUS

MTA requires that transit projects consider an alternative involving the use of buses. This alternative would include a shuttle bus line operating between the Aviation/Imperial Station and the LAX people mover station at the MTC in Lot C. Because the LAX CTA people mover would provide service between the Lot C MTC and the terminal area, the existing LAX Lot C shuttle would be eliminated. The passengers would need to make an additional transfer at the MTC to the LAX people mover which would stop at all terminals.

2.3 METRO GREEN LINE ALONG AVIATION BOULEVARD - (THE PROPOSED PROJECT)

This alternative would be on aerial structure from its southern terminus until clearing 111th Street and would then descend to a subway segment off the eastern ends of runways 25L and 25R. Past these runways, the line would again be on aerial structure to its northern terminus at either LAX Lot C or Westchester Station. Three center-platform stations are planned for

this alternative: Century/Airport, LAX Lot C, and Westchester (this station applies only if the project terminates at Westchester Parkway). The MTC would be located within Lot C. The existing bus transit center would be redesigned consistent with the MTC. Because the LAX CTA people mover would provide service between the Lot C MTC and the terminal area, the existing LAX Lot C shuttle would be eliminated. Tail tracks to store rail vehicles would be located at the project's northern terminus either just west of Westchester Station or within Lot C, depending on the terminus point selected. Three or four substations would be located along the alignment (depending upon where the northern terminus is located). These substations would power the rail vehicles and would draw power from the utility grids of the Los Angeles Department of Water and Power.

The Metro Green Line technology would employ the P-2000 vehicle (steel-wheel on steel-rail vehicle). The vehicle may be either automated or require a train operator. Up to two cars would be operated for each train. The train could operate with three vehicles in the future if the need arises and the station platforms are extended to accommodate the longer train length. The trains would be propelled by electric motors that receive electrical power from overhead wires (via the overhead contact system) that are connected to the substations along the alignment. During peak times, the trains would run about five minutes apart.

2.4 PEOPLE MOVER THROUGH LOT B

This alternative would be an extension of the proposed LAX CTA people mover system and would be built on aerial structure. Like the Metro Green Line alternative, the northern terminus could be located at either LAX Lot C or Westchester Station. Six stations would be provided: Aviation/Imperial, LAX Lot B, Century Boulevard/Concourse Way, Century Boulevard/Airport Boulevard, LAX Lot C, and Westchester (this station applies only if the project terminates at Westchester). All stations, with the exception of Aviation/Imperial, would have center platforms. Aviation/Imperial Station would use a side platform arrangement. Tail tracks and substations would be similar to that described for the Metro Green Line alternative.

The MTC would also be similar to that planned for the Metro Green Line alignment; however, the connection with the Metro Green Line (east-west rail line from El Segundo to Norwalk now under construction) would be at the Aviation/Imperial Station, not at Lot C, if the people mover were selected to serve the area between the Aviation/Imperial Station and the Westchester Station or Lot C. For passengers wishing to travel on the Metro Green Line and the proposed LAX to Palmdale line, a transfer to the people mover would be required. Because the people mover would provide service between Lot B, Lot C, and the CTA, the existing LAX Lot B and Lot C shuttles would be eliminated.

The people mover technology to be selected for this alternative could be any of a number of vehicle types including monorail, steel wheel, and rubber tire. All would be fully automated (driverless) vehicles. No overhead contact system would be required to propel these vehicles. Three different train services would be operated under this alternative: Westchester Station and Lot C to Aviation/Imperial Station; Westchester Station and Lot C to the CTA; and Aviation/Imperial Station and Lot B to the CTA. Two external train services would operate around the CTA loop, from Westchester Station and from Aviation/Imperial Station. Adding an internal loop would mean that three trains could operate every four minutes, resulting in a combined headway of 80 seconds.

3.0 FINDINGS REGARDING ENVIRONMENTAL EFFECTS

3.1 INTRODUCTION

The findings presented in this section incorporate the facts and discussions of environmental impacts found in the SEIR for the proposed project alternative, the Metro Green Line Along Aviation Boulevard alignment. In California, a public agency cannot approve a project without first identifying significant environmental impacts associated with the project and making one or more written findings for each significant impact. This requirement is contained in the California Public Resources Code, Section 21081 and in the CEQA Guidelines, Section 15091.

The proposed project was examined in terms of its effects on the following environmental impact categories:

Land Use	Aesthetics
Transportation and Circulation	Light and Glare/Shade and Shadow
Geologic and Hydrologic Resources	Recreation
Air Quality	Cultural Resources
Biological Resources	Energy
Noise and Vibration	Airport Operations
Population and Housing	Risk of Upset
Public Services	Construction

For each environmental impact category, the following information is provided:

Description of Effects - This section includes a description of the impact(s) identified in the SEIR.

Finding - The first part of the finding includes a judgment regarding the significance of the impact or effect prior to mitigation. For those impacts found to be significant prior to mitigation, one or more of three specific findings is made (consistent with the CEQA Guidelines). These include:

- Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect,
- The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority, and/or,
- Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation - This section includes mitigation measure(s) or action(s) that are proposed for implementation as a part of the project.

Rationale - This section provides a summary of the underlying reasons for the finding of significance.

Reference - This section identifies the specific part of the SEIR that includes the evidence and discussion for the identified impact(s).

Each of the 16 impact categories is discussed below.

3.2 LAND USE

Description of Effect. Development of the proposed project would result in the displacement of existing uses for the necessary right-of-way and associated facilities. The majority of the acquisitions would be for small areas of land to accommodate the placement of ten-foot wide columns for the aerial guideway structure. If the line is extended past Lot C, the Paradise Building and parking lot would be acquired, and the northern portion of a building containing Airport Valet would be purchased. Both buildings are located at the intersection of Westchester Parkway and Sepulveda Boulevard. Fire Station Number 95 on Century Boulevard may need to be relocated to accommodate the aerial guideway structure. In addition to displacements, the purchase of air rights and construction easements would also be necessary. The extent of acquisitions of these types would be determined during final engineering.

Because the Metro Green Line Northern Extension would enhance access to the proposed Continental City and LAX-Northside developments, the rail project could accelerate the schedule for initiating construction of both projects.

Indirect land use impacts could result from changing land uses around some of the stations. The passenger activity level at stations would be high at certain times of the day for many of the stations due to pedestrian and vehicular traffic. The location of a station may encourage the development of land uses, such as services and restaurants and other retail uses that cater to project patrons.

Finding. Without mitigation, the impacts are found to be:

(X) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. The following measure is required by law:

Mitigation for private land takings would require financial compensation. These takings have been minimized wherever possible. The MTA would provide just and appropriate compensation to property owners and tenants that would be displaced by the proposed project. In the acquisition of real property by a public agency, the state requires that agencies: (1) ensure consistent and fair treatment for owners of real property; (2) encourage

and expedite acquisition by agreement in order to avoid litigation and relieve congestion in the courts; and (3) promote confidence in public land acquisition.

The following additional measures are not required by law, but will be implemented for this project:

- Upon approval to proceed with preliminary engineering and design, MTA staff will coordinate with the City of Los Angeles Fire Department to agree on specific mitigation actions and delineate responsibilities of each agency. If relocation were to be the mitigation, improvements to the future fire station beyond those facilities now provided, will be the responsibility of the City of Los Angeles.

- MTA will work with the Los Angeles Fire Department to ensure that fire protection services will not be diminished during the relocation process, if it is determined that relocation is necessary.

Rationale for Finding. Owners of land to be acquired and businesses to be displaced would be fairly compensated. If Fire Station Number 95 requires relocation, MTA will follow all applicable regulations regarding such relocation, and will work with the fire department to ensure that fire protection services are not diminished during the relocation process.

Reference. For further discussion of the project's effects on land use, see Section 5.1 of the Draft SEIR.

3.3 TRANSPORTATION AND CIRCULATION

Description of Effect. The volume/capacity ratios and levels of service (LOS) at five critical intersections in the study area were analyzed to determine the effects of the project on traffic. Using LADOT criteria, intersections with a current LOS of E or F would be considered significantly affected if only small traffic increases are projected due to a project. All but one of the intersections have a current LOS of E or F during at least one of the peak hours of the day. Although the major traffic growth expected at these intersections in the year 2010 is due to reasons other than construction of the rail project, the small increases resulting from the rail project are sufficient under LADOT criteria to be considered significant at four of the intersections studied.

Finding. Without mitigation, the impacts are found to be:

(X) Significant ( ) Not Significant

For those impacts found to be significant, the following additional finding is made:

( ) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

(X) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

(X) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. MTA intends to work with the LADOT during preliminary engineering to formulate acceptable strategies to mitigate significant traffic impacts where possible. Such solutions may include street or intersection widening as well as other measures. However, it is possible that, in some cases, adequate mitigation may not be feasible.

Rationale for Finding. The MTA can recommend improvements or other measures to LADOT to lessen the severity of the adverse impacts. However, the LADOT has the authority to approve the improvements to be implemented. If, during preliminary engineering, LADOT determines that some areas require additional traffic lanes or intersection widening to mitigate impacts, it may not be feasible, in some cases, to implement such mitigation because of the social and economic costs of purchasing and demolishing many buildings for the new right-of-way.

Reference. For further discussion of the project's effects on transportation and circulation, see Section 5.2 of the Draft SEIR and Section 2.2.9 of the Final SEIR.

3.4 GEOLOGIC AND HYDROLOGIC RESOURCES

Description of Effect. An undetermined quantity of earthen materials from construction activity may require disposal at Class I or III landfills depending on whether the soils contain hazardous substances.

Although none of the alternatives cross any known major faults, seismic activity may affect the construction or operation of the proposed facility. The numerous active earthquake faults in the region may produce significant ground shaking. The Charnock Fault Zone (which would be traversed by the rail line at Aviation Boulevard near Imperial Highway and at Century Boulevard near Airport Boulevard) and the nearby Overland Avenue Fault Zone, are considered to be potentially active.

A portion or all (under worst-case conditions) of the drainage ditch adjacent to the old AT&SF right-of-way would need to be relocated slightly to the west to LAX property. In addition, a portion or all (under worst-case conditions) of the drainage ditch located adjacent to Century Boulevard would need to be slightly relocated to the south onto LAX property.

Finding. Without mitigation, the impacts are found to be:

(X) Significant ( ) Not Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. The following measures are required by law and will be effective in reducing the potential for loss of life, injury, and property damage in the event of a major earthquake:

- All earthen materials will be disposed in accordance with applicable regulations.
- All structures above and underground will be constructed in anticipation of a major earthquake. The proposed bridge structures will be designed in accordance with the bridge design criteria of the State of California Department of Transportation (Caltrans).
- The structures and facilities will conform to the City of Los Angeles Seismic Safety Plan.

The following measures are required by law and will be effective in reducing any adverse impacts due to grading and excavation activities:

- Applicable provisions of the Los Angeles Municipal Code and recommendations of the City Engineer/Department of Building and Public Safety will be addressed.
- Haul routes must be approved by the City of Los Angeles.

The following measure is required by law and will be effective in minimizing adverse hydrological impacts:

- In the unlikely event that ground water is encountered during construction, dewatering treatment and disposal would be carried out under the requirements of an NPDES permit which the MTA would obtain.

The following measures are additional mitigation strategies which will be effective in reducing the potential for loss of life, injury, and property damage in the event of a major earthquake:

- Subsequent geotechnical analysis will be conducted along the subway segment of the alignment to determine the stability of subsurface materials and the presence of any possible hazardous substances.
- Ground rupture may occur on or nearby the Charnock Fault, or places not previously affected by detected faulting. In the event of ground rupture, all rail activities will be halted. In the event of a major earthquake, rail activity will be stopped until it is ascertained that no damage to the rail has been incurred.
- Site-specific engineering studies will be conducted at any site where subsequent geotechnical studies indicate there is a significant increased potential for seismic risk.
- Disturbed areas will be revegetated after construction to reduce the potential for erosion in areas of weak soil and steep topography.

- A comprehensive emergency preparedness/evacuation plan will be prepared prior to operations of the rail project.

The following measures are also additional mitigation strategies which will be effective in reducing any adverse impacts due to grading and excavation activities:

- Recommendations of a qualified geotechnical engineer concerning appropriate procedures to follow during grading and excavation must be adhered to.

- All trailers carrying earth and debris will be covered while transporting these materials.

- MTA will encourage the contractor to reuse and recycle earthen materials and other wastes where possible.

The following measures are also additional mitigation strategies which will be effective in minimizing adverse hydrological impacts:

- The MTA will coordinate with the LADOA regarding any needed relocation of the open box culverts which parallel Aviation Boulevard and Century Boulevard. Further studies will be conducted prior to construction to determine the extent of relocation necessary.

- The new box culvert needed to replace any of the existing open box culvert would be designed to handle the same water capacity and flow rates as the existing ditch.

Rationale for Finding. Overall effects on soil would be minimal given that the project is in a highly urbanized area, and its construction would involve minor disruption for the placement of guideway columns and the construction of stations and associated facilities. The most substantial excavation would occur during construction of the 2,640-foot subway segment and 980 foot retained fill section along Aviation Boulevard. With regard to seismic effects of earthquakes, transport and disposal of earthen materials, and relocation of the drainage ditch, all applicable laws, regulations, and codes would be followed during design and construction and the appropriate permits would be obtained. Additional measures will also be taken to minimize adverse impacts.

Reference. For further discussion of the project's effects on geologic and hydrologic resources, see Section 5.3 of the Draft SEIR.

3.5 AIR QUALITY

Description of Effect. To the extent that the proposed project would increase transit ridership and reduce automobile travel, long-term emissions would be reduced.

With regard to local air quality effects, the 1989 DEIR assessed the impacts of vehicular traffic in the vicinity of rapid transit stations, and the results indicated that there would be no significant difference between future conditions with and without the project. Future conditions were predicted to have better air quality than existing conditions, primarily due to more stringent emissions standards in the future.

The expected stationary emissions from electrical power generation for the project are well below the thresholds for measuring significant impacts suggested by the South Coast Air Quality Management District.

CEQA requires that the SEIR discuss the project's consistency with the current AQMP. For transportation projects, the project needs to be included in the current Regional Mobility Plan (RMP) to be consistent with the AQMP. The current RMP (dated 1989) includes this rail project within the unconstrained (unfunded) portion of the plan. The RMP will be updated in December 1993. Because this rail project is programmed in the 1993-1999 Regional Transportation Improvement Program (TIP), it will be included within the updated RMP's constrained (funded) portion of that plan. Therefore, this rail project is consistent with the AQMP.

Further, SCAG's draft CO Conformity Guidelines state that a transportation project conforms if: (1) it is included in a Regional Transportation Plan and included in a conforming TIP and (2) it can be reasonably demonstrated that the project, when taken as a whole, will reduce or eliminate the number and severity of violations of the federal CO standards in the area substantially affected by the project. As a public transit project that would encourage travelers to leave their single occupant automobiles and ride transit, this project would reduce pollution. The rail line would be a positive effort to reduce vehicle miles traveled and increase regional average vehicle ridership. Because this alternative would have the greatest transit ridership (as compared to the No-Build and All-Bus Alternatives), it would have the greatest positive benefit to regional air quality.

Finding. Without mitigation, the impacts are found to be:

( ) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

( ) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. Because of the benefits in terms of improved air quality, the proposed project can be considered a mitigation measure.

Although no mitigation measures are needed for the proposed project, the following measures (not required by law) would enhance air quality.

- Public education programs regarding the importance of reducing vehicle miles traveled and the related air quality benefits will be employed by MTA.

- The community will be encouraged to use public transit, such as the proposed improvements.

Rationale for Finding. This transit project would have a beneficial effect on air quality.

Reference. For further discussion of the project's effects on air quality, see Section 5.4 of the Draft SEIR.

3.6 BIOLOGICAL RESOURCES

Description of Effect. Construction of the Metro Green Line Along Aviation Boulevard Alternative would result in the removal of existing landscaping along Aviation Boulevard, Century Boulevard, and in Lot C. Urban landscaping provides limited nesting and feeding habitat for those species adapted to living in proximity to man. The quantity lost would likely not be sufficient to have any overall effect on any plant or animal species population characteristics because similar vegetation exists in the project area.

None of the alternatives would have any effect on wetlands. No species of plants have been identified along the proposed alignments which are designated as rare, endangered, or otherwise "sensitive" by the US Fish and Wildlife Service, California Department of Fish and Game, or the California Native Plant Society.

The existing biotic resources are limited, reflecting the urban character of the corridor. Wildlife species expected to occur in the project vicinity are highly tolerant of, or dependent on, human presence. Impacts to sensitive animal species are unlikely since no critical habitat for any such species exist along either alignment.

In accordance with California Fish and Game Code Section 711.4, the MTA finds that the project would have a de minimis effect on fish and wildlife.

Finding. Without mitigation, the impacts are found to be:

( ) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

( ) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. While no significant adverse impacts have been identified, the following measures (not required by law) would be implemented to provide guidance for landscaping replacement:

- Where existing landscaping must be removed, new landscaping will be planted as specified in an established landscaping plan.

- The landscape plan shall include a master list which will call for new vegetation that is designed to conform with the surrounding environment.

- Landscaping will extend to the system's right-of-way, station parking, and public areas, as well as other areas of fixed system facilities.

- A program will be developed as part of the overall operating procedures to provide for the regular maintenance of system-related landscaping.

Rationale for Finding. The project area is highly urbanized and developed. Sensitive vegetation and wildlife are absent.

Reference. For further discussion of the project's effects on biological resources, see Section 5.5 of the Draft SEIR.

3.7 NOISE AND VIBRATION

Description of Effect. A noise analysis was prepared assuming use of a people mover steel-wheel on steel-rail technology since that technology represents the "worst-case" of all people mover and Metro Green Line technologies considered in the Draft SEIR for cumulative noise level analysis. The results indicated that no significant adverse impacts would occur to any existing noise-sensitive land uses in the area.

It is possible that the design of the trackwork crossing Century Boulevard onto the former Dollar Rental Car property will be modified during preliminary engineering to increase the radius of the curve so that the trains can travel at faster speeds in this area than presently planned. To accomplish this would require shifting the nearest guideway closer to the Sheraton Hotel. Depending on where the guideway would be located, adverse noise impacts to the hotel may be possible.

Vibration may be felt at Fire Station Number 95. However, adverse impacts would not be expected according to the Committee on Hearing, Bioacoustics, and Biomechanics (CHABA) criteria. If the fire station is relocated (as discussed previously), then vibration would not be an issue.

Finding. Without mitigation, the impacts are found to be:

(X) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. The following mitigation measure is not required by law but will be implemented as part of this project:

- The design of the trackwork crossing Century Boulevard onto the former Dollar Rental Car property may need to be modified during preliminary engineering. This modification would shift the track closer to the Sheraton Hotel. If the design is changed, then the potential noise impacts would also be assessed at that time. If impacts exceed the criteria, then appropriate mitigation, such as noise barriers, would be implemented to minimize adverse impacts to the Sheraton Hotel.

Rationale for Finding. No noise or vibration-sensitive buildings would be located close enough to the rail project to be adversely affected by noise. If adverse noise levels become an issue with regard to the Sheraton Hotel, appropriate mitigation measures would be implemented.

Reference. For further discussion of the project's noise and vibration effects, see Section 5.6 of the Draft SEIR.

3.8 POPULATION AND HOUSING

Description of Effect. The project is not located adjacent to any major residential areas, and no local growth-inducing impacts are anticipated since the nearby residential area is already built-up, and the only vacant lands in the study area are slated for other types of development.

Workers would be required to operate and maintain the rail project. Short-term jobs would be provided during the construction phase. Since the project would be built in segments, work crews of less than 100 workers are projected for any one time. Employment generated by the proposed project is not expected to have a measurable impact on local housing markets or demand.

Finding. Without mitigation, the impacts are found to be:

( ) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

( ) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. Because there are no adverse impacts on population and housing, no mitigation measures are necessary.

Rationale for Finding. The local area is already built-up, therefore, it is unlikely that any major housing developments could be built. Although the project will result in additional employment, the additional employment generated is not expected to have any significant effect on local housing demand.

Reference. For further discussion of the project's effects on population and housing, see Section 5.7 of the Draft SEIR.

3.9 PUBLIC SERVICES

Description of Effect. Increased commuter and pedestrian traffic at stations may result in increased numbers of crimes or accidents, and transit police may require back-up support from the Los Angeles Police Department.

The project would cause the Los Angeles Fire Department (LAFD) an insignificant increased demand for fire fighting and paramedic units, increased inspection load, and increased incidences of false alarms. Fire Station Number 95 may need to be relocated. The necessity to relocate will be determined during preliminary engineering.

Because of the distance of the proposed project to schools in the vicinity, no significant impacts are anticipated.

Finding. Without mitigation, the impacts are found to be:

(X) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. The following measure required by law will be implemented as part of this project.

- Applicable regulations regarding the relocation of Fire Station Number 95 will be followed.

The mitigation measures discussed below are not required by law but will be implemented as a part of this project to minimize the adverse impacts on police services:

- Two-way voice communication will be provided between patrons and central control personnel at selected points throughout the route, such as fare-vending areas and platforms. In addition, two-way voice communications on-board the trains between

the passengers and central control will be installed. Hand-held radios will be provided for employees, operators (if a vehicle requiring a train operator is selected), security personnel, and the central control. An antenna-repeater system will be compatible with police, fire, and security communications and will extend through the subway segment. Antenna-repeater systems will be compatible with those used in other rail transit systems (i.e., Red Line, Blue Line, Green Line).

- Closed-circuit television will be provided at high-risk and security areas throughout the system. It is recommended that these areas include fare-vending areas, loading platforms, and entrances and exits to elevators and escalators. Surveillance cameras shall be linked to a central control area for display on video monitors.

- An alarm system will be installed to protect unauthorized entry and tampering with equipment, such as fare-vending machines, equipment rooms in the stations, traction power substations, and money-counting rooms. The alarms will alert the central control and/or local authorities.

- In order to eliminate dark or obscured areas, the design of all passenger stations will be open with long, unbroken lines of sight. In addition, stations will be illuminated during hours of darkness.

- Where practical, guideways will be protected from encroachment of people, thrown objects, or unauthorized vehicles. Barriers will be of a height to prevent intrusion and deter hauling of objects into the guideway.

- Walkways with a 30-inch clearance will be provided along the guideway. Crossovers will have a minimum clearance of 44 inches at all egress and access locations.

- Power substation access will be limited to authorized personnel only and will be enclosed by a six-foot tall fence. Power substations will have alarms, and warning signs will be conspicuously posted.

- Parking lots associated with the project will be designed to maximize visibility within the lots and from surrounding areas. Lighting will be designed to avoid the creation of dark corners.

- Interior finish of the Metro Green Line vehicle will be of vandal-resistant material. Seats, seat backs, equipment access panels, etc. will be removable with the use of special tools.

The project would cause an insignificant increased demand for fire fighting and paramedic units, increased inspection load, and increased incidences of false alarms. Although no significant fire hazard impacts have been identified, the following mitigation measures (not required by law) will be implemented:

- Access for fire equipment will be maintained during the operation of the system as required by LAFD.

- Fire-retardant materials on trains and non-combustible materials in stations will be used.

- Telephones will be provided at stations to report emergencies to the fire department.
- Communication devices shall be provided on-board the trains to alert the central control about emergencies.
- Automatic fire alarm systems will be installed within substations.
- Hand-held fire extinguishers will be available on trains and substations.
- With regard to the possible relocation of Fire Station Number 95, MTA will work with the LAFD to ensure that fire protection services will not be diminished during the relocation process.

While a significant impact has not been identified in the area of school impacts, the following list of additional safety features is recommended where applicable during the construction and operation of the project:

- Trespass attractions of construction sites, stations, and parking lots will be reduced by security measures and barriers.
- Power substations will be secured to prevent unauthorized access, and warning signs will be conspicuously posted.
- Rail tracks will be inaccessible to pedestrian traffic.
- Warning signs will be posted around power substations and construction sites.

Rationale for Finding. The overwhelming majority of requests for police service would be responded to by transit security personnel. Only in those instances where backup support is required would the local police department be called upon to intervene. The project is not expected to result in any significant increase in the need for fire fighting and paramedic services. Mitigation measures will be implemented to help prevent crime, fires, and accidents; therefore, minimal impacts on local fire fighting and police protection services are anticipated.

Reference. For further discussion of the project's effects on public services, see Section 5.8 of the Draft SEIR.

3.10 AESTHETICS

Description of Effect. The introduction of aerial structure with catenary poles and wires along the rail line would alter the appearance of the areas being traversed.

Four hotels (Airport Hilton, Marriott, Holiday Inn Crowne Plaza, and Sheraton) are located on the north side of Century Boulevard across from the proposed Century/Airport Station and fixed guideway structure. Although no significant views would be blocked, the rail facilities could have a visual impact on these hotels.

Finding. Without mitigation, the impacts are found to be:

(X) Significant ( ) Not Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. A significant adverse impact has been identified in the area of aesthetics. However, the alignment would follow existing roadways, or be located within non-visually-sensitive areas such as an industrial area or airport parking lots. No significant views would be blocked by the rail project. The following measures are not required by law but would be implemented to minimize aesthetic impacts:

- Stations will be designed to be attractive and nonintrusive on surrounding areas. Station design and building materials used in their construction will emphasize low maintenance and graffiti resistance.

- Landscaping will be used to shield or enhance stations and traction power substation sites. Plants and ground cover compatible with the southern California climate and the architecture of the surrounding area will be used.

Rationale for Finding. The project is located within a non-visually sensitive area consisting mostly of industrial and airport-related uses. No significant views would be blocked. Implementation of the proposed mitigation measures will minimize any potential adverse impacts.

Reference. For further discussion of the project's effects on aesthetics, see Section 5.9 of the Draft SEIR.

3.11 LIGHT AND GLARE/SHADE AND SHADOW

Description of Effect. Light and glare impacts that would be common to all aerial portions of the route include minor impacts from lighting along the rail line and from the rail cars as they pass by. High-beam front lights on the transit vehicle could affect vehicles along Aviation Boulevard and the airport access road parallel to Aviation Boulevard in the areas where the line transitions from aerial structure to subway. Because of the elevation difference between the roadways and the aerial portions of both rail alternatives, no light impacts are expected from the high-beam front lights of the train.

The greatest omittance of light and glare would occur at the proposed stations. Due to the existing non-sensitive type of land uses and the distances of sensitive receptors in the vicinity of the proposed stations, impacts will be minimal.

The proposed transit stations and structure would not cast shadows on sensitive uses such as existing residences and public recreational areas. The transit stations and structure would primarily extend over existing industrial areas, parking lots, streets, and the proposed courthouse facility.

Finding. Without mitigation, the impacts are found to be:

( ) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

( ) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. Because no adverse impacts would occur, no mitigation measures would be implemented.

Rationale for Finding. The project would not make significant changes in existing lighting, glare, or shading effects. The only locations where changes would occur would be in non-sensitive areas.

Reference. For further discussion of the project's effects on light and glare/shade and shadow, see Section 5.10 of the Draft SEIR.

3.12 RECREATION

Description of Effect. Although three public recreational facilities are in the study area (Westchester Golf Course, Westchester Recreational Facility, and Constitution Park), all are located a sufficient distance from the alignment so that no adverse impacts are anticipated. Rockwell International also has recreational facilities for their employees located on Imperial Highway just east of the proposed people mover guideway. However, the Metro Green Line alignment would be located further west and would have no adverse effect on this facility.

Finding. Without mitigation, the impacts are found to be:

( ) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

( ) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. Because no adverse impacts would occur, no mitigation measures would be implemented.

Rationale for Finding. None of the recreational facilities in the area are close enough to the rail line to be affected.

Reference. For further discussion of the project's effects on recreation, see Section 5.11 of the Draft SEIR.

3.13 CULTURAL RESOURCES

Description of Effect. Three historic resources identified in the City of Los Angeles Historic Cultural Resources Survey are within the project area. These include: the Airport Theme Building; Hangar Number 1; and Loyola Theater. However, none are located adjacent to the proposed rail alignment.

The archive search done for the Coastal Corridor-Northern Segment project found that 12 recorded archaeological sites were found in the northernmost portion of that project area, and none were located in proximity to the Metro Green Line Along Aviation Boulevard Alternative assessed in this SEIR. However, the UCLA Archaeological Information Center has indicated that because there are many archaeological sites in the surrounding area, the area is designated as archaeologically sensitive. Therefore, it is possible that archaeological resources could be uncovered during construction.

Finding. Without mitigation, the impacts are found to be:

( ) Significant (X) Not Known To Be Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. No mitigation measures are necessary for historic resources. In the event that artifacts and/or remains are found in the course of construction, the following mitigation measures, as required by law, will be taken:

- The lead agency shall make the determination whether or not the resource is significant and require salvage according to CEQA and/or city guidelines.

- If the resource is found to be significant, proper and appropriate salvage of the resources will commence in a timely manner to the provisions outlined in Section VII of Appendix K of the CEQA law and guidelines.

Rationale for Finding. No historic sites are in proximity to the project, and no archaeological sites have been found in the area. In the event that artifacts or remains are found in the course of construction, measures will be taken that would reduce impacts to a level that is not significant.

Reference. For further discussion of the project's effects on cultural resources, see Section 5.12 of the Draft SEIR.

3.14 ENERGY

Description of Effect. The Metro Green Line would require electrical power to operate the trains and stations. A total of 162 Kwh per day would be required for the stations and 6,390 Kwh per day would be needed to operate the vehicles. This translates to a total of 22.4 million BTUs per day. The added electricity demand required for this project should be adequately accommodated by the existing LADWP power plants. No additional generating capacity would be necessary. Note that energy consumed by the rail project would be offset by energy savings from reduced vehicle trips.

Finding. Without mitigation, the impacts are found to be:

( ) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

( ) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. Although no significant impacts have been identified, the Metro Green Line vehicle would have the following energy conservation measures incorporated into the system design:

- "Chopper" rail vehicle motor speed controls
- Regenerative braking

Rationale for Finding. The additional electrical energy required can be accommodated by the existing power plants, without requiring additional generating capacity. Energy consumed by this rail project would be offset by energy savings from reduced vehicle trips.

Reference. For further discussion of the project's energy effects, see Section 5.13 of the Draft SEIR.

3.15 AIRPORT OPERATIONS

Description of Effect. The project would include the construction of track and station facilities and the operation of trains in close proximity to the Los Angeles International Airport.

Most of the information included in this discussion comes from the *Investigation of All Potential Negative Impacts on Landing Capability at the Los Angeles International Airport Due to Installation of the Metro Green Line at its East Boundary*, January 1992, also known as the "McFarland Report", named after its author. The McFarland Report identified all potential negative factors on flight operations that could be associated with an alignment similar to the Metro Green Line Along Aviation Boulevard Alternative. The major difference is that the alignment studied in the McFarland Report included an at-grade segment in the runway protection zone for runways 25R and 25L instead of a subway segment, as proposed for the Metro Green Line alternative assessed in this SEIR. In addition, the alignment assumed a station would be located on the Caruso property (formerly Dollar Rental Car) instead of in LAX Lot C. Also, no station was to be located at the intersection of Century and Airport Boulevards. Further study of the proposed MTC and its potential impacts on airport operations will be conducted to determine potential impacts on airport operations.

The localizers for runways 7L and 7R provide guidance signals that allow the pilot to align the aircraft with the runway centerline as far out as 18 miles over the ocean. The FAA has published standards that prohibit placement of conducting objects (such as rail vehicles) in what are called critical areas. The Metro Green Line alignment, as previously presented with an at-grade segment within the runway protection zone, would penetrate the critical areas of both of the present localizer transmitting antenna systems each of which is located about 700 feet east of the airport boundary. It is possible that the currently proposed Metro Green Line alignment with a subway segment would have no effect on these critical areas. However, further study may be necessary to determine potential impacts.

The planned alignment of the Metro Green Line results in the rail right-of-way cutting perpendicularly across in front of all glide slopes serving landings to the west at LAX. All runways serving such landings, with the exception of runway 24L, have the capture effect type of glide slope system to minimize the potential multipath effects from conductors located below the approach path. Runway 24L has the only null-reference type of glide slope system. This system is less capable of protecting the path guidance information from corruption that is produced when signals arrive at the aircraft from other than a direct route.

The other significant issues are those of accommodating the Metro Green Line through Lot C in an area where the middle markers for runway 24R and 24L are located, and the far-field course monitors for runway 24R are existing. The problems are created because the Metro Green Line cars would prevent the FAA required line-of-sight between the three probe antennas for far-field monitors and the localizer transmitting antennas.

The project may possibly cause conflicting visual cues to pilots from interior vehicle lights, running lights, or reflection of sunlight from the rail vehicle tops. Concern has also been expressed about the presence of an aerial structure off the runway ends and the effect that the structure could have on pilots during landings. However, the proposed location of the structure with respect to runways 24R and 24L has been approved by FAA. The aerial portion of the guideway structure for the Metro Green Line Along Aviation Boulevard Alternative is located outside the runway protection zone (RPZ). The only segments of this alternative located inside the RPZ are either in subway or open-cut. Therefore, these structures should have no adverse effects on pilots.

Finding. Without mitigation, the impacts are found to be:

(X) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

(X) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. To minimize impacts on airport operations, the following measures, required by law, will be implemented:

- Two FAA Forms 7460-1, Notice of Proposed Construction, were previously submitted to the FAA for a portion of the Metro Green Line alignment from the Lot C Station to Westchester Station and for the southern portion of the project alignment along Aviation Boulevard. The FAA has a number of concerns and has requested that certain mitigation measures be taken to minimize adverse impacts. The MTA will work closely with both the FAA and LADOA during design and construction to ensure that the project will have no significant adverse effect on airport operations.

The following additional mitigation measures are proposed to further minimize impacts on airport operations:

- The MTA will also continue coordinating with the LADOA with regard to the LAX CTA people mover study so that an effective transit system can be built to best meet the needs of the airline passengers and others who would use the system.

- MTA will assist LODA during the design of the LAX people mover to determine the potential impacts of the MTC on airport operations.

- The Metro Green Line may penetrate the critical areas for the runway 7L and 7R localizers. If the critical areas are adversely penetrated, then it is proposed that the affected antenna system(s) be relocated nearer the runways. MTA will work with LADOA and FAA to devise the best strategy for the relocation of the antenna systems.

- If the rail line is extended past the MTC, the route would traverse Lot C in an area where the middle markers for runway 24R and 24L are located, and the far-field course monitors for runway 24R are existing. It is recommended that each of the three monitor probe antennas be elevated so they would have line-of-sight to the transmitter and receive more direct localizer signals.

With regard to conflicting visual cues, the following additional mitigation measures are proposed if flight crews report significant problems after rail operations begin:

- In the unlikely event that interior vehicle lights are distracting to pilots during landings, the rail vehicle windows could be tinted or interior lights could be dimmed during operations passing the runway centerlines.

- To minimize distractions from rail vehicle exterior lights, small metal shields could be placed above the side-lights to limit visibility above the horizontal plane. If sunlight reflections from the top of the rail cars become a problem, then two options could be considered. The car tops could be painted a dark color, or a brushed-metal finish on the car tops could be used to reduce glare.

Rationale for Finding. Although a number of impacts on airport operations is possible, implementation of the proposed mitigation will reduce the impacts to a level of insignificance.

Reference. For further discussion of the project's effects on airport operations, see Section 5.14 of the Draft SEIR.

3.16 RISK OF UPSET

Description of Effect. Assessments of the potential to encounter hazardous materials during construction or excavation have been completed. No specific instances of soil or groundwater contamination have been found along the proposed rail route. However, a number of facilities within one-quarter mile have been found which could contribute to soil or groundwater contamination along the route and potentially affect the construction of the project.

Finding. Without mitigation, the impacts are found to be:

(X) Significant ( ) Not Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. The following measures, required by law, will be implemented:

- In the event that contamination is encountered during construction, appropriate disposal methods will be implemented in accordance with federal, state, and local hazardous materials/wastes guidelines.

- An NPDES permit will be obtained from the State Water Resources Control Board if needed. This permit includes stormwater runoff limits among other limits.

The following additional measure will also be implemented as a part of this project:

- Additional geotechnical and hydrogeological studies (including studies of ground water depths and direction of flow) will be conducted within the subway segment to determine the presence of hazardous materials. All parcels to be acquired will be analyzed for the presence of asbestos, lead paint, PCBs, and other contaminants. The potential for presence of methane will also be more fully explored during the engineering phase. Other studies, as deemed necessary during preliminary engineering, will also be conducted.

Rationale for Finding. There are no facilities along the route which are known to be causing soil or groundwater contamination. However, nearby facilities could potentially contribute to contamination in the project area. If contamination is encountered, appropriate measures will be implemented to minimize adverse effects.

Reference. For further discussion of the project's risk of upset, see Section 5.15 of the Draft SEIR.

3.17 CONSTRUCTION

Description of Effect. During construction, the Metro Green Line Northern Extension would temporarily disrupt truck ramp operations at Air Freight Building Number 1, located at the southwest corner of Aviation and Century Boulevards. The construction would also cause temporary disruption to parking and truck loading operation areas to several businesses and the post office located on the south side of Century Boulevard between Aviation Boulevard and the point where the guideway turns north across Century Boulevard.

The rail project would temporarily disrupt access to airport-related businesses located on LAX property on the south side of Century and on the west side of Aviation Boulevard since access to this airport periphery road would be restricted at times due to construction of the subway segment, fixed guideway, and Century/Airport Station.

Since the rail line would be routed through urban areas, motorists and pedestrians would at times be delayed and inconvenienced during the construction period. Factors such as the presence of a large number of heavy duty construction vehicles on these streets, narrow lane widths and unusual detour configurations, uneven or poor roadway surfaces, and signal timing which is inefficient for construction conditions will also contribute to the reduction in capacity.

This project would require the temporary closure of certain streets for short periods of time to accommodate the construction. Construction of the MTC will also disrupt operations at the existing MTA bus transit center in Lot C.

Construction activities would affect parking, pedestrian activities, and bus service.

Implementation of the proposed project would result in short-term air emissions being generated during the course of construction. The emissions would come from two sources: fugitive dust emissions due to excavation and grading activities and emissions from heavy equipment involved in construction.

Potential water quality impacts during construction could result from transportation of sediment-laden runoff from excavation activities at the construction site to the storm water and/or surface water systems. Short-term impacts could result from accelerated erosion and sedimentation resulting from the exposure, stockpiling, and transportation of unstabilized soils produced during excavation activities.

Construction of the rail line will likely result in short-term adverse noise impacts on sensitive uses, especially in a residential area located north of Westchester Parkway about 300 feet from the proposed route if the line is extended past Lot C. Other sensitive uses including several hotels along Century Boulevard and the public library on the north side of Westchester Parkway (if the line is extended past Lot C) could also be affected.

Construction of the rail alignment and the MTC in Lot C would result in adverse impacts on LAX, especially in the following locations: the approach area to runways 25L and 25R due to construction of the subway segment; the approach area to runways 24L and 24R if the line is extended north of the MTC; and LAX Lot C due to construction of the MTC and the fixed guideway structure.

The locations of existing utilities could also conflict with the Metro Green Line construction plans.

Although no definite contamination problems have been discovered in the vicinity of the proposed project, soil or ground water contamination could potentially be encountered during construction.

Construction equipment, safety lighting, and other sources of lighting would create light and glare along some segments of the alignment.

A number of other projects are planned for construction in the vicinity of the Metro Green Line Northern Extension. It is likely that some of these projects will undergo construction at the same time as this transit project. Construction impacts of these projects being built at the same time could be cumulative.

Finding. Without mitigation, the impacts are found to be:

(X) Significant (X) Not Significant

For those impacts found to be significant, the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

(X) The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

Proposed Mitigation. The following measures, as required by law, will be implemented:

- Prior to the start of construction, traffic control plans, including detour plans, will be formulated in cooperation with the City of Los Angeles and other affected jurisdictions (county, state). The plan will be based on lane requirements obtained from the Los Angeles City Department of Transportation for construction within the city and from other appropriate agencies for construction in those jurisdictions.

- Fugitive dust emissions during the construction phase will be controlled with regular watering or other airborne dust reduction measures in compliance with SCAQMD Rule 403.

- Erosion control measures will be formulated and implemented to minimize impacts from sedimentation. Details of mitigation measures will be developed during final design stages, including preparation of detailed erosion and sedimentation control plans as part of the final construction plans for the project. These plans will be coordinated with the appropriate regulatory agencies.

- MTA will submit a Notice of Intent (NOI) to the State Water Resources Control Board so that the rail project will be covered under the general construction activity storm water permit. MTA will also obtain any other necessary federal, state, or local permits prior to construction. A Stormwater Pollution Prevention Plan (SWPPP) will be formulated and implemented employing Best Available Control Technologies (BACT).

- To minimize noise impacts during construction and to comply with the City of Los Angeles noise ordinance to the extent possible, the construction documents will contain a noise specification which will include measures such as requiring contractors to use sound-attenuating devices on construction equipment or to install temporary noise barriers.

- Any hazardous materials/wastes encountered during grading or construction activities will be handled and disposed of in accordance with federal, state, and local hazardous materials/wastes regulations.

The following additional mitigation measures will be implemented as a part of this project:

- Construction activities will be programmed as expeditiously as possible to minimize disruptions to adjacent land uses and utilities.

- A public information campaign will be instituted that will provide prior notice to affected property owners and the public on specific dates and locations of construction. Visible road signs warning of construction zones will also be appropriately placed.

- Access to driveways and businesses will be kept open and, whenever necessary, appropriate signs indicating entry, name of establishment and hours/days of operation will be provided.

- The MTA will coordinate with the Department of Airports and businesses regarding LAX property that would be affected by temporary access restrictions during construction. A plan will be developed to minimize access impacts and to ensure that no businesses are without access to public roadways throughout the construction period.

- MTA will coordinate the design plans along Century Boulevard with LADOT to ensure that the guideway is built to an acceptable height compatible with Century Boulevard's designation as a house moving route.

- MTA will coordinate the Metro Green Line construction work hours with LADOA and LADOT's Rail Transit Section.

- MTA will work with Caltrans to develop a new or revised Cooperative Agreement for the Metro Green Line Northern Extension.

- Changes of bus routings and bus stop locations will follow the standard procedures to inform riders and other interested parties.

- All construction equipment will be maintained and kept tuned to reduce emissions from heavy equipment.

- Trucks hauling dirt will be covered during on-road hauling. Truck staging areas and haul routes will be coordinated with the City of Los Angeles Department of Transportation, Los Angeles Bureau of Engineering, and Los Angeles Unified School District.

- Ground cover will be re-established as quickly as practicable in areas left bare after construction.

- Provision of transit and rideshare incentives for construction personnel will be considered.

- If construction-generated noise exceeds acceptable CNEL guidelines during evenings and weekends, affected residents will be offered free alternative lodging accommodations.

- MTA will work closely with the FAA and LADOA to formulate viable strategies to minimize the short term impacts of construction on airport operations. This coordination will also include strategies to allow for continued aircraft operations during construction of the subway segment.

- Additional geotechnical and hydrogeological studies will be conducted within the subway segment to determine the presence of hazardous materials. All parcels to be acquired for construction will be analyzed for the presence of asbestos, lead paint, PCBs, and other contaminants. Other studies, as deemed necessary during preliminary engineering, will also be conducted.

- Should dewatering operations be required for the project, water samples will be analyzed to account for potential contaminants in local groundwater. The need for water treatment prior to discharge will be evaluated as appropriate. A NPDES permit will be obtained, if required.

- For any utilities requiring relocation, modification, or upgrading, MTA will consult with all appropriate utility companies to discuss measures to reduce potential impacts on existing utility lines during the final design of the project.

- Where construction occurs in proximity to pedestrian areas, fencing will be provided to protect pedestrians from construction activities.

- Lighting needed for construction activity will be shielded to reduce light and glare impacts if necessary and practical.

- To minimize cumulative impacts, MTA will coordinate with developers of other nearby projects, the City of LA, and LADOA to determine if measures can be taken to minimize community disruption during construction.

Rationale for Finding. Implementation of the proposed mitigation measures will reduce the impacts to a level that is less than significant in the areas of air and water quality, risk of upset, and utilities. However, even with the proposed mitigation measures, LAX, local businesses, and traffic will still experience some inconvenience at times. Proper scheduling of the construction will reduce, but not eliminate, the inconvenience. If other planned projects are also being built in the area at the same time, the cumulative effects could increase the inconvenience. It is possible that, even with the implementation of noise abatement measures, construction noise could be annoying at times in noise-sensitive areas (such as the single-family homes located north of Westchester Parkway on Fleetwing Avenue, the Westchester Branch of the Los Angeles Public Library, and at hotels located along Century Boulevard), and a variance from the City of Los Angeles noise ordinance may be necessary. Any remaining adverse impact will be short-term in nature.

Reference. For further discussion of the project's construction effects, see Section 5.16 of the Draft SEIR.

4.0 STATEMENT OF OVERRIDING CONSIDERATIONS

As identified in the findings, long-term traffic impacts would result from implementation of the proposed project. Four of the five intersections studied would experience significant increases in traffic levels according to LADOT criteria. The MTA intends to work closely with LADOT during the next phase of project development to formulate and implement strategies to minimize adverse impacts where possible. However, it is possible that, in some cases, adequate mitigation will not be feasible. In addition, construction impacts to LAX, local businesses, noise-sensitive land uses, and traffic are also considered potentially significant. However, these impacts would be short-term in nature and would conclude upon the completion of construction. Nevertheless, the MTA has decided to approve the Metro Green Line Northern Extension project by adopting the following Statement of Overriding Considerations.

The MTA hereby concludes that the project benefits outweigh the potentially significant environmental impacts and elects to override these impacts due to other considerations. The MTA reaches this decision after having taken the following four steps: (1) adopted all feasible mitigation measures or, in the case of traffic impacts, will adopt additional mitigation measures, where possible, in consultation with LADOT, (2) rejected the alternatives to the project above, (3) recognized all significant impacts, and (4) balanced the benefits of the project against its potentially significant effects after mitigation.

Notwithstanding the potentially significant long-term traffic impacts and short-term construction impacts from the Metro Green Line Northern Extension project, several major benefits will accrue as a result of the project. These include:

- Reduced fossil fuel consumption.
- A reduced reliance on the private automobile, thus reducing traffic congestion on local roadways and improving travel time.
- A decrease in total vehicle miles traveled, thus decreasing automobile emissions.
- Help satisfy local and regional transportation circulation and environmental goals stated in adopted City of Los Angeles plans.
- As a link in a rail network system, provide a regional reduction in vehicle miles traveled as well as the benefits of efficient transit service being available to a larger population.