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Los Angeles County
Metropolitan
Transportation
Authority

818 West Seventh Street
Suite 300
Los Angeles, CA 90017

213.623.1194

BOARD RECOMMENDATION

METRO RED LINE, SEGMENT 3 - UNIVERSAL CITY STATION
APPROVE MODIFIED INITIAL STUDY AND ADDENDUM TO THE
PROJECT FEIS/FEIR AND SEIS/SEIR AND ADOPT CHANGES
TO STATION AREA

The RCC Board approved staff's recommendation.



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May 26, 1994

Los Angeles County
Metropolitan
Transportation
Authority

MEMO TO: RCC BOARD MEMBERS - 06/01/94 MEETING

FROM: EDWARD McSPEDON

SUBJECT: METRO RED LINE SEGMENT 3
UNIVERSAL CITY STATION
APPROVE MODIFIED INITIAL STUDY AND ADDENDUM TO THE
PROJECT FEIS/FEIR AND SEIS/SEIR AND ADOPT CHANGES
TO STATION AREA

8 West Seventh Street
Suite 300
Los Angeles, CA 90017

213.623.7194

ISSUE

Staff has prepared a Modified Initial Study to determine the environmental documents necessary for the changes proposed for the Metro Red Line Segment 3 Universal City Station. The Modified Initial Study indicated that an addendum to the 1983 Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) and the 1989 Supplemental EIS/Subsequent EIR would be sufficient to make the FEIR and SEIR adequate under the California Environmental Quality Act.

RECOMMENDATION

That the RCC Board recommend that the MTA:

- o approve the attached Modified Initial Study,
- o approve the attached Addendum,
- o approve the attached findings,
- o approve the changes to the Metro Red Line Segment 3 Project described in the Modified Initial Study, and
- o authorize staff to issue a Notice of Determination.

BACKGROUND

Project History. Since the preparation of a July 1989 Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for Segments 2 and 3 of the Metro Red Line, several design changes have been proposed to accommodate the needs of the community and mitigate project impacts. The changes proposed herein involve modifications to the Universal City station site. These changes include traffic and parking

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RCC BOARD MEMBERS - 06/01/94 MEETING

Metro Red Line Segment 3 - Approve Modified Initial Study and Addendum

May 26, 1994

Page 2

improvements, land acquisition and displacement of dwelling units, and street widening and improvements along Lankershim Boulevard.

Environmental Requirements. Agencies may use a Modified Initial Study to determine what type of environmental documents should be prepared for proposed changes to an existing project. Agencies should prepare a Supplemental or Subsequent EIR only if:

- o There are substantial changes in the project which require major revisions of the EIR.
- o Substantial changes occur in the project circumstances which require major revisions of the EIR.
- o New information of the type described in the attached addendum becomes available.

If only minor, technical changes are necessary to make the EIR or SEIR adequate, the agency should prepare an addendum under Section 15164 of the California Environmental Quality Act (CEQA).

CURRENT SITUATION

Proposed Changes

MTA reached a basis for agreement with the Music Corporation of America (MCA), in coordination with Departments of the City of Los Angeles, for several project changes which will provide better traffic circulation and pedestrian access. These changes were approved in concept by the MTA Board on February 23, 1994 in a Memorandum of Understanding. The changes, which are detailed in the attached Modified Initial Study and Addendum, affect the station access road network, pedestrian access to the station, parking facilities, displacement of residential property, avoidance of commercial property, and recreation areas and park land.

Schedule of Work Tasks

A schedule of work tasks for the process is attached. The key events and milestones are:

Staff and consultant prepare Modified Initial Study	By May 13, 1994
Staff determine the need for additional environmental documentation	By May 16, 1994
Staff and consultant prepare Addendum	By May 19, 1994
Staff circulate Modified Initial Study and Addendum for public review	May 20 to June 19, 1994
RCC Board Meeting	June 1, 1994
Staff and consultant respond to public comments and incorporate them into Modified Initial Study and Addendum	By June 21, 1994
MTA Board Meeting; Approval of Modified Initial Study, Findings, Project Changes and Addendum	June 22, 1994
Staff request FTA concurrence with MTA decision	June 24, 1994
FTA respond to MTA decision	By July 8, 1994

CONCLUSION

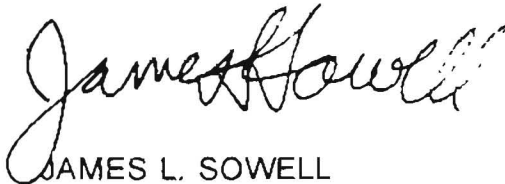
Staff is presenting the attached documents to the RCC Board for recommendation that the MTA Board approve the finding that the MTA does not need to prepare a further supplemental or subsequent EIR, approve the project

as described in the attached Modified Initial Study, approve the Addendum, and for authority for staff to file a Notice of Determination on the Project.

IMPACT ON BUDGET DEFICIT

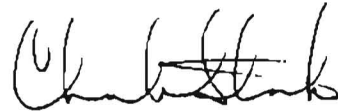
Funds for this action are available from the MTA Board approved project budget.

Prepared by:



JAMES L. SOWELL
Manager, Environmental
Compliance

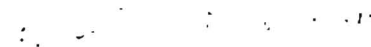
Concur:



CHARLES W. STARK, P.E.
Vice President/Project Manager
Metro Red Line Segment 3



EDWARD McSPEDON, P.E.
Executive Officer, Construction and
President, Rail Construction Corporation



JUDITH A. WILSON
Executive Officer, Planning and
Programming

Attachments

MODIFIED INITIAL STUDY FOR THE UNIVERSAL CITY STATION

Prepared for

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

MAY 1994
R871

Prepared by

ENGINEERING-SCIENCE

DESIGN • RESEARCH • PLANNING

199 SOUTH LOS ROBLES AVENUE • P.O. BOX 7056 • PASADENA, CALIFORNIA 91101

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SECTION 1.0
PROJECT DESCRIPTION

SECTION 1.0

PROJECT DESCRIPTION

1.1 INTRODUCTION

The November 1983 Final Environmental Impact Report (FEIR), the December 1983 Final Environmental Impact Statement (FEIS), and the July 1989 Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) on the Metro Rail Rapid Transit project addressed impacts of constructing and operating the system including impacts on the Universal City Station. Pages 2-1-41, 2-1-42 and 2-1-43 of the 1989 SEIS/SEIR shows conceptual site plans for the station area. These site plans were noted as "subject to change during final design." As a part of final design, the Los Angeles County Metropolitan Authority (MTA) has now completed site plans for the Universal City Station based on additional engineering design and further negotiations with the City of Los Angeles and adjacent property owners.

The MTA is the Lead Agency in complying with the California Environmental Quality Act (CEQA) and the Federal Transit Administration (FTA) is the Lead Agency for complying with the National Environmental Policy Act (NEPA) for the revisions identified at the Universal City Station. This Modified Initial Study describes the proposed action, identifies the existing environment, evaluates the potential environmental impacts that may occur as a result of the new changes, and recommends mitigation measures that can be implemented to reduce potential significant impacts. Based on the content of this document, the MTA and the FTA will determine whether a further supplemental or subsequent Environmental Impact Report should be prepared before making a decision on the proposed changes at the station site.

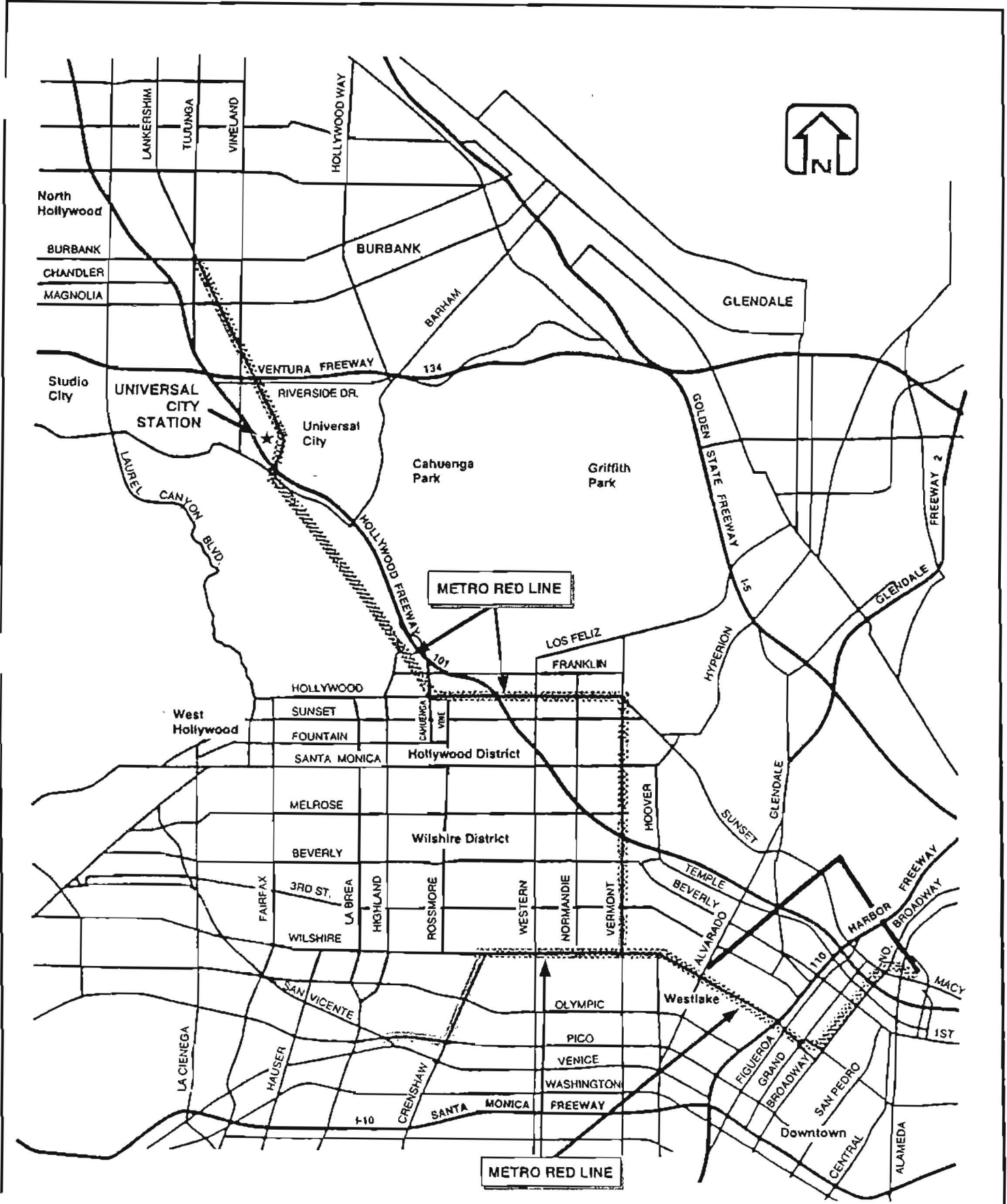
1.2 PROJECT LOCATION

The Universal City Station site and adjacent facilities are located on the corner of Lankershim Boulevard and the Hollywood Freeway (Highway 101) intersection. The site is bounded by Lankershim Boulevard on the east, Bluffside Drive on the west, Highway 101 on the south, and the Los Angeles River on the north. Figure 1.1 illustrates the regional location and project site.

1.3 PROJECT BACKGROUND

1.3.1 Improvements Analyzed in the 1989 SEIS/SEIR

The proposed station facilities analyzed in the 1989 SEIS/SEIR included a center-platform facility to be located at the northwest corner of the intersection of Lankershim Boulevard and the Hollywood Freeway. A station entrance was planned for the west side of Lankershim Boulevard, adjacent to the Campo de Cahuenga State Historic site. Stairs, escalators, and an elevator were planned to



Regional Location Map
Figure 1-1

serve a mezzanine located above the center of the train platform. Stairs and escalators on either end of the mezzanine would serve the platform below. An elevator from the mezzanine to the platform would be located near the north end of the mezzanine. A new station access road parallel to Bluffside Drive and spanning the freeway from Lankershim Boulevard to Vineland Avenue was planned to link three large surface parking lots to the station. Park-and-ride patrons would occupy 840 spaces, while kiss-and-ride patrons would use 40 spaces. Ultimately 2,500 spaces were planned for surface and structure parking. A bus terminal, including four bus loading and 17 bus layover bays, would occupy the southern portion of the station site.

Access and circulation facilities specified in the 1989 SEIS/SEIR included the following:

- Removal of the existing Riverton Avenue off-ramp
- Six-lane station access road
- Six-lane freeway overpass
- Six-lane station access area road
- Re-configuration of Bluffside Drive Road into a two-lane frontage road
- Widening of certain streets and intersections
- A dual lane extension of Universal Place Road

A drawing of the original station area is shown as Figure 1-2.

1.3.2 Actions Leading To Changes in The Project

Between October 1992 and February 1994, the MTA has conducted a community outreach program to identify issues and concerns with regard to the final design and construction of the Universal City Station. A number of concerns were raised by adjacent property owners during this period which included the following:

1. The Racquet Center of Universal City objected to the taking of their property for station parking and roadway construction. They asked that alternatives be considered that would avoid the need to displace their tennis club.
2. Owner/residents of the residential properties located along Bluffside Drive that were not planned for displacement requested that their properties be included in the area to be acquired and that the current plan be modified to include alternatives that would displace their homes.
3. MCA/Universal Studios, a major visitor-serving amusement park, movie studio and commercial-employment center, determined that the planned station site was located approximately 1/2 mile away from the center of their activities and should be moved to better accommodate their visitors. MCA cited traffic congestion as a major concern with the original site.

In order to resolve these issues with the above property owners, the MTA agreed to review alternative site plans that would address property owner concerns at the original station site, as well as to review alternative site plans for the proposed new station site.

MCA and the MTA conducted studies on the feasibility of moving the Universal City Station from the site analyzed in the 1989 SEIS/SEIR closer to the City Walk and other Universal City attractions. In September, 1993, MCA requested the MTA to reconsider the location of the station site. This request resulted in extensive planning and financial analysis which showed that the relocation of the originally planned site would cost approximately \$41.6 million and delay the implementation of the project by at least 21 months. Following this analysis, the MTA Board directed the MTA staff to work with MCA on alternative designs for the originally adopted station site.

Based on input from MCA/Universal Studios, the City of Los Angeles, the Racquet Center of Universal City and the Bluffs Drive residents, several modified site plans for the adopted site were evaluated and refined to address concerns and further mitigate impacts beyond levels identified in the 1989 SEIS/SEIR. Figure 1-3 illustrates the revised site plan that was agreed to in concept in a Memorandum of Understanding approved by the MTA Board on February 23, 1994.

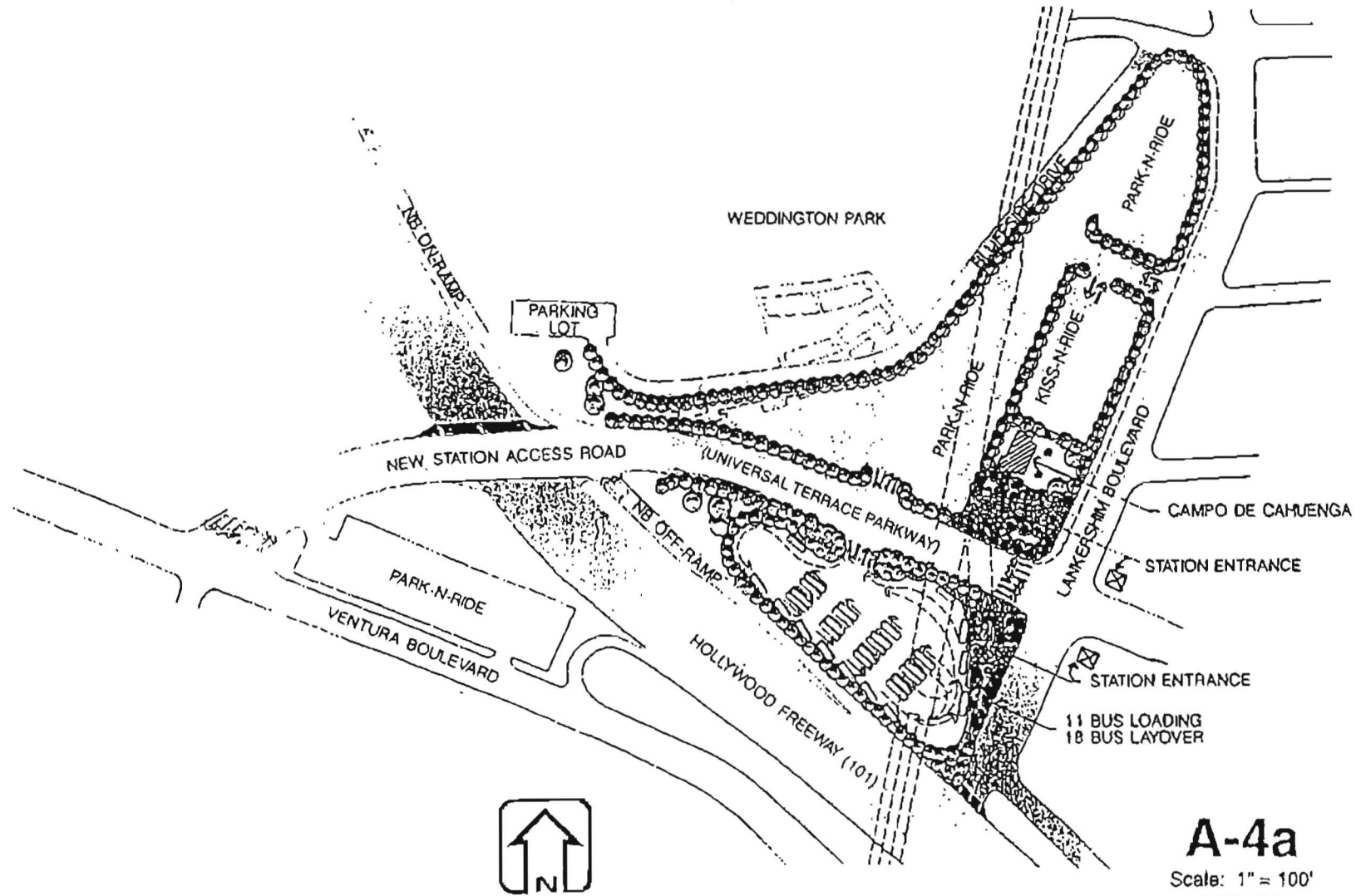
1.3.3 Proposed New Changes

The proposed surface improvements will be similar to the improvements analyzed in the 1989 SEIS/SEIR. Station box, tunnel access, shaft and other underground work will be the same as in the original project and will not be affected by surface changes at the station site.

The proposed changes are as follows:

A. Circulation

1. Provide a subterranean pedestrian tunnel beneath the new station access road just west of Lankershim Boulevard with one portal south of the access road near the bus plaza. These improvements will allow pedestrians to cross Lankershim Boulevard and the new station access road safely and not impede traffic flow.
2. Design entrance portals to accommodate a possible MCA-financed and constructed people-mover system to transport Universal City visitors into their facility to the top of the hill where city walk and other attraction are located. This system would be designed, constructed, and operated by MCA at a construction cost of about \$20 million. MCA shall not be obligated to build the People Mover System if MCA determines in its sole discretion that the construction and operation of the People Mover System is not feasible or justified.
3. Widen Lankershim Boulevard by 22 feet (including one additional northbound and one southbound lanes). This widening will require additional right-of-way on the west and/or east sides of Lankershim Boulevard and might require realignment of the existing center line of Lankershim Boulevard from the 101 Freeway to the Los Angeles River bridge.



A-4a

Scale: 1" = 100'
01/24/94

Figure 1-3
Revised Adopted Site Plan

4. Widen the bridge by 22 feet over the Los Angeles River at Lankershim Boulevard (by one additional northbound and one southbound lanes). This is one more lane than contemplated in the original project.
5. Provide the following lane improvements: 1) dual left turn lanes southbound on Lankershim Boulevard to Universal Terrace Parkway, and eastbound on Ventura Boulevard to the new station access road, 2) dedicated right-turn lanes from southbound Lankershim Boulevard to westbound Ventura Boulevard, to the 101 Freeway southbound on-ramp, and 3) dedicated right turn pocket from southbound Lankershim Boulevard to the new station access road.
6. Construct a six-lane station access road from Lankershim Boulevard at Terrace Parkway across the 101 Freeway to Ventura Boulevard. This access will include a new Riverton off-ramp from the 101 Freeway and a new on-ramp (HOV and metered lanes) to the 101 Freeway northbound.
7. Add signals at locations identified in the LADOT report.

B. Parking

1. Provide parking on the adopted station site not to exceed 880 spaces (not more than 555 spaces on the station site, and not more than 325 spaces on the County Park-and-Ride facility). Bus parking, as provided in the MTA site plan, will be restricted to 11 loading spaces and 18 layover spaces. Future parking will be shared with joint planned development. The original project provided for more remote parking in order to minimize displacement of residents. The residents then formed a group to communicate with the MTA their desire to have their residences acquired and relocated.

C. Land Acquisition

1. Preserve the Racquet Center of Universal City, per the request of the owners and users of that facility. Station roadways and parking will be re-configured to avoid the taking of this property.
2. Acquire the 60 condominiums, 12 apartment units and one vacant lot that make up the Bluffside Drive residential properties, per the request of the owners and tenants of these properties. Station roadways and parking will be re-configured to take these properties and provide station parking closer to the portal than was possible at the tennis club site.
3. Provide replacement land on the northern side of the Campo de Cahuenga Historic structure.
4. Work with the Los Angeles Department of Recreation and Parks process outlined in Section 4(f) of the Department of Transportation Act to reach agreement on re-configuration and redesign of the plaza in front of the Campo de Cahuenga facility and the southern edge of the Weddington Park to make available more land for park use.

D. Construction of Access Shaft

Construction of a supplemental access shaft on the corner of Lankershim and Ventura Boulevards would be used for tunnel concrete operations and equipment installation. This would allow early turnover of the Universal City tunnel staging area to the station contractor. The shaft is estimated to be 20' x 60' x 90' deep. This design would be subject to approval by Caltrans based on Caltrans approved criteria. A key part of this criteria will be for protection and safety of the traveling public and the construction workers. The construction of the shaft will remove existing landscaping, which will be completely restored at the completion of the construction.

E. Future Development Plans

1. Work with MCA, the City of Los Angeles, the County of Los Angeles, and the community to prepare a master plan to guide the future development at the revised adopted station site.

In addition to these improvements, the MTA has indicated its commitment to provide and incorporate necessary measures into the project final design. These include but are not limited to:

1. Providing station area parking along the east-west rail line in the San Fernando Valley to alleviate demand at the Universal City Station site.

F. Mitigations

The proposed changes are revised to include the environmental measures in Section 3.0 below.

SECTION 2.0
MODIFIED ENVIRONMENTAL CHECKLIST

SECTION 2.0

MODIFIED ENVIRONMENTAL CHECKLIST

The Modified Initial Study includes the MTA Modified Environmental Checklist Form which is presented below. All environmental issues are discussed and documentation for each conclusion ("YES" OR "NO") is provided. Where a potentially significant environmental impact can be reduced by implementing mitigation measures, the substantiating text indicates how this mitigation may be accomplished. This environmental analysis is performed pursuant to Guidelines of Section 15162 (a) of the California Environmental Quality Act and Public Resources Code Section 21166.

The environmental impacts being reviewed are limited solely to changes to the Universal City Station. The significance of the impacts has been evaluated in light of the mitigation measures which have been incorporated into the project. In addition, this Modified Initial Study will serve to provide an analysis of whether the proposed changes are substantial changes which will require major revisions in the 1989 SEIS/SEIR or the 1983 FEIS/FEIR due to the involvement of new significant environmental impacts not considered in previous environmental documents.

UNIVERSAL CITY STATION
 MODIFIED CEQA ENVIRONMENTAL CHECKLIST FORM AND INITIAL STUDY

I. Background

1. Name of Proponent: Los Angeles County Metropolitan Transportation Authority

2. Address and Phone Number of Proponent: 818 West Seventh Street
Los Angeles, CA 90017
(213) 244-6730

3. Date of Checklist Submission: _____

4. Agency Requiring Checklist: Los Angeles County Metropolitan Transportation Authority

5. Name of Proposal, if applicable: Modified Universal City Metro Rail Station Site

II. Environmental Impacts

(Explanation of all "yes" and "no" answers are presented in Section 3.)

	Impact Potential?		If Yes, Discussed In Previous FEIS/ FEIR or SEIS/ SEIR?		Substantial Revisions Required In Previous SEIS/ SEIR?	
	Yes	No	Yes	No	Yes	No
1. <u>Earth</u> . Will the proposal result in:						
a. Unstable earth conditions or in changes in geologic substructures?	_____	<u> X </u>	_____	_____	_____	<u> X </u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u> X </u>	_____	<u> X </u>	_____	_____	<u> X </u>
c. Change in topography or ground surface relief features?	_____	<u> X </u>	_____	_____	_____	<u> X </u>
d. The destruction, covering, or modification of any unique geologic or physical features?	_____	<u> X </u>	_____	_____	_____	<u> X </u>

	Impact Potential?		If Yes, Discussed In Previous FEIS/ FEIR or SEIS/ SEIR?		Substantial Revisions Required In Previous SEIS/ SEIR?	
	Yes	No	Yes	No	Yes	No
e. Any increase in wind or water erosion of soils, either on or off the site?	—	<u>X</u>	—	—	—	<u>X</u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake?	—	<u>X</u>	—	—	—	<u>X</u>
g. Exposure of people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards?	—	<u>X</u>	—	—	—	<u>X</u>
2. <u>Air</u> . Will the proposal result in:						
a. Substantial air emissions or deterioration of ambient air quality?	—	<u>X</u>	—	—	—	<u>X</u>
b. The creation of objectionable odors?	—	<u>X</u>	—	—	—	<u>X</u>
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	—	<u>X</u>	—	—	—	<u>X</u>
<u>Water</u> . Will the proposal result in:						
a. Changes in currents, or the course or direction of water movements, in either marine or fresh water?	—	<u>X</u>	—	—	—	<u>X</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	—	<u>X</u>	—	—	—	<u>X</u>
c. Alterations to the course or flow of flood waters?	—	<u>X</u>	—	—	—	<u>X</u>
d. Change in the amount of surface water in any water body?	—	<u>X</u>	—	—	—	<u>X</u>
e. Discharge into surface waters or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?	—	<u>X</u>	—	—	—	<u>X</u>
f. Alteration of the direction or rate of flow of ground waters?	—	<u>X</u>	—	—	—	<u>X</u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	—	<u>X</u>	—	—	—	<u>X</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	—	<u>X</u>	—	—	—	<u>X</u>
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	—	<u>X</u>	—	—	—	<u>X</u>

	Impact Potential?		If Yes, Discussed In Previous FEIS/ FEIR or SEIS/ SEIR?		Substantial Revisions Required In Previous SEIS/ SEIR?	
	Yes	No	Yes	No	Yes	No
j. Significant changes in the temperature, flow, or chemical content of surface thermal springs?	___	<u>X</u>	___	___	___	<u>X</u>
4. <u>Plant Life.</u> Will the proposal result in:						
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants?)	___	<u>X</u>	___	___	___	<u>X</u>
b. Reduction of the number of any unique, rare or endangered species of plants?	___	<u>X</u>	___	___	___	<u>X</u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	<u>X</u>	___	___	___	<u>X</u>
d. Reduction in acreage of any agricultural crop?	___	<u>X</u>	___	___	___	<u>X</u>
5. <u>Animal Life.</u> Will the proposal result in:						
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects)?	___	<u>X</u>	___	___	___	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	___	<u>X</u>	___	___	___	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	<u>X</u>	___	___	___	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	___	<u>X</u>	___	___	___	<u>X</u>
6. <u>Noise.</u> Will the proposal result in:						
a. Increase in existing noise levels?	___	<u>X</u>	___	___	___	<u>X</u>
b. Exposure of people to severe noise levels?	___	<u>X</u>	___	___	___	<u>X</u>
7. <u>Light and Glare.</u> Will the proposal produce new light or glare?	___	<u>X</u>	___	___	___	<u>X</u>
8. <u>Land Use.</u> Will the proposal result in a substantial alteration of the present or planned land use of an area?	<u>X</u>	___	<u>X</u>	___	___	<u>X</u>
9. <u>Natural Resources.</u> Will the proposal result in:						
a. Increase in the rate of use of any natural resources?	___	<u>X</u>	___	___	___	<u>X</u>
b. Substantial depletion of any nonrenewable natural resource?	___	<u>X</u>	___	___	___	<u>X</u>

	Impact Potential?		If Yes, Discussed In Previous FEIS/ FEIR or SEIS/ SEIR?		Substantial Revisions Required In Previous SEIS/ SEIR?	
	Yes	No	Yes	No	Yes	No
10. <u>Risk of Unset.</u> Will the proposal result in:						
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	___	<u>X</u>	___	___	___	<u>X</u>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	___	<u>X</u>	___	___	___	<u>X</u>
11. <u>Population.</u> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>X</u>	___	<u>X</u>	___	___	<u>X</u>
12. <u>Housing.</u> Will the proposal affect existing housing, or create a demand for additional housing?	<u>X</u>	___	<u>X</u>	___	___	<u>X</u>
13. <u>Transportation/Circulation.</u> Will the proposal result in:						
a. Generation of substantial additional vehicular movements?	___	<u>X</u>	___	___	___	<u>X</u>
b. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	___	<u>X</u>	___	___	<u>X</u>
c. Substantial impact upon existing transportation systems?	___	<u>X</u>	___	___	___	<u>X</u>
d. Alteration to present patterns of circulation or movement of people and/or goods?	___	<u>X</u>	___	___	___	<u>X</u>
e. Alterations to waterborne, rail, or air traffic?	___	<u>X</u>	___	___	___	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	<u>X</u>	___	___	___	<u>X</u>
14. <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:						
a. Fire protection?	___	<u>X</u>	___	___	___	<u>X</u>
b. Police protection?	___	<u>X</u>	___	___	___	<u>X</u>
c. Schools?	___	<u>X</u>	___	___	___	<u>X</u>
d. Parks or other recreational facilities?	<u>X</u>	___	<u>X</u>	___	___	<u>X</u>
e. Maintenance of public facilities, including roads?	___	<u>X</u>	___	___	___	<u>X</u>
f. Other governmental services?	___	<u>X</u>	___	___	___	<u>X</u>

	Impact Potential?		If Yes, Discussed In Previous FEIS/ FEIR or SEIS/ SEIR?		Substantial Revisions Required In Previous SEIS/ SEIR?	
	Yes	No	Yes	No	Yes	No
15. <u>Energy</u> . Will the proposal result in:						
a. Use of substantial amount of fuel or energy?	___	<u>X</u>	___	___	___	<u>X</u>
b. Substantial increase in demand, upon existing sources of energy, or require the development of new sources of energy?	___	<u>X</u>	___	___	___	<u>X</u>
16. <u>Utilities</u> . Will the proposal result in a need for new systems, or substantial alterations to the following utilities:						
a. Power or natural gas?	___	<u>X</u>	___	___	___	<u>X</u>
b. Communication systems?	___	<u>X</u>	___	___	___	<u>X</u>
c. Water?	___	<u>X</u>	___	___	___	<u>X</u>
d. Sewer or septic tanks?	___	<u>X</u>	___	___	___	<u>X</u>
e. Storm water drainage?	___	<u>X</u>	___	___	___	<u>X</u>
f. Solid waste and disposal?	___	<u>X</u>	___	___	___	<u>X</u>
17. <u>Human Health</u> . Will the proposal result in:						
a. Creation of any health hazard or potential health hazard (excluding mental health)?	___	<u>X</u>	___	___	___	<u>X</u>
b. Exposure of people to potential health hazards?	___	<u>X</u>	___	___	___	<u>X</u>
18. <u>Aesthetics</u> . Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	___	<u>X</u>	___	___	___	<u>X</u>
19. <u>Recreation</u> . Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	<u>X</u>	___	<u>X</u>	___	___	<u>X</u>
20. <u>Cultural Resources</u> .						
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	___	<u>X</u>	___	___	___	<u>X</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	___	<u>X</u>	___	___	___	<u>X</u>
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	___	<u>X</u>	___	___	___	<u>X</u>

	Impact Potential?		If Yes, Discussed In Previous FEIS/ FEIR or SEIS/ SEIR?		Substantial Revisions Required In Previous SEIS/ SEIR?	
	Yes	No	Yes	No	Yes	No
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	___	<u>X</u>	___	___	___	<u>X</u>

21. Mandatory Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	<u>X</u>	___	___	___	<u>X</u>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief definitive period of time while long-term impacts will endure well into the future.)	___	<u>X</u>	___	___	___	<u>X</u>
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	___	<u>X</u>	___	___	___	<u>X</u>
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	<u>X</u>	___	___	___	<u>X</u>

NOTE: Authority cited: Section 21083, Public Resources Code; Reference: Section 21001 and 21068, Public Resources Code.

SECTION 3.0
DISCUSSION OF ENVIRONMENTAL IMPACTS AND
MITIGATION MEASURES

SECTION 3.0

DISCUSSION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

3.1 Earth Resources

Will the proposal result in: a) Unstable earth conditions or changes in the geologic substructure?, b) Disruptions, displacement, compaction or overcovering of the soil?, c) Change in topography or ground surface relief features? d) The destruction, covering or modification of any unique geologic or physical features?, e) Any increase in wind or water erosion of soils, either on or off the site?, f) Changes in deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?, and g) Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

Potential Impacts

- 1a. No. The design criteria used for this project will conform to the Uniform Building Code and can be expected to prevent unstable earth conditions. There would be no changes in geologic substructures as a result of project implementation.
- 1b. Yes. The site will be subject to excavation, fill, and compaction which will be required during construction. The exact amount of earth movement has not been determined, but to a large extent, it is a substitute for the earth movement that would have been required for the original project construction. However, given the extensive foundation work required to construct these changes, it is probable that the construction activity will result in extensive earth movement. Excavated areas will be restored to pre-construction conditions as part of the project design, therefore, no significant impacts are anticipated and no additional mitigation measures are required.
- 1c. No. There will be no changes in topography or ground surface relief features. The project will not create any steep slopes and the potential for any surface alterations is considered insignificant.
- 1d. No. The project site is a level flood plain of the channelized Los Angeles River which is underlain by alluvial deposits. No unique geologic feature are known to occur within the project boundaries. The project will not result in the destruction, covering or modification of any unique geologic or physical features in the project area. The project site has historically been disturbed and the proposed changes at the station site will not alter any geologic features not previously disturbed.
- 1e. No. The project site is not located in an area with defined high potential for wind or water erosion. The site and the surrounding area are well developed with roadways, building structures, and urban landscaping. The project site

exhibits no signs of erosion, therefore no potential for significant erosion impact is expected to occur. Installation of drainage devices will be provided to collect and direct all surface water away from the site.

- 1f. **No.** The project site is bounded by the channelized Los Angeles River on the north. Lankershim Boulevard will be widened by two lanes. These changes will affect the Los Angeles River Bridge. The MTA has applied for the Corps of Engineers Section 404 permit as recommended in the 1989 SEIS/SEIR for implementation of final designs of the Metro Rail project. There are no beach sands, other streams, oceans or lakes present at or nearby the site, (see Figure 1-1 Project Location Map). Therefore, no significant impacts are expected to occur.
- 1g. **No.** The project site is located in the same area as for the original project. The area is generally flat and no potentials exist for landslides or mudslides to occur on-site or off-site. However, the project site remains subject to significant ground shaking from regional earthquakes. The site is not known to be exposed to high liquefaction susceptibility, therefore no potential for liquefaction is expected. The proposed structures will be designed in accordance with the minimum Earthquake Regulations of The Uniform Building Code. The potential for secondary effects such as ground failure as well as induced flooding is considered to have a remote to nonexistent probability of occurrence at the site. The project changes proposed are not significantly different from the original project and the potential geologic hazards and subsurface conditions on this new changes will be the same as in the original project. The potential for these geologic hazards were addressed in Section 13.9, Chapter 3 (Pages 3-185 - 3-189) of the 1983 FEIS/FEIR and Section 11 of Chapter 3 (Pages 3-11-1 - 3-11-20) of the 1989 SEIS/SEIR. The mitigation measures recommended in these documents will still apply in the proposed new changes.

3.2 Air Quality

Will the proposal result in: a) Substantial air emissions or deterioration of ambient air quality?, b) The creation of objectionable odors?, c) Alteration of air movement, moisture or temperature, or any change in climate either locally or regionally?

Potential Impacts

- 2a. **No.** Proposed new changes are expected to be of the same nature and duration as those estimated for the original project. Air quality impacts during the construction phase will result from fugitive dust emissions associated with ground preparation activities, hauling, and demolition of buildings. These impacts on ambient air quality have been discussed in Section 13.7.3 of Chapter 3 (Pages 3-183) of the 1983 FEIS/FEIR and Section 15.7 of Chapter 3 (Pages 3-15-20) of the 1989 SEIS/SEIR for the entire system, including station construction. These sections identified station site construction as having high potential for fugitive dust emissions. The only

new additional impact to air quality emissions is the construction dust emissions from widening of Lankershim Boulevard which was not addressed in the previous documents. However, the activities from this widening are not expected to significantly prolong the construction duration and the impacts are expected to be similar to what was originally anticipated for the original project. Mitigation measures recommended in these documents will still apply and measures such as site watering are expected to reduce dust emissions by up to 50 percent.

- 2b. **No.** No activities, materials, or chemicals with potential for odor impacts are proposed at this project site. Therefore, no potential exists for adverse odor impacts from this project.
- 2c. **No.** The project site is not located within a high wind hazard area. No potential for adverse impact from exposure to high wind and fire hazards exists. The project will not result in alteration of air movement, moisture or temperature, or any change in climate either locally or regionally. Therefore no significant impacts are expected

3.3 Water Resources

Will the proposal result in: a) Changes in currents, or the course or direction of water movements, in either marine or fresh waters?, b) Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?, c) Alterations to the course or flow of flood waters?, d) Change in the amount of surface water in any water body?, e) Discharge into surface waters, or in any alteration of surface water quality, including, but not limited, to temperature, dissolved oxygen or turbidity?, f) Alteration of the direction or rate of flow of groundwaters?, g) Change in the quantity of groundwaters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?, h) Substantial reduction in the amount of water otherwise available for public water supplies?, i) Exposure of people or property to water-related hazards such as flooding or tidal waves? j) Significant changes in the temperature, flow, or chemical content of surface thermal springs?

Potential Impacts

- 3a. **No.** The project will not result in changes to currents or direction of marine or fresh water movements. These types of water features do not exist on or adjacent to the site (see Regional Location Map Figure 1-1).
- 3b. **No.** This project will not result in changes to drainage patterns. The rates and amounts of surface runoff will be similar to those forecasted for the original project. Storm runoff from the project site will be directed to existing drainage systems located within the streets in the project area.
- 3c. **No.** The project is not located in a flood prone area. The channelized Los Angeles River is not considered to be a flood threat. Therefore, no potential exists to alter the course or flow of flood waters.

- 3d. No. The nearest water body in the vicinity of the project area is the channelized Los Angeles River. The potential to change the amount of surface water in this river will exist only during construction which will be similar in nature and extent of the original project. No other water bodies are located close to the site. No significant impacts are expected.
- 3e. No. This project will result in some discharge into the channelized Los Angeles River. This was anticipated in the 1989 SEIS/SEIR during construction. The MTA has applied for the 404 permit to comply with measures recommended in Section 11.4.4 of Chapter 3 (Page 3-166) of the 1983 FEIS/FEIR. This permit will still apply to the proposed changes and will be part of the final design requirements to meet all the rules and regulations of the Metro Rail project. The permit requires preparation of a Stormwater Prevention Program (SWPP)/Erosion Control Plan as required by Section 402 (P) of the Clean Water Act. Implementation of the SWPP will ensure that runoff during construction along Lankershim Boulevard at the channelized Los Angeles River does not cause significant water quality degradation. Any required dewatering under the terms of the project will be in compliance with the conditions set forth in the NPDES Permit.
- 3f. No. The changes in the project have no potential to directly change the rate or flow of groundwater because it will not interfere with any known aquifers beyond conditions contemplated in the 1983 FEIS/FEIR and the 1989 SEIS/SEIR. Therefore, there will be no significant impact.
- 3g. No. Geotechnical investigation indicate that shallow groundwater is present in young alluvium near the Los Angeles River crossing in the north Hollywood segment. Discussion on water resources in Section 13.9 of Chapter 3 (Pages 3-186-3-187) of the 1983 FEIS/FEIR identified potential groundwater and water quality problems at construction sites during excavation. It is indicated that large volumes of groundwater entering an excavation site can seriously disrupt operation. The implementation of mitigation measures in this document will still apply to mitigate surface excavation impacts. If groundwater is encountered during construction of these new changes, the MTA will apply mitigation measures recommended in the 1989 SEIS/SEIR.
- 3h. No. The project is not expected to result in a substantial reduction of water used for public consumption. Most of the water encountered at the site will not be suitable for public consumption. No significant impacts are expected on available water supply in the area or the city as a whole.
- 3i. No. Since the site is located nearly 20 miles inland from the nearest coastline of the Pacific Ocean, the potential for seismically induced flooding due to tsunami run-up is considered nonexistent (see Figure 1-1, Project Location Map). The potential for induced flooding at the site due to a wave-like oscillation of the surface of water in an enclosed basin that may be seismically initiated by a strong earthquake. This is also considered nonexistent since

there are no water bodies except the channelized Los Angeles River near the site.

- 3j. No. There are no thermal springs on the site, therefore no significant impacts will occur.

3.4 Plant Life

Will the proposal result in: a) Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants? b) Reduction of the number of any unique, rare or endangered species of plants?, c) Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?, d) Reduction in acreage of any agricultural crop?

Potential Impacts

- 4a. No. This project may result in the removal of several trees (mostly landscapes of exotic species along the roadways and the freeway). However, if such displacement occurs, the contractor will provide replacement trees in the affected areas. Therefore no significant impacts are expected to occur.
- 4b. No. The project will not result in the reduction of any unique, rare or endangered species of plants. None are known to exist on the site, therefore, there is no potential for significant impacts. The only plants in the area are species that have been introduced to the urban setting and are adapted to the urban environment.
- 4c. No. The project will not introduce new species of plants into the project area or result in a barrier to the normal replenishment of existing species. Existing species consist of plant materials which were planted as part of the freeway landscaping along off-ramps and on-ramps and commercial properties in the area. No significant impacts will occur.
- 4d. No. The project will not result in the reduction in acreage of any agricultural crop, since no farming currently exists in the area. Thus, no significant impacts will occur.

3.5 Animal Life

Will the proposal result in: a) Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects, b) Reduction of the numbers of any unique, rare or endangered species of animals? c) Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals?, d) Deterioration to existing fish or wildlife habitat?

Potential Impacts

- 5a. No. The project will not result in any significant effects on animal life since the site is in an urban setting and does not support any wildlife habitat.

Animal life known to inhabit the freeway buffer areas generally include small rodents, rabbits, lizards, and snakes.

- 5b. No. The overall project area is nearly the same as the original site. There are no known unique, rare or endangered species of animals on the project site. No reduction of these species will therefore take place, and thus no potential for significant impacts.
- 5c. No. The area is currently an urban setting surrounded by roadways (see Figure 1-2, Site Map). This project will not introduce new species of animals into the proposed project area. No significant impacts are expected to occur.
- 5d. No. The project will not result in the deterioration of wildlife habitat, or cause significant impacts since it is in an urban setting, populated by species that have adapted to urban life.

3.6 Noise

Will the proposal result in: a) Increases in existing noise levels?, b) Exposure of people to severe noise levels?

Potential Impacts

- 6a. No. The project site is surrounded by roadways with high vehicular traffic over a twenty-four period. Project construction activities such as demolition, clearing, grading, excavating, pile driving, material handling, erection and finish work including the use of the various machines, trucks, and heavy equipment operations are expected to be the same types of activities as the original project. These activities, which will result in the increase of existing ambient noise levels in the area on a short-term basis, were addressed for construction of the entire system, including station sites in Section 15.6 of Chapter 3 (Pages 3-15-13 to 3-15-20) of the 1989 SEIS/SEIR and were found to be significant impacts during the construction period. Application of mitigation measures recommended in the 1983 and 1989 documents indicated that these short-term impacts will be significantly reduced but will not be entirely eliminated to insignificant levels (see Section 15.11 of Chapter 3 (Page 3-15-31) of the 1989 SEIS/SEIR. The impacts for the proposed new changes will be the same as the original project and the same mitigation measures will still apply to reduce the impacts measurably. In addition to these measures, all properties bounded by Lankershim Boulevard, South Weddington Park, and the Hollywood Freeway will be acquired for the project construction and operation. This acquisition will serve to eliminate previously identified impacts that could have occurred at the residences along Bluffside Drive. The access roadway will be re-routed away from some of the residential areas along Bluffside Drive at the Racquet Ball Club, thereby reducing the noise impacts below those expected for the original project. The construction vibration for this project is expected to be the same as in the original project where it was determine not to create a noticeable widespread impact on adjacent properties. It was also concluded that normal vehicle

activities at the construction sites will not generate sufficient ground borne vibration to result in significant impacts.

- 6b. No. The project will not result in severe exposure of people to noise levels common in construction sites. All sensitive receptors in the station area east of the 101 freeway will be acquired, thereby reducing noise impacts on the population as described in section 3.6a above. Application of mitigation measures identified in Section 15.6.3 (Pages 3-15-15 - 3-15-20) of the 1989 SEIS/SEIR will still apply for the proposed changes.

3.7 Light and Glare

Will the proposal produce new light or glare?

Potential Impacts

- 7a. No. Light and glare for the changed project is expected to be essentially the same as for the original project. The MTA has incorporated in the project design exterior lighting systems required for nighttime pedestrian safety, security and street lighting in the immediate area of the site. This lighting will be in conformance with accepted lighting standards published in the American National Standard for Roadway Lighting. In addition, all light sensitive uses such as the apartment and condominium complexes within the station area east of the Hollywood Freeway will be displaced by the project. Therefore there are no remaining receptors sensitive to light and glare impacts and no significant impacts will be caused.

3.8 Land Use

Will the proposal result in a substantial alteration of the present or planned land use of an area?

Potential Impacts

- 8a. Yes. The project will result in the alteration of the present land use of the area that is different from the original project. The new changes will result in acquisition of land from Weddington Park, displacement of an additional 72 residential units, and encroachment on Campo de Cahuenga compared to the original project. The changes will avoid impacts to the Racquet Club, west of the Hollywood freeway. However, the overall project land use impacts will be similar to those discussed in Section 2 of Chapter 3 (Pages 3-2-1 - 3-2-28) of the 1989 SEIS/SEIR. Potential land use impacts identified for the Universal City Station area in the 1989 document included possible shortage of land to accommodate future commercial development, insufficient supply of land to accommodate future residential growth, and significant increases in land values, especially for commercial development. These impacts were determined to be significant. Mitigation measures identified in the 1989 document have indicated that all adverse land use impacts can be mitigated except for land value stability in the station area. Since the impacts from the proposed changes will generally be the same as the original project, mitigation measures in the 1989 document will still apply to the proposed new

changes. Additional mitigation measures to offset takings from Weddington Park and Campo de Cahuenga, and displacement of 72 residential units, are presented in Section 3.12 and 3.19 of this report.

3.9 Natural Resources

Will the proposal result in: a) Increase in the rate of use of any natural resources?, b) Substantial depletion of any nonrenewable natural resource?

Potential Impacts

- 9a. **No.** Development of the project will result in the consumption of natural resources in the form of raw material used to fabricate the various construction materials and in the form of water and fossil fuel consumption during construction and operation. The nature and extent of the project changes are similar to those expected for the original project, therefore, the project will use similar types and quantities of natural resources estimated for the original project. No significant impacts are expected.
- 9b. **No.** Raw materials used to produce structural components of the proposed project are considered insignificant when compared with the cumulative quantities being used locally, regionally or nationally. No significant effect on natural resource depletion is anticipated.

3.10 Risk of Upset

Does the proposal involve: a) A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?, b) Possible interference with an emergency response plan or an emergency evacuation plan.

Potential Impacts

- 10a. **No.** During construction, the changes to the project will use petroleum products for fuel and lubrication of construction equipment in the same manner and to the same extent as the original project. The potential risk of upset impacts associated with the activities at the project site involve handling and storage of hazardous products. The hazards presented by these materials, during an accidental release, include possible fire and explosion. Effects of an accident can involve radiant heat, flammable vapor cloud, or flying debris. These impacts will be the same as in the original project since the construction methods will not be significantly different from what was described in the previous environmental documents. Mitigation measures for these impacts were addressed in Section 13.9 of Chapter 3 (Pages 3-185-3-189) of the 1983 FEIS/FEIR which required contractors to clean up immediately any accidental spilled materials, including sediments, vehicle fuel, and lubricant fluids. Normal spills will be removed during periodic cleaning of the construction area. These measures will still apply for the proposed new changes at the station site.

- 10b. **No.** This project does not involve any interference with the current emergency response plan or an emergency evacuation plan of local, state or federal agencies. All emergency procedures will be implemented within local, state, and federal guidelines both during the construction and operation phases. Therefore, there will be no significant impacts.

3.11 Population

Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?

Potential Impacts

Yes. The project will displace existing residents from apartment and condominium buildings in the area. Considering a household size of 2.8 persons in the City of Los Angeles (1990 US Census), an estimated 200 persons will be displaced by the proposed new changes. This is an increase in level of impact that was considered for the original project, in Section 4 of Chapter 3 (Pages 3-4-1 and 3.4-4) of the 1989 SEIS/SEIR. A total of 136 units (about 380 persons) were identified to be displaced by the original project. This impact was generally considered to be minimal relative to the total population in the area and the city as a whole.

In the case of the new changes, the residents of the dwelling units to be displaced have expressed their desire to relocate rather than to stay through the construction period. Therefore, it is expected that the displacement and relocation of these additional residents as a result of the proposed changes is not a new significant adverse impact, and will actually reduce the effects of such impacts as noise, dust, and other construction related effects.

3.12 Housing

Will the proposed project affect existing housing, or create a demand for additional housing?

Potential Impacts

Yes. The project will result in displacement of about 72 housing units in the area. This is an increase in the level of impact of the original project. It is considered measurable but will not result in significant demand for additional housing in the city. Displacement was discussed in the original project in Section 4 of Chapter 3 (Page 3-80 - 3-88) of the 1983 FEIS/FEIR and Section 4 of Chapter 3 (Pages 3-4-1 - 3-4-4) of the 1989 SEIS/SEIR. These documents identified a total of 136 units and 24 businesses to be displaced by the original project which was not identified as a significant impact in Section 4 of the 1983 and 1989 documents. Accordingly, displacement is not a new, significant adverse impact. Mitigation measures identified in these previous documents included implementation of the Uniform Relocation and Real Property Acquisition Policies Act of 1970. These measures will still apply for the new impacts and are expected to have the same effect as in the original

project. Additional mitigation measures to facilitate the relocation process are presented below.

Mitigation:

- *MTA has established a joint development program to pursue development projects at Universal City and other Metro Rail stations. This joint development program will consider projects which would combine a mixture of uses such as housing, commercial, parking or retail in a single project.*
- *The MTA will offer some of the displaced housing to community groups such as Women Shelters for use as offices and community functions.*

3.13 Transportation/Circulation

Will the proposal result in: a) Generation of substantial additional vehicular movements?, b) Effects on existing parking facilities, or demand for new parking?, c) Substantial impact upon existing transportation systems?, d) Alteration to present patterns of circulation or movement of people and/or goods?, e) Alterations to waterborne, rail, or air traffic?, f) Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?

Potential Impacts

- 13a. **No.** The traffic levels from the revised project will be similar in nature and extent to the original project. The construction equipment traffic is temporary and will end when the project is completed. For off-street stations like the Universal City, these impacts are considered short-term and have been identified in Section 15 of Chapter 3 (Pages 3-15-1 - 3-15-2) of the 1989 SEIS/SEIR as creating less traffic impacts compared to on-street stations. Mitigation measures identified for these impacts will still apply for the proposed changes and no significant impacts are expected. Operational traffic levels will stay similar to the levels identified for the original project.
- 13b. **Yes.** The project will result in substantial changes in parking for the station area. These modifications will include: 1) increase size of bus terminals from 21 to 29 stalls; 2) re-configuration of surface parking spaces for the project area east of the 101 Freeway and limiting station related parking to 880 surface spaces; and 3) addition of future parking to be shared with joint development. This revised parking capacity is the same as the 840 park-and-ride plus 40 kiss-and-ride spaces the MTA originally planned to provide at the opening of the station. All parking will be more accessible to pedestrians since it is closer to the station entrances. In Section 1.3.2 of Chapter 3 (Page 3-1-21) of the 1989 SEIS/SEIR, Universal City Station was identified as having parking deficiencies if park- and-ride spaces were not provided. According to the 1989 SEIS/SEIR, provision of 880 parking spaces at the station is expected to result in deficiencies during peak periods by about 1220 spaces. However, according to the Technical Report: Traffic and Parking (November, 1987), there is additional parking supply in the station area of more than 700 spaces (assuming 90% occupancy equals full occupancy).

Accordingly, the project deficiency is only about 3% of the total station area supply in year 2000. The following factors also serve to alleviate parking at the Universal City Station.

- (1) The amount of demand at start-up will be less than the full projected demand.
- (2) The 1989 SEIS/SEIR did not consider the east-west rail line in the San Fernando Valley that is part of the region's long-range rail development program. This line will intercept transit patrons that would otherwise have driven to the Universal City Station to park, thereby decreasing demand at Universal City Station (see page 3-1-18).
- (3) The parking impacts identified in the 1989 SEIS/SEIR were based on conservative assumptions (page 3-1-18) and their predicted levels were considered to be more severe than those actually expected.
- (4) Amendments to SCAQMD Regulation 15 adopted after July 1989 have reduced employee parking demand.
- (5) Share parking with Universal City through site master plan process.

These factors, and the modifications indicated above, will combine to reduce the deficiency of parking spaces to a level less than significant. The 1989 SEIS/SEIR identified parking deficiencies at Wilshire/Alvarado, Wilshire/Vermont, and Wilshire/Western. Even if the deficiency at Universal City were as projected in previous studies, the environmental impacts at Universal City would be the same as the parking impacts discussed in the 1989 SEIS/SEIR for the original project, and the same mitigation measures apply.

13c & d. No. The construction of the project is expected to have short-term impacts on existing roadways and surrounding intersections at Lankershim Boulevard, Ventura Boulevard, Cahuenga Boulevard and the 101 Freeway, especially during peak hour periods. These impacts will include traffic detours, temporary delays, congestion at major intersections, and change of travel patterns during the construction period. These impacts are similar to impacts of the original project which were discussed in Section 13.2 of Chapter 3 (Page 3-172) of the 1983 FEIS/FEIR and Section 15.2 of Chapter 3 (Page 3-15-1) of the 1989 SEIS/SEIR. The discussion in these sections indicated that disruption will vary depending on whether a station is built on or off-street. Off-street station such as Universal City are expected to have less of an impact on traffic circulation as compared to on-street stations along major roadways. The Mitigation measures recommended in these documents will reduce the impacts but have not been determine to eliminate the impacts completely. The MTA will apply the same mitigation measures as in the original project.

- 13e. **No.** The project does not involve waterborne or air traffic. However, during operation, Universal City Station which will be part of the region- wide mass transit rail network. These improvements will provide substantial benefits to patrons using the system. There are no significant adverse impacts.
- 13f. **No.** As a result of construction activities, the project may create road hazards of the same nature and extent but in slightly different locations than the original project. During construction, surrounding streets will be affected by construction traffic which may create the potential for a short-term increase in traffic hazards on motor vehicles, bicyclists or pedestrians. The previous environmental documents have not specifically identified these hazards, but have identified vehicular traffic controls under provisions of a Work Site Traffic Control Plan required by the City of Los Angeles Department of Transportation. This measure was identified in Section 13.2.2 of Chapter 3 (Page 3-173) of the 1983 FEIS/FEIR and Section 15 of Chapter 3 (Page 3-15-2) of the 1989 SEIS/SEIR. The application of these measures indicated that the short-term impacts will be significantly reduced but not to insignificant levels. The MTA will still apply these measures to the proposed changes to reduce the impacts to manageable levels.

3.14 Public Services

Will the proposal have an effect upon, or result in a need for, new or altered governmental services in any of the following areas: a) Fire protection?, b) Police protection?, c) Schools?, d) Parks or other recreational facilities?, e) Maintenance of public facilities, including roads?, f) Other governmental services?

Potential Impacts

- 14a. **No.** The Los Angeles City Fire Department does not anticipate a need for additional staff as a result of the implementation of this project. The project will be designed in accordance with the latest National Fire Protection Association (NFPA) and other responsible agency guidelines as specified for the original project. Therefore, no significant impacts are expected.
- 14b. **No.** Security at the project construction site will be provided by the contractor and there will be no need for City police services unless in emergency situations. During operations, the need for police services will be similar as contemplated in the original project. Therefore, the project will not generate a need for new police stations in the area or cause any significant impacts on police services.
- 14c. **No.** The project will not generate any additional population therefore no impacts on school enrollment will occur.
- 14d. **Yes.** The project will directly affect South Weddington Park and Campo de Cahuenga. This is a new impact which was not anticipated in the original project. The development of the project will require land takes from these parks and the MTA has indicated its commitment to conduct a Section 4 (f)

evaluation to comply with the 1966 Department of Transportation Act. This process is required to demonstrate that the effects of the transportation improvements will not substantially impair publicly owned parks, recreation land, wildlife and water fowl refuges or land from historic sites. This measure is identified in Section 5 of Chapter 4 (Pages 4-49 - 4-50) of the 1983 FEIS/FEIR. An additional mitigation measure is presented below to reduce the impacts to insignificance.

Mitigation: The MTA will work with the Los Angeles Department of Recreation and Parks to reach agreement on re-configuration and redesign of the southern edge of Weddington Park and Campo de Cahuenga to make replacement land available for park use.

- 14e. **No.** The project will include transportation improvements on station access roadway, on Lankershim Boulevard and adjacent local streets to improve traffic flow in the area. The total area of paved road is approximately the same as the original project. Section 1.2.3.2 of Chapter 3 (Page 3-1-15) of the 1989 SEIS/SEIR has identified transportation road improvements for the Universal City Station as measures to positively impact traffic problems identified on major streets in the area. These impacts were identified on Tables 3-4 and 3-5 (Pages 3-1-9 and 3-1-11) of the 1989 SEIS/SEIR. These improvements will serve to benefit the general public using streets in the station area.
- 14f. **No.** The project is not expected to significantly affect any governmental services in the area or in the city as a whole.

3.15 Energy

Will the proposal result in: a) Use of substantial amounts of fuel or energy, b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

Potential Impacts

- 15a. **No.** Energy consumption during the construction phase will be substantial, but it is not expected to be significantly different from the usage estimated for the original project. Section 13.8 of Chapter 3 (Page 3-184) of the FEIS/FEIR has identified construction energy consumption for the entire system including station construction. No individual station construction impacts were identified. Since the proposed project changes are not significantly different from the original project, the amount of energy use is expected to be similar. Mitigation measures identified in Section 13.8.2 of Chapter 3 (Page 3-184) will still apply during construction of the proposed changes and are expected to result in efficient use of energy during construction.
- 15b. **No.** The proposed changes are not expected to significantly deplete available energy resources in the region or nation as a whole. No significant impacts will be caused on total energy supply of the region or the nation.

3.16 Utilities

Will the proposal result in a need for new systems or substantial alterations to the following utilities: a) Power or natural gas?, b) Communications systems?, c) Water?, d) Sewer or septic tanks?, e) Storm water drainage?, f) Solid waste and disposal?

Potential Impacts

- 16a. No. The project area is served by the Los Angeles Department of Water and Power. The electrical and gas needs of the project area will be similar to the needs of the original project and are not expected to result in electrical and power shortages in the city or the project area. No significant impacts are expected.
- 16b. No. This project will not result in the need for a new communications system for the city or the project area. No overloads are expected to occur, therefore no significant impacts are expected.
- 16c. No. Water is supplied by the Los Angeles Department of Water and Power in the project area. Construction activity will require significant amount of water. No estimate is available on the water use of the project but it will be similar to the quantity to be used in the original project. However, the demand is not expected to have a significant impact on the water supply system of the city. The project will not result in the need for a new water system.
- 16d. No. Sewer service is provided by the City of Los Angeles in the project area. The project impacts on sewer system is the same as the original project and will not result in a need for new sewer lines in the project area. During the period of construction, and until additional housing is constructed on the project site, sewer service needs will drop.
- 16e. No. The project will not require construction of major new storm drainage lines in the project area and will not require any substantial alteration to storm drainage lines beyond those anticipated for the original project.
- 16f. No. The project will require no new solid waste facilities for the area or the city as a whole. Construction debris will be recycled or transported to the nearest landfill site and disposed off appropriately. The disposal of hazardous wastes, if any, will be handled appropriately at a Class I landfill site in the region. The amount of debris generated is not expected to significantly impact landfill capacities. Disposal of solid contaminated and hazardous waste was fully discussed in previous environmental documents for the original project. The revised project is not expected to be significantly different.

3.17 Human Health

Will the proposal result in: a) Creation of any health hazard or potential health hazard (excluding mental health)?, b) Exposure of people to potential health hazards?

Potential Impacts

17a-b.No. No construction or operational characteristics are anticipated to be created by the project which could cause unacceptable health hazards. The MTA has specifically questioned the Los Angeles County Health Department about the chances of spreading Valley Fever during construction activities, and the Health Department responded that there was no danger of this disease occurring in the project area.

3.18 Aesthetics

Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically-offensive site open to public view?

Potential Impacts

No. Although the project will be a major landmark in the Universal City area, it will not be significantly different from the original project. No scenic views in the area will be adversely affected. Views from the existing buildings will not be altered as the project area is located between major roadways. The parking lot will be prominent but will also be compatible with the surrounding land uses and urban landscaping. Section 7.3 of Chapter 3 (Pages 3-116 - 3-124) of the 1983 FEIS/FEIR and Section 7 of Chapter 3 (Page 3-7-1) of the 1989 SEIS/SEIR have both identified station facilities at the project site to be compatible with the intense vehicle related usage in the area (freeway and parking).

3.19 Recreation

Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

Potential Impacts

Yes. The project would directly affect South Weddington Park and Campo de Cahuenga, resulting in land takes. This is a potential new impact as there would be reduction in park area for public use if no mitigations were applied. Section 5 of Chapter 4 (Pages 4-49 - 4-60) of the 1983 FEIS/FEIR has identified Section 4 (f) issues for parkland and recreation areas. No direct impact of the station on Weddington Park and Campo de Cahuenga was initially identified. However, in order to comply with the Department of Transportation Act of 1966, the MTA will conduct a Section 4 (f) evaluation. This process is required to demonstrate that the effects of the transportation improvements will not substantially impair publicly owned parks, recreation land, wildlife and water fowl refuges or land from historic sites. An additional

mitigation measure is presented below to reduce these impacts to less than significance levels.

Mitigation: The MTA is committed work with the Los Angeles Department of Recreation and Parks to reach agreement on re-configuration and redesign of the South Weddington Park and Campo de Cahuenga. At a minimum, MTA will replace the land taken from the park with other land it will acquire for the project.

3.20 Cultural Resources

Will the proposal result in the a) alteration of or the destruction of, a prehistoric or historic site?, b) Will the proposal result in adverse physical or aesthetics effects to prehistoric or historic building, structure or object?, c) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values, d) Will the proposal restrict existing religious or scared uses within the potential impact area?

Potential Impacts

20a-d **No.** Excavation and grading activities required for the project are similar to those required for the original project. This excavation will be undertaken in a manner that is sensitive to cultural resources in the area. Widening and road improvements along Lankershim Boulevard will require taking an additional 11-foot strip of land in front of the Campo de Cahuenga, a state historic landmark. The Campo de Cahuenga is the site of the 1847 Treaty of Cahuenga. The structure on the site is a replica, built in 1949, of the original adobe. The State Historic Preservation Office (SHPO) has determined that the building is not eligible for listing on the National Register of Historic Places. Chapter 3 and Section 4 of Chapter 5 (Page 4-62) of the 1983 FEIS has identified possible damage to the historic structure due to station construction west of the Campo de Cahuenga grounds. The additional widening of Lankershim Boulevard could uncover historical elements of the site. Mitigation measures identified in this environmental document will still apply to reduce the potential impacts on the Campo de Cahuenga to less than significant. As recommended in previous environmental documents, the MTA has charged a qualified Archaeologist to conduct site surveys and investigation at the station site, to monitor construction activities and recover any cultural resources and associated data and to report on the results of the survey, monitoring, and recovery activities.

3.21 Mandatory Findings of Significance

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?,
- b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impact will endure will into the future.),
- c) Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, however the effect of the total of those impacts on the environment is significant.),
- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potential Impacts

- 21a-d. No. The analysis in this initial study has determined that the project will not have a significant effect on the local environment. It has also been determined that the project, if implemented, would not achieve short-term goals to the disadvantage of long-term goals; would not have individually limited but cumulatively considerable impacts, and would not cause substantial environmental effects on human beings beyond what was discussed in the 1983 FEIR and the 1989 SEIS/SEIR.

SECTION 4.0
STATEMENT OF FINDINGS

SECTION 4.0

STATEMENT OF FINDINGS

4.1 INTRODUCTION

On the basis of the data and analyses contained in the Modified Initial Study, potentially adverse environmental effects from the proposed new changes at the Universal City Station were identified in the areas of Transportation, Land Use and Development, Land acquisition and Displacement, Social and Community Impacts, Aesthetics, Noise and Vibration, Air Quality, Energy, Surface Conditions, Hydrology, and Construction Impacts. For each of these potential impacts, the Modified Initial Study has shown that either the impacts were addressed in a previous environmental Document, they would not be significant, or mitigation measures have been incorporated into the project design to reduce impacts to an insignificant level. Such findings are listed below for each potentially significant effect identified in the Modified Initial Study.

4.2 POTENTIAL SIGNIFICANT EFFECTS

4.2.1 TRANSPORTATION

Parking

Potentially Significant Effect. The project will result in substantial changes in parking for the station area. These modifications will include: 1) increase size of bus terminals from 21 to 29 stalls; 2) re-configuration of surface parking spaces for the project area east of the 101 Freeway and limiting station related parking to 880 surface spaces; and 3) addition of future parking to be shared with joint development. This revised parking capacity is the same as the 840 park-and-ride plus 40 kiss-and-ride spaces the MTA originally planned to provide at the opening of the station. All parking will be more accessible to pedestrians since it is closer to the station entrances. In Section 1.3.2 of Chapter 3 (Page 3-1-21) of the 1989 SEIS/SEIR, Universal City Station was identified as having parking deficiencies if park- and-ride spaces were not provided. According to the 1989 SEIS/SEIR, provision of 880 parking spaces at the station is expected to result in deficiencies during peak periods by about 1220 spaces. However, according to the Technical Report: Traffic and Parking (November, 1987), there is additional parking supply in the station area of more than 700 spaces (assuming 90% occupancy equals full occupancy). Accordingly, the project deficiency is only about 3% of the total station area supply in year 2000. The following factors also serve to alleviate parking at the Universal City Station.

- (1) The amount of demand at start-up will be less than the full projected demand.

- (2) The 1989 SEIS/SEIR did not consider the east-west rail line in the San Fernando Valley that is part of the region's long-range rail development program. This line will intercept transit patrons that would otherwise have driven to the Universal City Station to park, thereby decreasing demand at Universal City Station (see page 3-1-18).
- (3) The parking impacts identified in the 1989 SEIS/SEIR were based on conservative assumptions (page 3-1-18) and their predicted levels were considered to be more severe than those actually expected.
- (4) Amendments to SCAQMD Regulation 15 adopted after July 1989 have reduced employee parking demand.
- (5) Share parking with Universal City through site master plan process.

Findings. These factors, and the modifications indicated above, will combine to reduce the deficiency of parking spaces to a level less than significant. The 1989 SEIS/SEIR identified parking deficiencies at Wilshire/Alvarado, Wilshire/Vermont, and Wilshire/Western. Even if the deficiency at Universal City were as projected in previous studies, the environmental impacts at Universal City would be the same as the parking impacts discussed in the 1989 SEIS/SEIR for the original project, and the same mitigation measures apply.

4.2.2 LAND ACQUISITION AND DEVELOPMENT

Housing

Potentially Significant Effect. The project will result in displacement of about 72 housing units in the area.

Findings. Displacement and relocation impacts were addressed in Section 4 of Chapter 3 (Pages 3-4-2 and 3-4-3) of the 1989 SEIS/SEIR for the original project. The loss of these units is not expected to significantly reduce the total housing stock in the area or the City as a whole. The MTA will apply mitigation measures identified in Section 3.8 of this document. These impacts do not raise a new adverse environmental impact.

4.2.3 SOCIAL AND COMMUNITY IMPACTS

Population

Potentially Significant Effect. The project will displace existing residents from apartment and condominium buildings in the area.

Findings. Displacement and relocation impacts were addressed in Section 4 of Chapter 3 (Pages 3-4-2 and 3-4-3) of the 1989 SEIS/SEIR for the original project. Mitigation measures recommended in Section 4.3 of Chapter 3 (Page 4-4-2) of the 1989 SEIS/SEIR will still apply. These impacts do not raise a new adverse environmental impact.

Public Services

Potentially Significant Effect. The project would require taking a portion of South Weddington Park and Campo de Cahuenga.

Findings. As identified in Section 5 of Chapter 4 (Pages 4-49 - 4-50) of the 1983 FEIS/FEIR, the MTA will conduct a Section 4 (f) Evaluation to comply with the 1966 U.S Department of Transportation Act. The MTA will work with the Los Angeles Department of Recreation and Parks to reach agreement on re-configuration and redesign of the southern edge of Weddington Park and redesign of Campo de Cahuenga to make available more land for park use, resulting in an impact that would not be significant.

Recreation

Potentially Significant Effect. The project would directly affect the South Weddington Park and Campo de cahuenga, resulting in land takes.

Findings. Section 5 of Chapter 4 (Page 4-49 - 4-60) of the 1983 FEIS/FEIR has identified Section 4 (f) issues for parkland and recreation areas. The MTA will conduct a Section 4 (f) Evaluation and will work with the Los Angeles Department of Recreation and Parks to reach agreement on re-configuration and redesign of the South Weddington Park and Campo de Cahuenga to replace the land taken from the park with land it will acquire for the project. As a result, no significant impacts would occur.

4.2.4 SURFACE CONDITIONS

Earth Resources

Potentially Significant Effect. The site will be subject to excavation, fill, and compaction during construction.

Findings. The MTA will restore excavated areas will be restored to pre-construction conditions as part of the project design. Therefore, no significant impacts are anticipated.

4.3 CONCLUSION

Finding. None of the events listed in Section 21166 of the Public Resources Code, or in Section 15162 of the State CEQA Guidelines, has occurred; therefore, no subsequent or supplemental environmental impact report shall be required by MTA.

Finding. Only minor technical changes or additions are necessary to make the 1983 FEIS/FEIR and the 1989 SEIS/SEIR adequate under CEQA.

Finding. The changes to the 1983 FEIS/FEIR and the 1989 SEIS/SEIR made by the addendum do not raise important new issues about the significant effects on the environment.

SECTION 5.0
REFERENCES

SECTION 5.0

REFERENCES

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

**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**

**UNIVERSAL CITY STATION
IMPROVEMENTS**

**LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

MAY 1994

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 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 for the proposed new changes at the Universal City Station site.

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 subsequent or supplemental environmental impact report or statement 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 in the EIR, 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 changes, has concluded that no conditions found under PRC 21166 and 40 CFR 1502.9 (c) have occurred that would warrant preparation of a subsequent or supplemental EIR/EIS, and that a CEQA EIR Addendum is the appropriate environmental document to be prepared based on the proposed changes. NEPA does not provide for an equivalent environmental document to the EIR Addendum for changes that are of this 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 would 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 will consider this CEQA Addendum prior to project approval.

Project Location and Description.

The project location and description of the proposed changes are contained in Section 1 of the Modified Initial Study.

2.0 ENVIRONMENTAL ISSUES AND FINDINGS OF SIGNIFICANCE

The description of issues and findings for the proposed changes are contained in Sections 3 and 4 of the Modified Initial Study.

3.0 MTA FINDINGS AND RECOMMENDATIONS

The environmental impacts caused by the Metro Rail Rapid Transit Project were previously considered in the Subsequent Environmental Impact Report (July 1989) and the Environmental Impact Report (November 1983). In consideration of the environmental impacts caused by project changes, new circumstances, and new information described in the Modified Initial Study, this Addendum, and in consideration of any public comments, the MTA hereby finds and determines as follows.

None of the following conditions has occurred which would call for preparation of a further subsequent or supplemental EIR:

- (1) "Subsequent changes are proposed in the project which will require important revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental impacts not considered in a previous EIR or Negative Declaration on the project.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken, such as a substantial deterioration in the air quality where the project will be located, which will require important revisions in the previous EIR or Negative Declaration due to the involvement of new significant environmental impacts not covered in a previous EIR or Negative Declaration; or
- (3) New information of substantial importance to the project becomes available, and
 - (A) The information was not known and could not have been known at the time the previous EIR was certified as complete or the Negative Declaration was adopted, and
 - (B) The new information shows any of the following:
 1. The project will have one or more significant effects not discussed previously in the EIR;
 2. Significant effects previously examined will be substantially more severe than shown in the EIR;

3. Mitigation measures or alternatives previously found no to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
4. Mitigation measures or alternatives which were not previously considered in the EIR would substantially lessen one or more significant effects on the environment.

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.

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.

