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**ADDENDUM  
TO THE**

**SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

**(JULY 1989)**

**FOR THE  
LOS ANGELES RAIL RAPID TRANSIT PROJECT  
METRO RAIL RED LINE**

**HOLLYWOOD/HIGHLAND LAND ACQUISITION  
AND CHANGED CONSTRUCTION METHODS**

**LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY**

**APRIL 1994**

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## 1.0 INTRODUCTION

Pursuant to requirements of the California Environmental Quality Act (CEQA), specifically Sections 21083, 21087, and 21166, and following the State CEQA Guidelines, Sections 15162 and 15164, the Los Angeles County Metropolitan Transportation Authority (MTA) and the Rail Construction Corporation have prepared this Addendum to the Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR, July 1989) for the Los Angeles Rail Rapid Transit Project (Metro Rail). This Addendum considers the environmental consequences of additional property acquisition and other modifications associated with the Hollywood/Highland Station that were not addressed in the Final SEIS/SEIR.

This Addendum contains an assessment of the environmental impacts of the property acquisition and other activities, with recommended mitigation measures where appropriate (Section 2), MTA's findings and recommendations (Section 3), and references (Section 4). The purpose of and need for the project (including Project Findings and Statement of Overriding Considerations) from the July 1989 SEIS/SEIR, as well as the overall project description found in the Final EIS/EIR (respectively, December and November, 1983), are incorporated herein by reference. State CEQA Guidelines Section 15150(f) states "incorporation by reference is most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of the problem at hand."

Both CEQA and the National Environmental Policy Act (NEPA) provide that a supplemental environmental impact report or statement should be prepared if there are substantial changes in a project or in the circumstances under which the project is being undertaken which would require major revisions to the original analysis, or when new information becomes available (California Public Resources Code (PRC) Section 21166 and 40 Code of Federal Regulations (CFR) 1502.9 (c) respectively). The MTA, after reviewing the project change, has concluded that no conditions found under PRC 21166 and 40 CFR 1502.9 (c) have occurred that would warrant preparation of a supplemental EIR/EIS, and that a CEQA EIR Addendum is the appropriate environmental document to be prepared based on the "minor technical changes or additions" which "do not raise important new issues about the significant effects on the environment." NEPA does not provide for an equivalent environmental document to the EIR Addendum for changes that are of a minor nature. Hence, this document has been prepared to fulfill the requirements of CEQA; no NEPA environmental document is required.

State CEQA Guidelines Section 15164(b) provides that the Addendum "need not be circulated for public review but can be included in or attached to the final EIR." The CEQA Addendum will become part of the administrative record for the Final EIS/EIR. The California Office of Planning and Research (OPR) was consulted for clarification (Chiriatti, 1992) regarding public review and circulation. OPR's interpretation of this section is that the State Clearinghouse does not need to circulate the Addendum to other agencies for comment; the lead Agency (in this case, MTA) has sole discretion in approving and adopting the CEQA Addendum. State CEQA Guidelines Section 15164 (c) states that "the decision-making body shall consider the addendum...prior to making a decision on the project." The MTA Board should consider this CEQA Addendum prior to project approval.

## 1.1 Project Location

The parcel (B3-237) which is proposed for acquisition, is located in the City of Los Angeles near the intersection of Hollywood Boulevard and McCadden Place. The location of the proposed project is presented in Figures 1 (Regional Location Map) and 2 (Site Location Map). Figure 3 represents station plan proposed in the Final SEIS/SEIR and Figures 4 and 5 represent the new proposed plan for the Hollywood/Highland Station. The parcel (B3-237), where the additional staging area is proposed, is currently occupied by Executive Parking, Inc. (EPI). EPI has 156 parking spaces.

## 1.2 Background

The MTA, through its Metro Rail Construction Manager has identified the need to acquire an additional parcel of land to improve construction operations at the Hollywood/Highland station, and relocate appendages to McCadden Place. Other proposed changes at the Hollywood/Highland Station are to increase the station length from 630 feet to approximately 725 feet, and move the planned entrance from Orchid Avenue to the middle of the block. All the above mentioned changes would help reduce effects of construction activities on neighboring streets, businesses, and pedestrians, would provide the station contractor with a convenient means of bringing in equipment, materials, and supplies to the site, would increase efficiency of construction, and would reduce effects by allowing full flow of traffic on Hollywood Boulevard.

Property acquisition would comply with the Hollywood Construction Impact Program (HCIP) adopted by the Rail Construction Corporation (RCC) and the Los Angeles County Transportation Commission (LACTC) in December, 1992.

## 1.3 Project Description

### Construction Displacement Activities

The area excavated on the east side of the Hollywood/Highland station would be expanded in order to enable easy access of construction equipment. An additional staging area at McCadden Place will be acquired to facilitate access to the station construction activity to take place beneath Hollywood Boulevard. The access at McCadden Place will be required throughout the duration of the station construction, which is estimated to be approximately 44 months. During the construction of the station, it is expected that on a worst-case day approximately 40 trucks will be displaced from the Hollywood/Highland Orchid Avenue staging site to the McCadden Place staging area.

### Construction Of McCadden Place

During various periods, within the 44 month time frame, construction of the McCadden Place appendages will occur. The aggregate duration of actual construction activities is estimated at approximately 20 months.

Construction of the appendages at McCadden Place, and construction activities related to the acquisition of parcel B3-237 as a staging area, may take place during one or two work shifts per day. A single work shift would commence at approximately 7:00 A.M. and conclude at 3:30 P.M. If a second shift is required, it would begin at 3:30 P.M. and end at 12:00 midnight. However, the number of construction workers and equipment fleet mix for each of the phases described below are based on a one shift work day, and air, traffic and noise analyses are based on a 2-shift worst-case day.

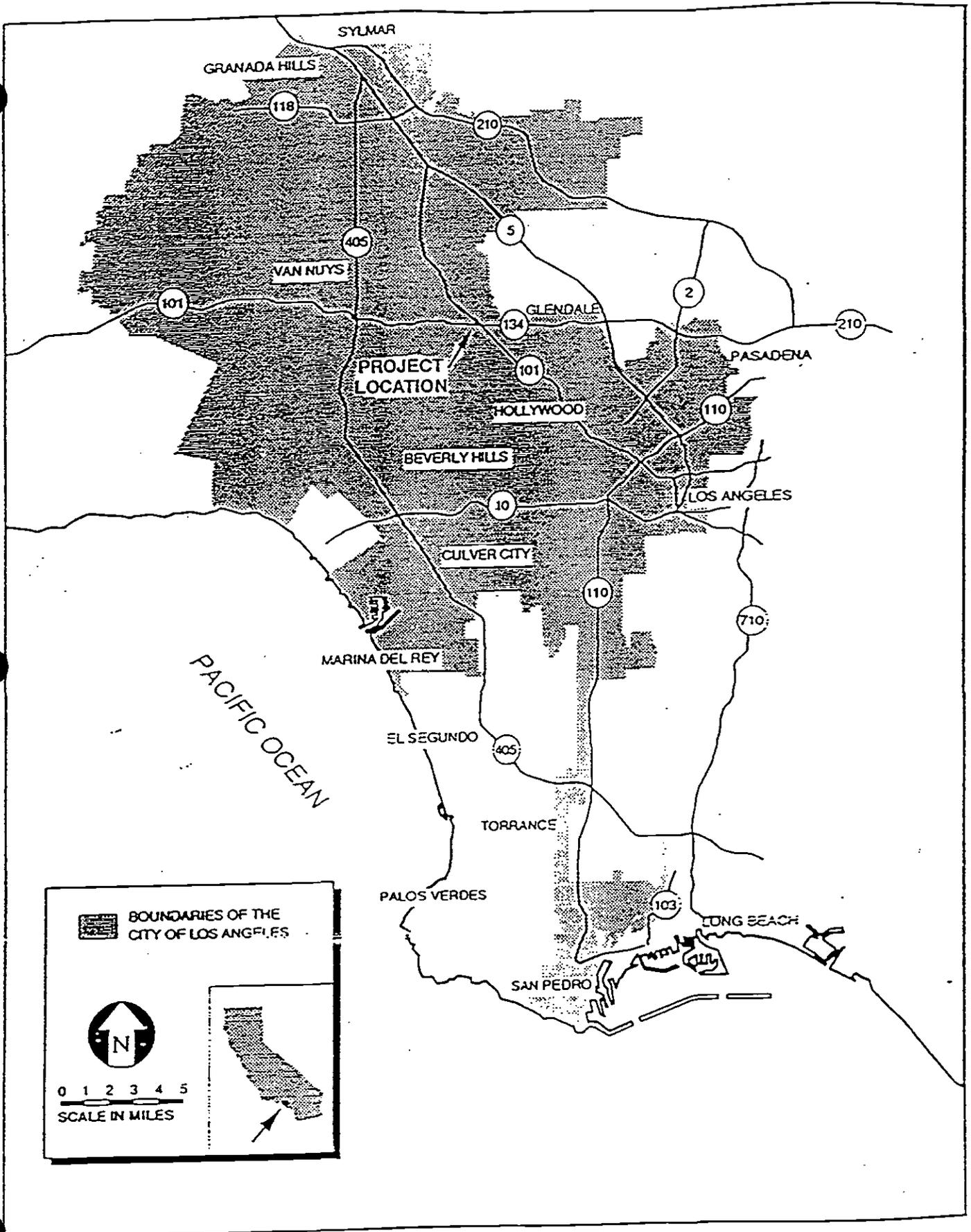


Figure 1  
Regional Location Map

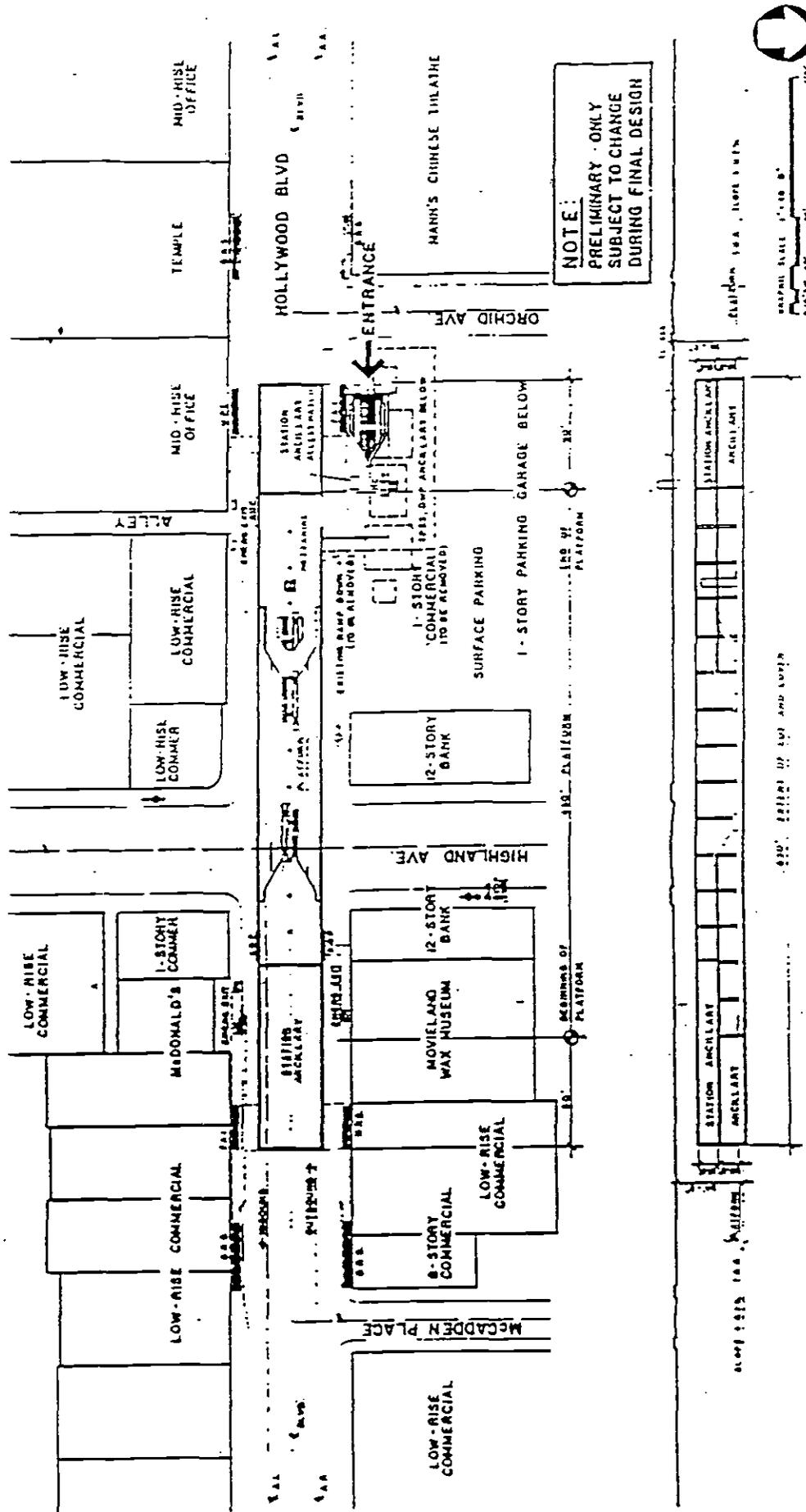


Figure 3  
 Hollywood / Highland Station Plan  
 Proposed in the 1989 Final SEIS/SEIR







Construction of the appendages at McCadden Place will consist of four phases as described below:

**Phase I - Site Preparation and Mobilization.** This phase would take place for approximately one month. There would be an average of approximately twelve construction workers on site. The contractor will construct wooden perimeter fences around the construction staging area, erect field trailers for project supervision and management staff, and establish material storage facilities and workshops. McCadden Place will be closed for the duration of the construction of the Hollywood/Highland Station. During this period, streets, sidewalks, curbs and gutters will be partially demolished and removed. The construction equipment fleet mix for this period would be approximately one dozer, one front-end loader, one pavement breaker, six dump truck loads to haul material, one water truck and one street cleaning truck trip (Bootarabi, Fuks, 1994).

**Phase II - Construction of the Access Ramp along McCadden Place.** This phase would consist of three stages.

Stage I, the installation of soldier piles on McCadden Place, would take approximately one to two months. During this stage, there would be an average of approximately fourteen construction workers on site. The construction equipment fleet mix for this period would be approximately one crane with auger, one backhoe, eight pile truck trips, two dump truck loads to haul material, one water truck and one street cleaning truck trip.

Stage II, street decking, will take approximately two weeks. The contractor may decide to deck a portion of McCadden Place to facilitate truck access from Hollywood Boulevard. This stage will require an average of approximately twelve construction workers on site. The construction equipment fleet mix for this period would be approximately one crane, one backhoe, three dump truck trips, one flat bed truck, one welding machine, one water truck and one street cleaning truck trip.

Stage III, partial excavation of McCadden Place, would take approximately twelve weeks. During this stage, an access ramp along McCadden Place will be graded down to the proposed station beneath Hollywood Boulevard. This excavation will result in the removal of approximately 8,000 cubic yards of material. This stage will require an average of approximately eighteen construction workers. The construction equipment fleet mix for this period would be approximately one crane, one backhoe, one dozer, one front-end loader, small electric tools, five dump truck trips to haul excavated material, one water truck and one street cleaning truck trip (Bootarabi, Fuks, 1994).

**Phase III - Construction of the Appendages.** This phase would consist of three consecutive stages.

Stage I will consist of additional excavation needed for the construction of the appendages at McCadden Place and would occur over a period of three months. During this period, approximately 12,000 cubic yards of material would be excavated to complete the construction of the appendages. This stage will require an average of approximately eighteen construction workers on site. The construction equipment fleet mix for this period would be approximately one crane, one front-end loader, one backhoes, six truck loads to haul excavated material, one street cleaning truck trip, and one water truck.

Stage II would include erection of concrete forms, and placement of reinforcement and concrete, and removal of concrete forms. This stage would require an average of approximately twenty construction workers on site and would take place over a period of

five months. The construction equipment fleet mix for this period would be approximately seventeen transit-mix trucks, one semitrailer, one crane, one pumper truck, one front-end loader, one street cleaning truck trip, and one water truck.

Stage III will include backfilling and would occur over a period of five months. This stage would require an average of approximately eighteen construction workers on site. During this stage, soil would be transported by truck from off-site locations to McCadden Place for placement and compaction over the appendages. The construction equipment fleet mix for this period would be approximately one dozer, one compactor, one water truck, one front-end loader, two transit mix truck loads, one street cleaning truck trip, and six dump truck loads (Bootarabi and Fuks, 1994).

**Phase IV - Completion and Demobilization.** This phase would take place for approximately three months. During this phase McCadden Place will be repaved and restored. The work force, equipment, materials and trailers would be removed from the job site. This phase would require an average of approximately fifteen construction workers on site. The construction equipment fleet mix for this period would be approximately one roller, one backhoe, one paver, one transit-mix truck, six dump truck loads to haul material, one front-end loader, one street cleaning truck trip, and one water truck (Bootarabi and Fuks, 1994).

#### **Additional Project Changes**

The station length will increase from 630 feet to approximately 725 feet. This will result in no additional impacts than those discussed in the Final SEIS/SEIR since there will be no increase in the daily activities. The construction period for constructing the station will be increased over the time required to construct the shorter station. The lengthening of the station will not affect the revenue operation date since there is adequate slack in the station schedule.

The entrance of the station will be relocated from Orchid Avenue to the middle of the block. This will be relocated within the boundaries of the previously proposed pedestrian plaza, and hence there will be no impacts to the community.

## 2.0 ENVIRONMENTAL ISSUES AREAS AND FINDINGS OF SIGNIFICANCE

For the convenience of the reader, the environmental designations utilized in the SEIS/SEIR are followed in this addendum.

### 2.1 Traffic and Circulation

This section analyzes the traffic, transit and parking impacts resulting from construction activity at the staging area on the Executive Parking Inc. lot and construction of the appendages on McCadden Place. The relocation of the planned station entrance will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR, and are therefore not analyzed. The increase in the station length will extend the duration of the construction period, but will not increase the daily activities. Hence, this will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR, and are therefore not analyzed.

#### Construction Impacts

##### Traffic

Since the number of trucks, commuting workers, and vehicles diverted to other roadways is greatest as a result of the Displacement of Construction Activity, this phase of the project is considered to have the worst case impact on traffic. Impacts of all other phases and stages would be less than this worst case scenario. Therefore, the following analysis focuses on the impacts due to the shift in truck trips, employee trips and the re-routing of traffic from the temporary closure of McCadden Place.

**Displacement of Construction Activity from Hollywood/Highland to McCadden Place.** It is expected that on a worst-case day approximately 40 trucks will be displaced from the Hollywood/Highland Orchid Avenue staging site to the McCadden Place staging site. This results in a total of 80 truck trips per day at the McCadden Place. Most of these trips will occur during off-peak hours; however, it was assumed that to represent a worst-case condition, half of all the truck trips would be assigned to the morning and evening peak hours. This results in an estimate of 20 truck trips (10 trips in to the site and 10 out) during the AM peak hour and 20 truck trips (10 trips in and 10 trips out) during the PM peak hour. Since these truck trips were shifted from the Orchid staging site to the McCadden staging area, the distribution of trips serving the two sites was changed accordingly. Therefore, trips were subtracted from roadways and intersections adjacent to the Orchid site and added to the roadways and intersections serving the McCadden site.

During construction, station construction and excavation will require a varied number of workers, ranging from a minimum of 12 workers to a maximum of 18 workers. For the purposes of this analysis, the maximum number of workers was assumed in the calculations to reflect worst-case conditions. Therefore, a total of 18 workers trips are expected to occur during the AM peak hour (18 trips in and 0 trips out). During the PM peak hour, an afternoon shift change was assumed to occur. Although this is very unlikely, it is assumed in this analysis to reflect worst-case conditions. Therefore, a total of 36 worker trips are expected to occur during the PM peak hour (18 trips in and 18 trips out).

Since the McCadden Place staging area requires the temporary closure of McCadden Place for the 44 months of station construction, trips were diverted to Yucca Street and Las Palmas Avenue. Low volumes are currently experienced on McCadden Place, where most

trips are related to either the displaced parking facility or to the residents on Yucca, circulating between Yucca and Hollywood Boulevard. These trips were re-routed via Yucca and Las Palmas.

Three intersections were analyzed to determine the impacts to this change in traffic: Hollywood Boulevard/Highland Avenue; Hollywood Boulevard/Las Palmas; and, Yucca Street/Las Palmas. The level of impact of station access traffic was qualitatively determined to be "minor", "moderate", or "major". If the change in critical volume was calculated to be 75 vehicles or less, the impact was determined to be minor. Moderate traffic impacts would be expected if the change in critical volume was more than 75, but less than 150 vehicles. A change in critical volume greater than 150 vehicles was considered to be a major impact of traffic flow at the intersection. This rating of traffic impacts was derived from threshold levels of critical volumes for levels of service A through F for planning applications as described in Circular 212. A review of the critical volumes by level of service revealed that a change in critical volume of 150 vehicles per hour would produce a change in service level from one level to the next. (This method of determining the level of impacts was used as in the Final SEIS/SEIR).

Table 1 contains the results of the analysis. All three intersections are expected to experience minor impacts due to the shift in traffic from the Orchid staging area to the McCadden staging area. The intersection of Hollywood/Highland experiences virtually no effective change in level of service. The intersections of Hollywood/Las Palmas and Yucca/Las Palmas experience minor changes in travel patterns due to the introduction of truck and worker trips and the re-routing of McCadden Place trips. The maximum expected increase in critical volume, 43 for both intersections, is well under the minimum threshold for minor impacts.

In addition to the critical volume analysis, intersection capacity calculations were conducted for the Hollywood Boulevard/Highland Avenue intersection. The most recent turning movement volumes were obtained for this intersection from the City of Los Angeles Department of Transportation Traffic Survey Division. Since 1998 is the last year to experience construction impacts, it serves as a worst-case year of analysis. Recent volumes were increased to 1998 levels by applying a two percent per year growth rate. The shifts in truck and worker trips from the Orchid staging area to the McCadden staging area were applied to the 1998 intersection turning movement volumes at Hollywood/Highland. The capacity calculations showed virtually no change in volume-to-capacity ratio or level of service during the AM or PM peak hours. Therefore, the shift in truck and worker trips to the McCadden staging area results in no significant impact to this intersection.

**Other Phases.** Since the above analysis represents the worst case traffic impact of the project, all other phases and stages of the project would also result in no significant traffic impact at the three analyzed intersections.

### Transit

The major transit lines in the project area are along Hollywood Boulevard and Highland Avenue. Project activity along McCadden Place will not affect the operation of these lines. The nearest bus stops are at the intersection of Hollywood Boulevard and Highland Avenue. No additional disruption or discontinuation of bus operation at the stops is anticipated.

**Table 1**  
**Impact of McCadden Place Staging Area \***

	Absolute Change in Critical Movement (veh per hour)	Expected Impact
Hollywood/Highland		
AM Peak Hour	4	Minor
PM Peak Hour	4	Minor
Hollywood/Las Palmas		
AM Peak Hour	27	Minor
PM Peak Hour	43	Minor
Yucca/Las Palmas		
AM Peak Hour	35	Minor
PM Peak Hour	43	Minor

**Note:**

- \* Source of Methodology: Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Los Angeles Rail Rapid Transit Project/Metro Rail; U.S. Department of Transportation, Urban Mass Transportation Administration; Southern California Rapid Transit District; July 1989; Section 1.2.2 Traffic Impacts, page 3-1-2.

**Parking**

The staging area for construction activity at McCadden Place will displace 66 parking spaces located in the private surface lot operated by Executive Parking Incorporated. In addition, 16 on-street, one-hour metered parking spaces and two tourist bus layover spaces will be lost during the closure of McCadden Place. Thus a total of 84 spaces will be displaced during construction. All displaced parking places will completely restored after construction of the station is completed.

The SEIS/SEIR (Table 3-7, page 3-1-19) reviewed existing and future parking conditions at the Hollywood/Highland station. The document stated, "the expected increase in parking supply between 1986 and 2000 (at the Hollywood/Highland station) exceeds twenty percent". Although demand for parking will continue to increase as new development occurs, supply will grow concurrently and exceed demand, by more than twenty percent. Therefore, existing and future parking supplies are expected to be sufficient to meet demands of the Hollywood/Highland station. The temporary loss of parking due to the displacement of the McCadden Place staging area can be absorbed by on-street parking spaces and off-street parking facilities within the immediate area of the McCadden staging area.

Impacts due to the displacement of parking will be *minor*.

**Mitigation Measures**

The minor transportation impacts described for Phases I - IV will be mitigated by implementation of the adopted mitigation measures described in the Final SEIS/SEIR. Additional traffic mitigation measures are recommended in Section 3.0 of this document.

## 2.2 Noise and Vibration

Noise and vibration would result from construction activities of the proposed project. Impact significance criteria and various means available to limit noise and vibration are given in the Project Pollution Controls Specifications (01566), which include Metro Rail Red Line noise limits for residential, commercial and industrial receptors.

### Noise

The municipal code of the City states that the project noise shall not exceed the ambient noise level by more than 5 dB. The project specifications require that the most stringent of the given noise limits must be complied with for a given time and receptor location. Using the noise limits from Table 1 of the Project Pollution Controls specifications, dated February 11, 1994, and noting the land use type of the nearby noise sensitive receptors, the limits for each location can be obtained. MTA has determined that the Hollywood/Highland Station area is classified as commercial area with sleeping, and on Yucca Street as multi-family residential use. Table 2 of this report gives the receptor noise limits. With the exception of the residential complex, these limits apply 24 hours per day. These limits are based on those project noise limits which appear to be the most stringent.

Table 2

Noise Limits for Nearby Locations

Location Name	Approximate Distance, Ft.	Hourly Noise Limit, dBA
Hollywood Wax Museum	70	75
In and Out Burger	170	75
Two-Storeyed Office Complex	100	75
Multi-Storeyed Office Complex	10	75
Closest Residential Complex on Yucca Street	200	65/55 <sup>1</sup>
Retail Services at Highland/Yucca St	90	75
B. Dalton Book Store	10	75
Scientology	80	75
Hollywood Theater	120	75
Egyptian Theater	270	75

Source: Engineering-Science

<sup>1</sup> Daytime/nighttime noise limit

### Construction Impacts

**Construction Activities at McCadden Place.** The worst case day would take place during Stage II of the construction of the appendages. During this period, as stated in the project description, one crane, one backhoe, one front-end loader, one water truck, one dump truck, small electric tools and one street cleaning truck would be operating simultaneously. This construction stage would require at least as much construction equipment and hourly usage as would occur at another Red Line Site where construction noise has been evaluated in detail (MTA, 1993). The construction noise levels at this other site were estimated to exceed 85-88 dBA at 50-ft. This noise level would exceed the hourly noise

limit as discussed in Table 2. Thus, mitigation measures are recommended in Section 3. The relocation of the planned station entrance will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR. The increase in the station length will extend the duration of the construction period, but will not increase the daily activities. Hence, this will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR, and are therefore not analyzed.

**Traffic Noise.** Traffic noise is discussed under "Displacement of Construction Activity from Hollywood/Highland to McCadden Place".

**Staging Activities.** Noise impacts from construction staging activities will be no different from those described in the FEIS/FEIR.

**Displacement of Construction Activity From Hollywood/Highland to McCadden Place.** Due to acquisition of parcel B3-237, some construction activities will be displaced from the Hollywood/Highland staging area to the McCadden Place staging area. This will result in an increase in 40 trucks per day along Yucca Street to access the staging area. This may cause a significant noise impact along Yucca Street for construction activities, since residences are located on the north side of the street. This significant impact which will remain unmitigated, has been discussed as a general project impact in the 1989 Final SEIS/SEIR in Section 15.11 of Chapter 3. The displacement of construction activities will significantly improve operations along Hollywood Boulevard.

### **Vibration**

The vibration limits are given in the Project Pollution Controls Specification 01566.

### **Construction Impacts**

**Construction Activities at McCadden Place.** The multi-storied office complex and the B. Dalton Bookstore, located immediately adjacent to the site where the soldier piles would be installed, may very likely experience vibration impacts. Significant vibration impacts may also occur during Phase I, when the sidewalks are removed. These impacts would occur between 7:00 am and 12:00 midnight. Therefore, vibration mitigation measures are recommended in Section 3. The relocation of the planned station entrance will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR. The increase in the station length will extend the duration of the construction period, but will not increase the daily activities. Hence, this will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR, and are therefore not analyzed.

**Traffic Vibration.** There would be no significant impacts caused by vibration from construction traffic.

**Staging Activities.** Vibration impacts from construction staging activities are discussed in the FEIS/FEIR. No increase in activity, equipment, or other factors would cause these factors to change as a result of the proposed use of the site.

**Displacement of Construction Activities from Hollywood/Highland to McCadden Place Staging Area.** The increase in truck traffic may degrade road conditions, thereby resulting in vibration impacts. As a result, mitigation measures are recommended.

### **Mitigation Measures**

Due to the estimated construction-related noise impacts during the construction phase of the proposed project, noise mitigation measures recommended in the Project Pollution

Controls Specifications and the Final SEIS/SEIR will be implemented. Application of noise mitigation measures, as stated in Section 3, would reduce impacts to a level of insignificance.

Vibration mitigation measures are outlined in the FEIR/FEIS and in Project Pollution Controls Specification 01566. Application of vibration mitigation measures, as stated in Section 3, would reduce impacts to a level of insignificance.

### 2.3 Air Quality

The construction of the relocated appendages on McCadden Place will result in contaminant emissions beyond those anticipated in the 1989 Final SEIS/SEIR. These impacts are evaluated and analyzed using criteria in the SCAQMD's revised "CEQA Air Quality Handbook" (SCAQMD, 1993). This handbook identifies measurable emissions, project-related emission factors, quantifiable emission reduction mitigation measures, and revised daily threshold criteria as shown on Table 3. The daily construction emission significance threshold levels were used in determining whether this part of the project's construction activity has the potential to cause a significant adverse impact on air quality.

**Table 3**  
**SCAQMD Air Quality Impact Significance Thresholds**

Project Phase	Air Contaminant (lb/day)					
	CO	ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM10	Lead
Construction	550	75	100	150	150	3
Operation	550	55	55	150	150	3

Source: SCAQMD, 1993

The worst-case day emissions associated with the proposed construction at McCadden would occur in the second phase during the excavation for the construction of the access ramp. Therefore, this phase will be analyzed in depth.

#### Construction Impacts

**Phase I - Site Preparation and Mobilization.** Air quality impacts from site preparation activities are discussed in the SEIS/SEIR. However, the McCadden Place property was not analyzed in the SEIS/SEIR. Site preparation activities will occur over approximately 4 weeks and consist of minor demolition and relocation of underground utilities. Air quality impacts resulting from site preparation activities are expected to be minimal and of short duration. Air contaminant emissions resulting from site preparation activities will not appreciably increase the project's overall emissions as analyzed in the SEIS/SEIR, and therefore are determined to be insignificant.

**Phase II - Construction of Access Ramp.** This phase will involve construction of the access ramp along McCadden Place and will occur in three stages.

- **Stage I - Installation of Soldier Piles**

This stage will take approximately over one to two months. Air quality impacts resulting from the installation of soldier piles are expected to be minimal and of

short duration. Air contaminant emissions resulting from this stage will not appreciably increase the project's overall emissions as analyzed in the SEIS/SEIR, and therefore are determined to be insignificant.

■ **Stage II - Street Decking**

This stage will occur over approximately two weeks. Air quality impacts resulting from street decking operations are expected to be minimal and of short duration. Air contaminant emissions resulting from this stage will not appreciably increase the project's overall emissions as analyzed in the SEIS/SEIR and therefore are determined to be insignificant.

■ **Stage III - Excavation**

This stage will take place over approximately twelve weeks. The worst-case day analysis is based on a two shift work day, five days per week. However, occasionally construction activities may occur during weekends to keep to schedule. This will not affect worst case day. Maintenance and equipment repairs will be performed on Saturdays during an 8-hour shift. As mentioned previously, it is during Phase II that the worst-case day emissions would occur.

The projected emissions from construction and excavation equipment were calculated according to the number and type of equipment and the hours of operation. Appendix A1 provides the associated emission factors and the daily hours of operation. Mobile source emissions would occur from 20 construction worker single-occupant vehicles per shift, and from the transport of materials carried by trucks to and from the site. It is assumed that the single-occupant vehicles will travel a total of 50 miles per day, and that the transport trucks will travel 50 miles per day. A total of approximately 8,000 cubic yards of material will be excavated and removed from the site during this stage. A worst-case day air quality analysis is based on the removal of excavated materials requiring 5 truck loads per shift (with a capacity of 15 cubic yards per truck), traveling to and from the site. Fugitive dust (assumed to be PM10) emissions would be generated from both the vehicle miles traveled and on-site equipment operations. Off-site PM10 emissions were calculated from vehicle travel on paved roads. On-site PM10 emissions were calculated for soil and material handling. Appendix A2 provides the vehicle exhaust emissions data and Appendix A3 provides the PM10 emission calculations. For purposes of comparison to the SCAQMD's air quality impact significance thresholds, estimated construction emissions from construction related vehicles and equipment exhaust, and fugitive PM10, are shown on Tables 4 and 5.

Table 4

**Estimated Daily Air Contaminant Emissions  
from Construction Activities (Exhaust only)**

Construction Activity	Air Contaminant (lb/day)					Lead
	CO	ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM10	
Construction Emissions	88.46	13.78	97.61*	7.92	9.72	0.0008
SCAQMD Threshold Levels	550	75	100	150	150	3

Source: Engineering-Science

\* Total NO<sub>x</sub> emissions include an assumed 7% reduction to result from the planned future use of reformulated diesel fuel, as required by the recent CARB regulations (CARB, 1994).

Table 4 shows that the SCAQMD threshold would not be exceeded for construction equipment exhaust, and are therefore insignificant.

Table 5

**Estimated Daily PM10 Emissions from  
Construction Activities**

Construction Source	PM10 Emissions (lb/day)
Construction worker vehicles	36.00
Construction earthmoving equipment*	187.04
Material handling*	0.15
Trucks	89.5
<b>Total Emissions</b>	<b>312.69</b>

Source: Engineering-Science

\* Total emissions include 74% reduction from a combination of site watering, and an assumed high water content of the excavated materials

Table 5 shows that PM10 emissions from construction activities would exceed the SCAQMD's threshold levels, and therefore create a significant adverse impact. The mitigation measures shown in Section 3.0 of this report, which are included in the Final SEIS/SEIR, will be implemented, but the effectiveness of the mitigation measures cannot be quantified. Therefore, mitigation to insignificance cannot be demonstrated. Section 15.11.3 of Chapter 3, of the Final SEIS/SEIR identifies dust (PM10) as a construction impact which cannot be mitigated. Therefore, the results in Table 5 present no new significant impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR.

**Phase III - Construction of Appendages.** Air quality impacts resulting from Phase III are determined not to be greater than the worst-case day analysis in Phase II. This conclusion is

made on the basis that the additional excavation resulting from the construction of the appendages will occur over a 12 week schedule, with fewer truck trips per day.

**Phase IV - Completion and Demolition.** Air quality impacts resulting from Phase IV activities are expected to be minimal and of short duration. Air contaminant emissions resulting from site completion and demobilization activities will not appreciably increase the project's overall emissions as analyzed in the Final SEIS/SEIR, and therefore are determined to be insignificant.

#### **Displacement of Construction Activities from Hollywood/Highland to McCadden Place Staging Area**

Air contaminant emissions from the development of the Hollywood/Highland station have been analyzed in the 1989 Final SEIS/SEIR using emission factors and procedures identified in the South Coast Air Quality Management District's Air Quality Handbook for Preparing Environmental Impact Reports, April 1987. During construction of the station, it is expected on a worst-case day that approximately 40 trucks will be displaced from the Hollywood/Highland to the McCadden Place staging area. No additional analysis is needed for the displaced equipment since emissions resulting from the construction fleet are within the scope of the 1989 Final SEIS/SEIR.

The relocation of the planned station entrance at the Hollywood/Highland station will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR. The increase in the station length will extend the duration of the construction period, but will not increase the daily activities. Hence, this will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR, and are therefore not analyzed.

#### **Mitigation Measures**

Air quality mitigation measures are outlined in the Final SEIS/SEIR. All applicable mitigation measures will be implemented to reduce potential air quality impacts, however PM10 emissions during the worst-case construction day at McCadden Place will constitute significant impacts which cannot be mitigated. Section 15.11.3 of Chapter 3, of the Final SEIS/SEIR describes dust (PM10) as a significant impact which cannot be mitigated. Section 3.0 of this report provides associated findings and recommendations.

#### **2.4 Subsurface Conditions**

The proposed construction staging area for McCadden Place, parcel (B3-237), is currently being used as a parking lot. Since environmental investigations have not been performed on the property or on McCadden Place, there is a possibility that potentially hazardous substances may exist on site. A preliminary site visit should be conducted prior to site mobilization and preparation to look for signs of contaminated soil. If signs of contaminated soil are found during the site visit or during excavation activities, then work should be stopped until the contamination is investigated further. If contamination is found, a Phase I and Phase II site investigation should be conducted to determine the types and extent of contamination which may occur on site. These investigations will determine the hazardous nature of soils on site as described in Section 15.9.1.4, I.C. of Chapter 3, of the Final SEIS/SEIR, prepared in July, 1989, by the United States Department of Transportation, the Urban Mass Transit Administration (now FTA), and the Southern California Rapid Transit District. If soils are found to be hazardous, they will be disposed in accordance with regulations outlined in Section 15.9.1.4, I.B. of Chapter 3, in the Final

SEIS/SEIR. Actual disposal methods and transport are discussed in Sections 15.9.1.4, I.D. and I.E., respectively, and are covered in Project Pollution Controls Specifications (01566). Impacts associated with the excavation, remediation, transport and disposal of hazardous soils are addressed in the Final SEIS/SEIR. In addition, contaminated soils may be taken to recycling facilities.

When construction of the appendages is completed, proper fill materials shall be used for backfilling and McCadden Place shall be restored to its original condition. The fill material shall be properly compacted to avoid settlement and subsidence.

Acquisition of parcel (B3-237), with subsequent use for construction of the appendages will result in no additional impacts from hazardous soils beyond those presented in the Final SEIS/SEIR, Chapter 3, Section 15.9.1.4. There will be no additional mitigation measures required beyond those outlined in the Final SEIS/SEIR, Chapter 3, Section 15.9.3.

Mitigation measures found in Section 02200, Earthwork, in the Project Specifications will be implemented to reduce the potential impact of subsidence or settlement from backfilling McCadden Place. There will be no additional mitigation measures required.

## **2.5 Other Impacts**

Acquisition of parcel B3-237, with subsequent construction of appendages on McCadden Place, is not anticipated to result in significant environmental impacts to the issue areas mentioned below. In addition, the relocation of the planned station entrance will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR. The increase in the station length will extend the duration of the construction period, but will not increase the daily activities. Hence, this will result in no new impacts beyond those anticipated and described in the 1989 Final SEIS/SEIR, and are therefore not analyzed.

### **Hydrology**

There are no surface bodies of water that will be affected by the proposed property acquisition and construction of the appendages on McCadden Place. Groundwater should not be affected either, as it lies below the level needed for the construction of the appendages. However, if perched groundwater lenses are encountered or if the groundwater table rises, dewatering may be necessary. If dewatering is necessary, several dewatering wells will be installed at the construction site to control the water and maintain the water table at an elevation below the elevation of the appendages. Impacts associated with dewatering are discussed in Section 13.9.5 of the Final SEIS/SEIR. There will be no additional mitigation measures required beyond those outlined in the Final SEIS/SEIR.

### **Social and Community**

The property acquisition and subsequent construction of the appendages on McCadden Place will not result in significant impacts on the community's retail business beyond that described in the Final SEIS/SEIR. The community's cohesion and accessibility of neighborhoods as analyzed in the SEIS/SEIR are unaffected by the scope of work proposed in this Addendum.

### **Safety and Security**

Since security will be provided at the McCadden Place site continuously, no impacts beyond those discussed in the Final SEIS/SEIR are anticipated. Safety will be assured at the construction staging area (B3-237) and the McCadden Place site, which will be fenced

and gated. Mitigation measures for potential impacts to workers are addressed in the Final SEIS/SEIR.

#### **Aesthetics**

The construction site will be surrounded by a minimum 12-foot high wooden fence. No significant changes to the environmental impacts associated with visual quality/aesthetics anticipated in the Final SEIS/SEIR for this project is expected to occur since the site will be restored to its pre-construction conditions.

#### **Energy**

The equipment required for site preparation, excavation and construction of the appendages is discussed in Section 1.3 of this Addendum. Diesel fuel would be required to operate the on-site equipment and to power trucks hauling materials to and from the site. Gasoline would be consumed by the construction employee vehicles, while commuting to and from the site. The fossil fuel requirements for the proposed property acquisition and construction are minimal and are not significantly beyond the energy impacts anticipated in the Final SEIS/SEIR. The incremental increase in vehicle fuels consumed is measurable but is considered negligible when compared to the overall project's energy demand.

#### **Biological Resources**

The entire project area on McCadden Place is developed and no biological resources exist on the site, therefore, no additional biological resources are anticipated to be impacted beyond those addressed in the SEIS/SEIR.

#### **Electromagnetic Emissions**

Although electric lines would be installed at the site, construction of the appendages would result in no additional impacts to electromagnetic emissions over those described in the Final SEIS/SEIR.

#### **Cultural Resources**

The proposed construction of the appendages at McCadden Place does not involve any structures, sites, or objects of historic, architectural or cultural significance.

#### **Cumulative Impacts**

The proposed changes will not cause any significant cumulative impact. Instead the proposed project will reduce the overall environmental impacts associated with the additional construction activities. Removal of excavated material will take place at the McCadden Place access ramp and at the Hollywood/Highland Station construction site located at the intersection of Hollywood Boulevard and Orchid Avenue. This would eliminate the need to remove any excavated material through Hollywood Boulevard. This will allow Hollywood Boulevard to remain open and will result in less disruption to traffic. There will be fewer disruptions to business activities along Hollywood Boulevard due to the relocation of the appendages from the sidewalks on Hollywood Boulevard to McCadden Place.

### 3.0 MTA FINDINGS AND RECOMMENDATIONS

Based on the environmental analyses conducted as part of this Addendum, MTA finds:

There are no substantial changes in the project or in the circumstances under which the project is being undertaken which would require major revisions in the EIR, and there is no new information which has become available that would change the EIR's conclusions regarding the project's impacts.

The requirements and intent of CEQA Guidelines Section 15164 "Addendum to an EIR" are wholly fulfilled by the description of the design changes and the environmental analyses contained in this Addendum.

This Addendum is to be included or attached to the SEIS/SEIR and the FEIS and FEIR prepared for this project, and is not to be considered as an independent and/or separate document.

#### 3.1 Existing Mitigation Measures

The following mitigation measures are those prescribed in the FEIS/FEIR and SEIS/SEIR and represent, but are not inclusive of, measures that will be implemented for this phase of the project:

##### Traffic and Circulation

- Station a flag person to guide traffic properly and to ensure safety at the construction site.
- Maintain access to adjacent businesses throughout the construction period.
- Provide signs informing the residents and business owners in the neighborhood about the construction schedule.

##### Air Quality

- Conform to SCAQMD Regulation VII during Stage I, II and III smog alerts.
- Promote carpooling, improve equipment operation by keeping them in proper tune.
- Water site as required to control dust.
- Conform to all provisions of South Coast Air Quality Management District Rule 403 to control PM10 emissions.
- Cover with tarpaulins all trucks hauling dirt, sand, soil, or other loose materials to and from the site from point of loading to point of discharge, in accordance with Project Specifications Section 01566.

##### Noise and Vibration

- Use new or nearly new construction equipment with exhaust muffling to reduce noise to acceptable levels.
- Use small construction equipment hand tools which are new or nearly new and that meet current allowable of noise and/or vibration limits.
- Minimize noise-intrusive impacts during the most sensitive hours.
- Plan noisier operations for times of highest ambient levels.

- Keep noise at relatively uniform levels, and avoid rapid increases and impulse noises.

### 3.2 Proposed Additional Mitigation Measures

The following mitigation measures are recommended in addition to the measures prescribed in the FEIS/FEIR and SEIS/SEIR and should be included in the Mitigation Monitoring Program:

#### Traffic and Circulation

- Restripe the north approach of Las Palmas at Hollywood Boulevard to accommodate two lanes (one lane for right turns and one lane for left turns).
- Provide early warning detour signs before street closure of McCadden Place.

#### Noise and Vibration

- Trucks should travel below the posted speed limit when passing sensitive receptors on Yucca Street.
- Keep roadways clean and in good condition to avoid excessive truck vibration.
- Avoid dropping of materials, including soldier piles, and prevent equipment from impacting or thumping the ground near or at the multi-storied office building and the B. Dalton Bookstore.

The MTA staff, which has prepared these findings and this Addendum, attests to their validity and hereby recommends approval and adoption of these findings and this Addendum by the MTA.

#### 4.0 REFERENCES

Bootarabi, Ben., and Fuks, Henry., 1994. Parsons-Dillingham, Lead Planner/Scheduler. Personal conversation on March 14 with Smita Deshpande of Engineering Science and Joe Mouawad of the Scientex Corp.

California Air Resources Board., 1994, telephone conversation with M. St Denis, ES, April 1, 1994.

Chiriatti, Michael., 1992. California Office of Planning and Research, Office of Permit Assistance. Telephone conversation on August 12 with Kendall Jue, Parsons Brinckerhoff Quade and Douglas, Inc.

MTA, 1993. Addendum to the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Los Angeles Rail Rapid Transit Project Metro Red Line. Property Acquisition of Network Autobody for the Hollywood/Vine Station (B281), August.

South Coast Air Quality Management District, 1993. Air Quality Handbook for Preparing Environmental Impact Reports, April.

\_\_\_\_\_, 1993. CEQA Air Quality Handbook for Preparing Environmental Impact Reports, April.

U.S. Urban Mass Transportation Administration (UMTA) and Southern California Rapid Transit District (SCRTD), Final Environmental Impact Statement for the Los Angeles Rail Rapid Transit Project, December, 1983.

\_\_\_\_\_, 1987. Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Los Angeles Rail Rapid Transit Project, November.

\_\_\_\_\_, 1989. Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Los Angeles Rail Rapid Transit Project, July.

## APPENDIX A1

### CONSTRUCTION EQUIPMENT EMISSION CALCULATIONS

**Emission Factors (exhaust only):**

Equipment Type (diesel-fueled)	Units	CO	ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM10
Backhoe	lb/hr	0.434	0.16	0.326	0.017	0.021
Crane	lb/hr	0.675	0.152	1.691	0.143	0.139
Dozer	lb/hr	1.8	0.19	4.20	0.350	0.165
Front-end loader	lb/hr	0.572	0.25	1.89	0.182	0.172
Water Truck	lb/hr	1.8	0.191	4.16	0.45	0.255

Source: AP-42.3.3-1-EPA, 1985

**Daily Usage:**

Equipment	Hours*
Backhoe (1)	12 hours/day
Crane (1)	10 hours/day
Dozer (1)	8 hours/day
Front-end Loader (1)	10 hours/day
Water Truck (1)	3 hours/day

Source: Fuks, Bootarabi, 1994

\* Assumed total hours of operation for two shifts in a 24 hour day.

**Calculation Results**

Equipment	Air Contaminant Emissions (lb/day)				
	CO	ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM10
Backhoe (1)	5.21	1.92	3.91	0.20	0.25
Crane (1)	6.75	1.52	16.91	1.43	1.39
Dozer (1)	14.4	1.52	33.60	2.80	1.32
Front-end Loader(1)	5.72	2.50	18.90	1.82	1.72
Water Truck (1)	5.40	0.57	12.48	1.35	0.77
<b>Total</b>	<b>37.48</b>	<b>8.03</b>	<b>85.80*</b>	<b>7.60</b>	<b>5.45</b>

Source: Engineering-Science

\* Total NO<sub>x</sub> emissions would be 79.8 lbs with an assumed 7% reduction to result from the planned future use of reformulated diesel fuel, as required by the recent CARB regulations (CARB, 1994).

## APPENDIX A2

### MOTOR VEHICLE EMISSIONS CALCULATIONS (EXHAUST ONLY)

#### Motor Vehicle Emissions Calculations

Emission Source	CO	Construction Worker Vehicle Emission Factors				
		ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM10	Lead
Running exhaust and evaporative (grams/vehicle/mile)	6.28	0.51	0.72	0.07	0.11	0.00016
Cold start (grams/trip)	89.18	4.73	2.69			
Hot start (grams/trip)	12.20	1.12	1.48			
Hot soak (grams/trip)		1.31				
Diurnal (grams/vehicle/day)		3.22				

Source: EMFAC7EP-SCF emission factors for vehicles with gross vehicle weight up to 6,000 pounds or less. Calendar year 1993. Speed - 30 miles per hour. Area 2 - Los Angeles (Tables 9-5-J-2 and 9-5-L, SCAQMD, 1993).

Vehicle Assumptions. 20 persons travel in single-occupant vehicles. Round Trip = 50 miles.

Equation: pounds per day = 40 vehicle trips per shift x 2 shifts per day x 25 vehicle miles x emission factor/454 gram per pound.

Emission Source	CO	Emissions Calculation Results (lb/day)				
		ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM10	Lead
Construction worker vehicles	43.38	3.60	3.64	0.32	0.48	0.0008

Source: Engineering-Science

## Truck Emissions Calculations

	Project-Related Diesel Truck Emission Factors			
	CO	ROC	NO <sub>x</sub>	PM10
Diesel Emissions (grams/vehicle/mile)	6.88	1.95	13.81	3.43

Source: CARB E7EPSCF - Running I/M Exhaust Emission Rates at 75°F. Year 1993. Speed - 50 miles per hour. (Cold start, hot start, soak and diurnal emission factors not available.)

### Diesel Truck Assumptions:

Excavation Activity: 5 truck loads per shift carrying 15 cubic yards of excavated material. Two work shifts a day. Round trip = 50 miles.

Street Cleaning Activity: 1 truck trip per shift along McCadden Place and Yucca Street. Two work shifts a day. Round trip = 1 mile.

Equation: pounds per day = Number of truck trips per day x vehicle miles traveled x emission factor/454 grams per pound.

Source	Emissions Calculation Results (lb/day)			
	CO	ROC	NO <sub>x</sub>	PM10
Diesel Truck Excavation	7.58	2.15	15.21	3.78
Street Cleaning	0.02	0.004	0.03	0.007
<b>Total</b>	<b>7.6</b>	<b>2.15</b>	<b>15.24*</b>	<b>3.79</b>

Source: Engineering-Science

\* Total NO<sub>x</sub> emissions would be 14.17 lbs with an assumed 7% reduction to result from the planned future use of reformulated diesel fuel, as required by the recent CARB regulations (CARB, 1994).

## APPENDIX A3

### PM10 EMISSION CALCULATIONS

#### Motor Vehicle PM10 Emissions Calculations

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PM10 emission factors: Employee vehicle travel on paved roads - 0.018 pounds per mile (with street cleaning)

Truck travel on paved roadway - 0.179 pounds per mile (with street cleaning)

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#### PM10 Emissions Calculations Results:

20 construction worker vehicles per shift x 2 work shifts a day x 50 miles of paved road x 0.018 lbs/mile = 36.0 pounds of PM10 emissions.

5 truck loads per shift x 2 work shifts a day x 50 miles on paved road x 0.179 lbs/mile = 89.5 pounds of PM10 emissions.

#### Motor Vehicle Construction Equipment PM10 Emissions Calculations

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PM10 emission factors: Backhoe - 21.8 pounds per hour of operation

Dozer - 21.8 pounds per hour of operations

Front-end Loader - 21.8 pounds per hour of operations

Material handling - 0.0035 pounds per ton handled (0.00385 pounds per cubic yard)

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Source: SCAQMD, 1993

#### PM10 Emissions Calculations Results:

Backhoe (1) operating for 12 hours per day x 21.8 pounds per hour = 261.6 pounds of PM10 emissions per day

Dozer (1) operating for 9 hours per day x 21.8 pounds per hour = 196.2 pounds of PM10 emissions per day

Front-end Loader (1) operating for 12 hours per day x 21.8 pounds per hour = 261.6 pounds of PM10 emissions per day

150 cubic yards of soil x 0.00385 per cubic yard = 0.58 pounds of PM10 emissions per day

(Truck carrying capacity assumed to be 15 cubic yards. Daily trucking activity assumed to be 5 truck loads per shift x 2 work shifts a day x 15 cubic yards = 150 cubic yards of material excavated).

NOTICE OF DETERMINATION

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

TO: Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, California 95814

262102 MAY -6 8

SUBJECT: Filing of a Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

PROJECT TITLE AND STATE CLEARINGHOUSE NUMBER:

Los Angeles County Metropolitan Transportation Authority (MTA), Los Angeles Rail Rapid Transit Project (Metro Rail) for the Hollywood/Highland land acquisition and changed construction methods, Addendum to the 1989 Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report. SCH# 91111074

LEAD AGENCY CONTACT PERSON AND TELEPHONE NUMBER:

James L. Sowell, Manager of Environmental Compliance, MTA, (213) 244-6730

PROJECT LOCATION:

The proposed site for acquisition is located in the City of Los Angeles near the intersection of Hollywood Boulevard and McCadden Place.

PROJECT DESCRIPTION:

The project involves acquiring an additional parcel of land to improve construction operations at the Hollywood/Highland station, and relocate appendages to McCadden Place. This is to advise that the Los Angeles County Metropolitan Transportation Authority has approved the above described project on April 27, 1994 and has made the following determinations regarding the project:

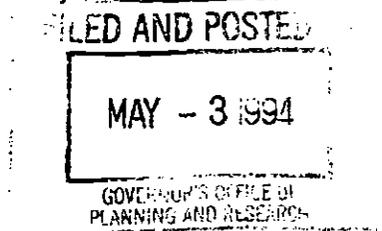
1. The project will not have a significant effect on the environment.
2. An Addendum to the 1989 Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A Statement of Overriding Considerations was not adopted for this project.

This is to certify that the Addendum to the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and the record of project approval are available to the general public at the following location:

Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street, 5th Floor Library  
Los Angeles, CA 90017

DATE RECEIVED FOR FILING AND POSTING AT OPR:

*James L. Sowell*  
Signed: Los Angeles County Metropolitan Transportation Authority 5-3-94 Date





## AGENDA

# LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

### REGULAR BOARD MEETING BOARD OF DIRECTORS

Wednesday, April 27, 1994 - 1:30 p.m.

Kenneth Hahn Hall of Administration  
500 West Temple Street, 3rd Floor  
Board of Supervisors' Hearing Room  
Los Angeles

#### Call to Order:

#### Directors:

Richard Alatorre, Chair  
Edmund Edelman, First Vice Chair  
Larry Zarian, Second Vice Chair  
Michael Antonovich  
Evan Anderson Braude  
Yvonne Brathwaite Burke  
James Cragin  
Deane Dana  
John Fasana  
Gloria Molina  
Richard Riordan  
Stan Sanders  
Mel Wilson  
Dean Dunphy, Ex Officio

#### Alternates:

Nate Holden  
Marvin Holen  
Jan Heidt  
Nick Patsaouras  
Raul Perez  
Mas Fukai  
Hal Croyts  
Robert Arthur  
Phyllis Papen  
Antonio Villaraigosa  
Zev Yaroslavsky  
Ruth Galanter  
Hal Bernson  
Jerry Baxter

Franklin E. White, Chief Executive Officer  
Helen M. Bolen, Board Secretary  
Arthur Sinai, Inspector General  
Suzanne Gifford, Co-General Counsel  
David Kelsey, Co-General Counsel

50. Consider RCC's recommendation to execute amendment to Contract No. 3136 with Booz Allen & Hamilton, to complete acceptance of Metro Red Line Segment 1 Heavy Rail Vehicles and effect contract close-out, in the amount of \$352,720, increasing the total contract value to \$21,678,197.

Approved

RCC RECOMMENDATION: APPROVE

51. Consider RCC's recommendation to approve change order to Contract No. B221 with Tutor-Saliba-Perini, Joint Venture, covering ventilation control and tunnel crosspassages fans on Wilshire/Normandie Station and Line for Metro Red Line Segment 2, in the amount of \$295,555.

Approved

RCC RECOMMENDATION: APPROVE

52. Consider RCC's recommendation to approve change order to Contract B231 with Tutor-Saliba-Perrini, covering electro-mechanical/architectural changes to the Wilshire/Western Station for Metro Red Line Segment 2, in the amount of \$502,087.

Approved

RCC RECOMMENDATION: APPROVE

53. Consider RCC's recommendation to approve and adopt the California Environmental Quality Act (CEQA) addendum to supplemental EIS/subsequent EIR, covering technical changes to construction methods for Metro Red Line Segment 3.

Approved

RCC RECOMMENDATION: APPROVE