Los Angeles County
Metropolitan Transportation Authority

Westside Purple Line Extension Project, Section 3

Addendum to the Final Environmental Impact Report

June 2018

State Clearinghouse No. 2009031083

Metro

U.S. Department of Transportation
Federal Transit Administration

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Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
AERMOD	USEPA Atmospheric Dispersion Model
APE	Area of Potential Effects
BMP	Best Management Practice
Board	Metro Board of Directors
BTU	British thermal unit
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resource Board
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CO2e	carbon dioxide equivalent
dB	decibels
dBA	A-weighted decibels
EIS/EIR	environmental impact statement/environmental impact report
EMFAC	model for on-road vehicle emissions
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GBN	groundborne noise
GBV	groundborne vibration
GHG	greenhouse gas
GLA DMP	Greater Los Angeles Draft Master Plan
GPR	ground-penetrating radar
GSA	General Services Administration
HARP2	Hotspots Analysis and Reporting Program Version 2
I-405	Interstate 405
LABOE	Los Angeles Bureau of Engineering
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LOS	level of service
LPA	Locally Preferred Alternative
Metro	Los Angeles County Metropolitan Transportation Authority

MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MRI	magnetic resonance imaging
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966, as amended
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NRHP	National Register of Historic Places
OFFROAD	model for off-road vehicle and equipment emissions
PM_{10}	particulate matter smaller than or equal to 10 microns in size
$PM_{2.5}$	particulate matter smaller than or equal to 2.5 microns in size
PPV	peak particle velocity
Project	Westside Purple Line Extension
PSR/PR	Project Study Report/Project Report
RAST	Risk Assessment Standalone Tool
RMS	root mean square
ROD	Record of Decision
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SHPO	State Historic Preservation Officer
TBM	tunnel boring machine
UC	University of California
UCLA	University of California, Los Angeles
USEPA	U.S. Environmental Protection Agency
VA	U.S. Department of Veterans Affairs
VA WLA Campus	Veterans Affairs West Los Angeles Campus
VdB	vibration decibels
VMT	Vehicle miles traveled
VOC	volatile organic compounds
WLA VA Historic District	West Los Angeles Veterans Affairs Historic District
WPLE	Westside Purple Line Extension

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1.0 INTRODUCTION

The Westside Purple Line Extension (WPLE) Project is an approximately 9-mile heavy rail transit subway that will operate as an extension of the Metro Purple Line from its current western terminus at the Wilshire/Western Station to a new western terminus near the Veterans Affairs West Los Angeles Campus (VA WLA Campus). A Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Project was completed and approved by the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) in April and again in May 2012 in accordance with the requirements of the California Environmental Quality Act (CEQA). The EIR was part of a joint document, for which an EIS was also prepared to comply with the requirements of the National Environmental Policy Act (NEPA) and the Federal Transit Administration (FTA). For the purpose of this addendum, only the EIR portion of the joint document (i.e., EIS/EIR) will be referenced. The EIR was prepared by Metro. The Final EIS/EIR can be viewed on the Metro website at: http://www.metro.net/projects/westside/

The Project has been divided into three sections for funding purposes (the sections are further defined in Section 1.4 of this Addendum). Metro proposes refinements to Section 3 of the WPLE Project, which extends from Century City to Westwood/VA Hospital in the County of Los Angeles, California. These refinements are described in Section 2.0 of this Addendum. Pursuant to CEQA Guidelines Section 15164, the purpose of this Addendum is to document the refinements to the WPLE Project and analyze the potential environmental impacts that would result from these refinements to the Project since the certification of the Final EIS/EIR. The May 2012 Final EIS/EIR is incorporated herein by reference as part of the analysis of this Addendum.

1.1 Regulatory Requirements

This Addendum presents an evaluation of the proposed project refinements and assesses whether the refinements would present new significant impacts or increase the severity of previously identified significant environmental effects under CEQA. CEQA provides, in Public Resources Code Section 21166, that once an EIR has been prepared for a project, no subsequent or supplemental EIR is to be prepared unless one of the following circumstances occurs:

a. Substantial changes are proposed in the project that will require major revisions to the environmental impact report;

b. Substantial changes have occurred with respect to the circumstances under which the project is being undertaken, which will require major revisions to the environmental impact report; or

c. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, has become available.

CEQA Guidelines Section 15162 further clarifies the requirements for evaluating proposed changes to a project. The guidelines state that, once an EIR has been certified, no further EIRs will be prepared unless there are substantial changes in the project, substantial changes in circumstances, or new information of substantial importance, all of which indicate that there will be either a new, significant adverse environmental impact or a substantially more severe adverse environmental impact than previously identified.

1.2 Summary of Findings

Metro evaluated the project refinements in accordance with CEQA Guidelines Section 15162. Based on the evaluation presented in this Addendum, Metro determined that the proposed work would not materially affect the analysis and conclusions in the Final SEIR. Conclusions remain unchanged regarding long-term, construction, and cumulative impacts. Avoidance and minimization measures also remain unchanged. The proposed work would not result in any new significant impacts that were not evaluated in the Final SEIR or increase the severity of previously identified significant impacts. No new mitigation measure or changes to Final SEIR mitigation measures are required. There have been no changes in circumstances that would affect the conclusions and determinations made in the Final SEIR. Thus, in accordance with CEQA Section 15162, a subsequent or supplemental EIR is not required.

1.3 Organization

This Addendum is organized into the following sections:

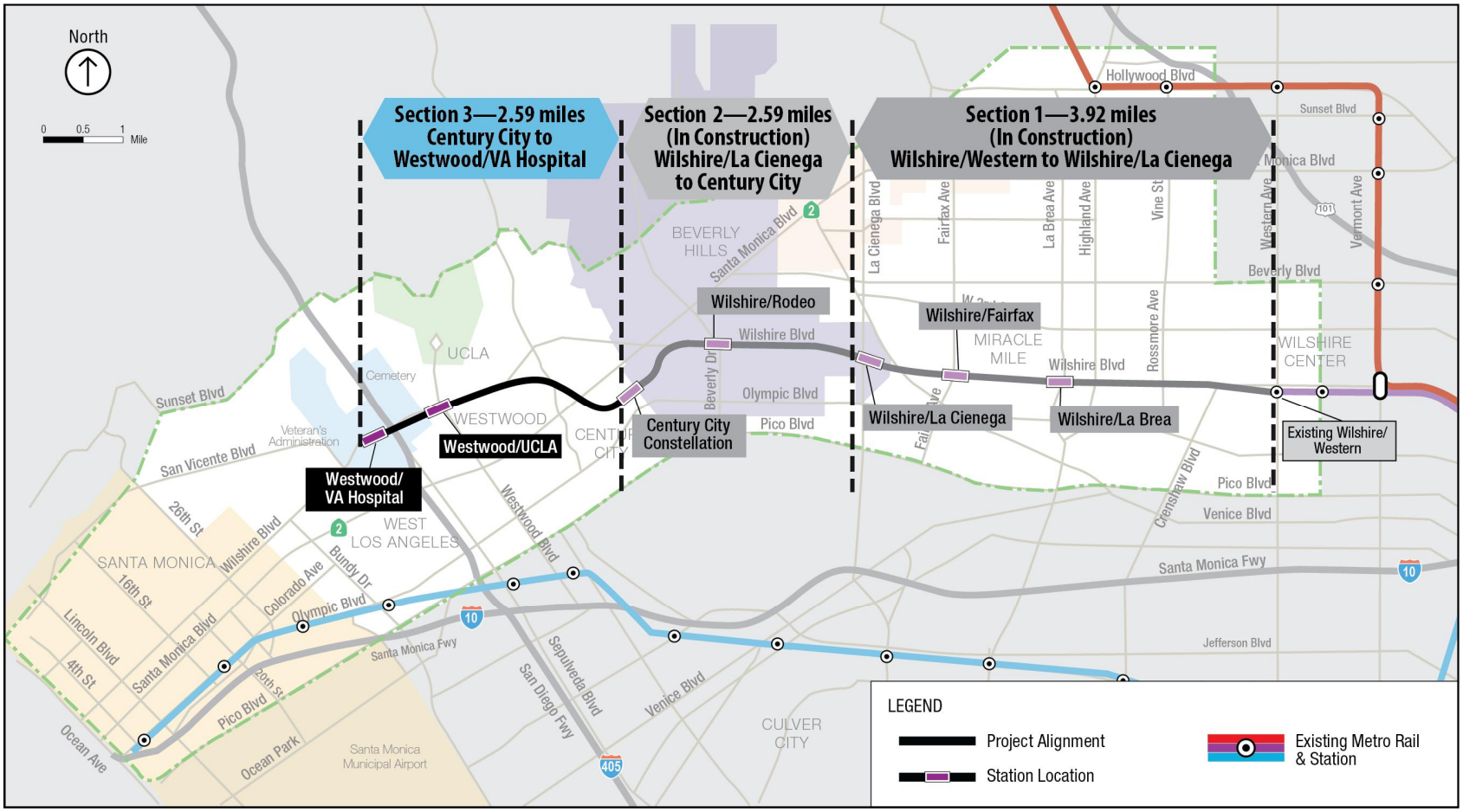
- Introduction
- Project Refinements
- Evaluation of Project Refinements
- Agency and Stakeholder Coordination
- Public Outreach
- References

1.4 Approved Project

The Project is an approximately 9-mile heavy rail transit subway that will operate as an extension of the Metro Purple Line from its current western terminus at the Wilshire/Western Station to a new western terminus near the VA WLA Campus (Figure 1-1). The Project will improve mobility and provide a fast, reliable, high-capacity, and environmentally sound transportation alternative for the Westside of Los Angeles. This improvement in public transit service will significantly increase east–west capacity and improve mobility by reducing transit travel times. On a county-wide level, the Project will strengthen regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit solution serving the Study Area.

The overall Project Area is located in western Los Angeles County and encompasses approximately 38 square miles. The Project Area is east/west oriented and includes portions of the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, as well as unincorporated areas of Los Angeles County. The Project Area boundaries generally extend north to the base of the Santa Monica Mountains along Hollywood, Sunset, and San Vicente Boulevards; east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western Boulevards; south to Pico Boulevard; and west to the Pacific Ocean.

Figure 1-1: Westside Purple Line Extension



The Project was planned to be constructed in three phases:

- Section 1: 3.92-mile section from the existing Wilshire/Western Station to Wilshire/La Cienega with three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega
- Section 2: 2.59-mile section from Wilshire/La Cienega to Century City with two new stations: Wilshire/Rodeo and Century City Constellation
- Section 3: 2.59-mile section from Century City to Westwood/VA Hospital with two new stations: Westwood/University of California, Los Angeles (UCLA) and Westwood/VA Hospital

The FTA and Metro completed the Final EIS/EIR for the Project in March 2012 (Metro 2012a).

In April and again in May 2012, the Metro Board certified the Final EIS/EIR and adopted the Findings of Fact, Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program and approved the first phase of the Project. In May 2012, the Metro Board approved the second and third phases of the Project. The Record of Decision (ROD) was issued by FTA for all three phases of the Project in August 2012 (note, in the Final EIS/EIR the "sections" of the Project were referred to as "phases"). The ROD issued by the FTA and the certification of the Final EIS/EIR by the Metro Board completed the NEPA and CEQA review of the Project, respectively.

The Final EIS/EIR included two construction scenarios—concurrent and phased. The concurrent construction scenario assumed construction would begin in 2013 and the entire Project would be operational in 2022. The phased construction scenario assumed construction of Section 3 would begin in 2029 with operation beginning in 2036. In November 2016, Los Angeles County voters approved Measure M, a one-half-cent sales tax, that enables construction of Section 3 to occur sooner than originally planned. Construction of Section 3 would be largely concurrent with construction of Sections 1 and 2 of the Project, which are already underway.

Metro has advanced the design of Section 3 of the Project and has had further coordination with stakeholders, including UCLA and the VA, resulting in refinements to the design of the Project. The description of the refinements is summarized in Section 2.0 of this Addendum.

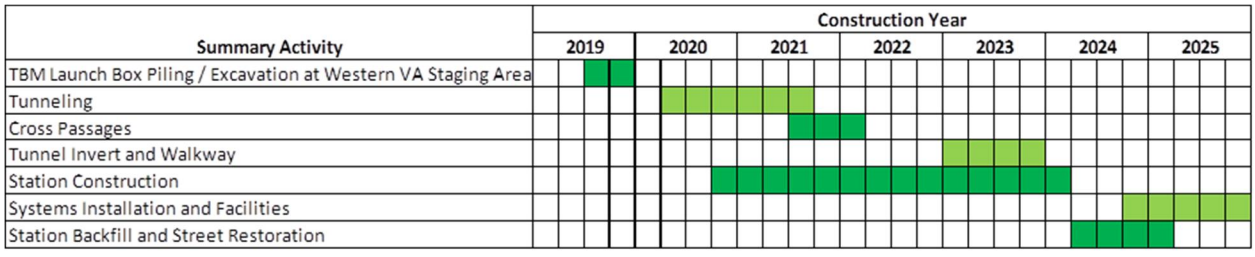
2.0 PROJECT REFINEMENTS

The following sections describe the project refinements identified during Advanced Preliminary Engineering and through stakeholder coordination. The evaluation of the project refinements is included in Section 3.0 of this Addendum and Sections 4.0 and 5.0 describe the agency/stakeholder and public outreach conducted by the Los Angeles County Metropolitan Transportation Authority (Metro) in support of these refinements.

Final design and construction of the Westside Purple Line Extension (WPLE) Project Section 3 will be procured by Metro primarily through two main design-build contracts, one for tunnel construction and the other for stations and systems construction. The descriptions of the project refinements, including construction means and methods, provided in this section and evaluated in Section 3.0 are based on the Section 3 Construction Approach Plan dated March 2018. This plan updated the construction plan evaluated in the *Westside Subway Extension Project Final Environmental Impact Statement/ Environmental Impact Report* (Final EIS/EIR) issued in 2012 (Metro 2012a). The plan describes how it is anticipated that the contractors, once they are selected, will complete the work; however, the final means and methods may differ from what is included in this analysis. Experience from previous phases of the WPLE Project indicate that similar sequencing and methods would largely be adopted by the Section 3 contractors. The design-build contractors will be required to comply with the criteria included in this analysis. It is anticipated that the ultimate design of the project refinements will be in substantial conformance with the descriptions provided in this section. A third contract, for advance utility relocations, will be procured for the Westwood/University of California, Los Angeles (UCLA) Station to relocate utilities ahead of construction in the street. Note – utility relocations would also occur under the tunnel and stations and systems contractors described above.

The construction schedule for Section 3 is presented in Figure 2-1:. This schedule is largely consistent with the construction sequencing and timeline presented in the Final EIS/EIR; however, Metro proposes advancing the construction schedule of Section 3 in order to have the system in operation by the 2028 Olympic Games that will be held in Los Angeles. To accomplish this goal, Metro must advance contracts concurrently and, therefore, anticipates that the tunnel and station contracts would overlap. In comparison, the Final EIS/EIR did not assume that these contracts would overlap.

Figure 2-1: Construction Schedule for Section 3



Note: TBM = tunnel boring machine

Major construction activities begin with mobilization at the tail track exit shaft on the Western VA construction staging area (the tail track exit shaft is defined in Section 2.1.1) for the tunnel contract. The tunneling operation, utilizing tunnel boring machines (TBMs), would progress from west to east, to the end of the tunnel reach (at Century City). Cross-passage construction commences below ground on

completion of tunneling. Surface piling for the station end walls (excavation support walls at both ends of the station box), California Department of Transportation (Caltrans) basin modifications, surface instrumentation, and grouting at Sepulveda Boulevard and at Westfield Mall (see Section 2.8) are required as part of the work for the tunneling contractor.

For the Westwood/VA Hospital Station, the piling of the side walls and appendages of the station box and partial, temporary decking of Bonsall Avenue and the Interstate 405 (I-405) ramp at the Westwood/Veterans Affairs (VA) Hospital Station would be undertaken by the station contractor and are largely unchanged from the concepts described in the Final EIS/EIR. Other activities such as utility relocations, installation of dewatering and instrumentation wells, and removal of street pavement and subgrade would be undertaken to facilitate the excavation of the station. Areas of the station box that are off-street would not need to be decked. Following the installation of the piling and street decking, the station box can be excavated. This sequence is unchanged from the Final EIS/EIR.

Following excavation and invert construction, the station walls, floors, and roof would be constructed, followed by architectural finishes along with mechanical, electrical, plumbing, and systems installation.

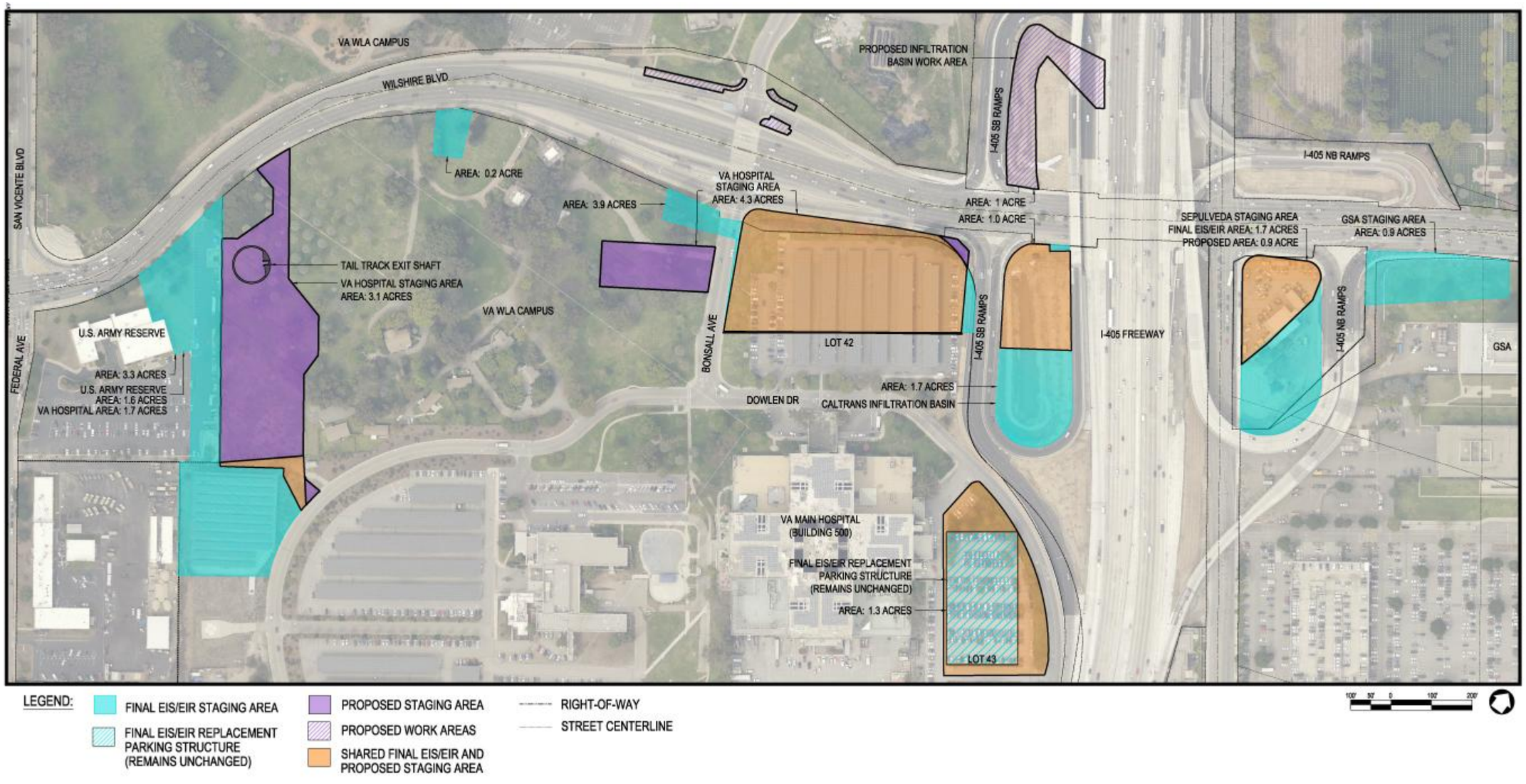
The Westwood/University of California Los Angeles (UCLA) Station would generally be constructed concurrently with the Westwood/VA Hospital Station. The Westwood/UCLA Station is located underneath Wilshire Boulevard and requires full street decking of that roadway, which would be installed over a series of weekends. The advance utility relocation would move utilities away from the pile corridor and lower them under the decking. This approach is consistent with the Final EIS/EIR. Once the decking is installed, excavation would commence. The sequence then is the same as described for the Westwood/VA Hospital Station. The station contractor would construct the station entrances at a similar time or just after the station boxes for each station. Changes to station entrances from the Final EIS/EIR are described in Sections 2.2 and 2.6 for the Westwood/VA Hospital and Westwood/UCLA Stations, respectively.

In addition to the station construction, the station contractor must install the concrete invert, track, wayside cabling, and systems in the tunnels and stations. This work can commence after the train rooms at both stations are clear of obstructions. Once construction activities are complete, systems testing and integration for the power, communications, and signaling systems can be undertaken. On completion of systems testing and integration, test running and trial operations are undertaken ahead of revenue service. These activities are generally subsurface and are consistent with the Final EIS/EIR.

2.1 Construction Staging Areas

The construction staging areas identified on or in proximity to the Veterans Affairs West Los Angeles Campus (VA WLA Campus) have been refined since issuance of the Final EIS/EIR (Metro 2012a). The locations of the construction staging areas in the Final EIS/EIR and the refined construction staging areas adjacent to and west of I-405 are shown in Figure 2-2. The following sections summarize the refinements to construction staging areas west of I-405.

Figure 2-2: Construction Staging Areas – Final EIS/EIR and Proposed



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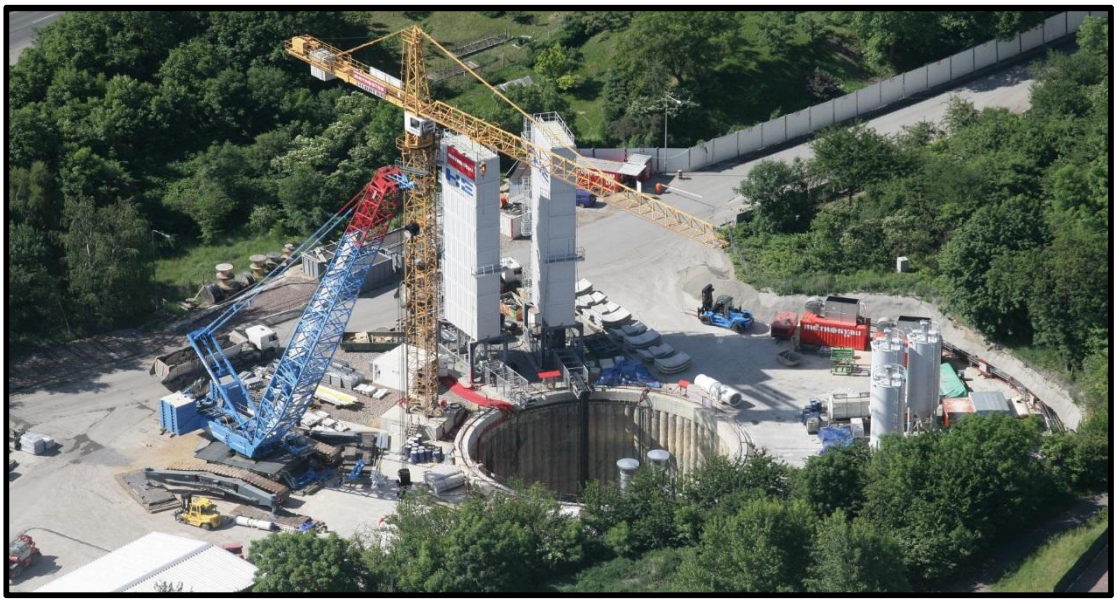
2.1.1 Western VA Construction Staging Area

As stated in Chapter 2, Section 2.6.4 of the Final EIS/EIR under the heading "Westwood/VA Hospital South Station," two options for the location of the construction staging area for the Westwood/VA Hospital Station were considered: within a parking lot located south of Wilshire Boulevard and east of Bonsall Avenue (referred to as Lot 42) and on the U.S. Army Reserve site located west of the VA WLA Campus. The construction staging area at the U.S. Army Reserve site would be approximately 3.3 acres, of which approximately 1.7 acres would be located on the western side of the VA WLA Campus and 1.6 acres would be on the U.S. Army Reserve site; this staging area would be used if Lot 42 were unavailable at the time of project construction. In an effort to minimize construction-related impacts to the Main Hospital (Building 500, also identified as the James W. Wadsworth Building), Metro proposes to stage a substantial portion of major construction activities as far from the Main Hospital as feasible. (As described below, construction staging for the Westwood/VA Hospital Station box would continue to occur from Lot 42. Due to the overlap in the tunnel and station contracts described above, Metro requires larger construction staging areas to support construction of Section 3.) Based on coordination with the U.S. Army, locating a portion of the construction staging area on the U.S. Army Reserve site is no longer feasible. Therefore, Metro proposes a construction staging area on the western portion of the VA WLA Campus. In the Final EIS/EIR, the portion of the alternate staging area on the VA WLA Campus was located in an area that has since been converted into a solar farm. The solar farm provides an alternative source of energy to the VA. The VA has also indicated that this site would be used to support construction of projects identified in the *Greater Los Angeles Draft Master Plan* (U.S. Department of VA 2016), for which the VA is preparing a Draft Programmatic EIS. Information provided by the VA also indicates that the solar farm may be the site of future construction. Therefore, to avoid impacts to the solar farm and future construction activities undertaken by the VA, Metro has reconfigured the portion of the construction staging area on the VA WLA Campus. The footprint of the construction staging area also seeks to minimize impacts to landscaping in the WLA VA Historic District, including to the "Palm Grid," which is identified as a contributing element to the historic district. The construction staging area would be approximately 3.1 acres, which is approximately 0.2 acre smaller than the alternate site identified in the Final EIS/EIR.

Metro proposes to use this construction staging area to support the TBM (including launching the TBMs) and spoil removal activities, for construction field offices, to allow construction vehicle circulation, and to house temporary electrical power equipment. Metro also proposes to locate an electric tower crane adjacent to the tail track exit shaft that would be used to move materials in and out of the shaft. The tower crane would be approximately 120 feet high with a horizontal boom length of approximately 160 feet (Figure 2-3). Conveyors would be used in the tunnels to move excavated materials from the TBM to the access shaft and out to the storage piles. A vertical conveyor would move material from the bottom of the shaft, and transfer conveyors would move spoils from the top of the tail track exit shaft to the storage piles. The vertical conveyor would be approximately 30 feet above the ground surface, as would the transfer conveyors. Two vertical conveyor belt storage towers would be erected adjacent to the tail track exit shaft. These towers would be 90 to 100 feet high and approximately 10 feet wide by 20 feet in length. The vertical conveyor belt storage towers would be enclosed to control noise and dust. The tail track exit shaft is approximately 90 feet in internal diameter and is the location from which the TBMs would be launched. Storage silos, approximately 40 to 50 feet in height would also be located on the site. These would be enclosed structures, storing grouting materials for the TBM.

Figure 2-3: Tower Crane and Vertical Conveyor Belt Storage Towers (Example)



Source: Photo from presentation on Line A Extension Prague Metro by Ermin Stehlik – Gall Zeidler Consultants at BTS 2013 Conference

Utilization of this construction staging area would move a substantial portion of major construction activities away from the VA Main Hospital (Building 500), thereby reducing impacts to the hospital and its patrons, including veterans, compared to those described in the Final EIS/EIR for the option where all construction staging on the VA WLA Campus occurred in Lot 42. Specifically, the Lot 42 construction staging area is approximately 300 feet from the entrance to the VA Main Hospital, while the tail track exit shaft on the Western VA construction staging area is approximately 1,400 feet from the entrance. This reduction of impacts occurs even though the staging area on the VA WLA Campus has increased in size. In particular, benefits associated with moving the staging area would include a reduction in noise, improved air quality, and reduced truck trips near the VA Main Hospital (Building 500).

This construction staging area would be accessed directly from Wilshire Boulevard via a new driveway to the staging area, thereby reducing construction vehicle activity elsewhere on the VA WLA Campus relative to the Final EIS/EIR, which assumed construction truck activity would occur on Bonsall Avenue and Dowlen Drive. Dowlen Drive would not be used to access the construction staging area except for emergency situations. At the request of the VA, the driveway from Wilshire Boulevard would also accommodate future traffic associated with construction activities undertaken by the VA on the south campus. The location and size of the construction staging area, as well as the construction activities that would occur there, have been coordinated with representatives of the VA. Refer to Section 2.2 for information on permanent aboveground features located in the western portion of the VA WLA Campus.

The Final EIS/EIR assumed that if construction were staged from Lot 42, support and launch of the TBM would occur at this location as well. The Final EIS/EIR assumed the tunnels located west of the station, known as tail tracks and used for storage of trains, would be mined structures (as shown on Drawing No. A-011 in Appendix B of the Final EIS/EIR), meaning that the structures would be almost entirely hand excavated with small excavators as opposed to TBMs. As the TBM would now be launched from the

Western VA construction staging area, the tail tracks would be constructed using the TBM instead, which provides benefits to schedule and reduced construction risk. The proposed use of the TBM rather than mining would allow for a more controlled excavation as the TBM operates with a shield under pressurized conditions.

2.1.2 Lot 42 Construction Staging Area

The Final EIS/EIR included a construction staging area within the VA WLA Campus parking lot located south of Wilshire Boulevard and east of Bonsall Avenue (referred to as Lot 42). The size of this construction staging area remains largely unchanged; however, certain major construction activities, such as support for operation of the TBM, have been shifted to the construction staging area on the west side of the VA WLA Campus to minimize construction-related impacts to the VA Main Hospital (Building 500).

2.1.3 Construction Staging and Work Areas in Caltrans Infiltration Basins

The Final EIS/EIR also included a construction staging area within a Caltrans infiltration basin (a stormwater Best Management Practice) located south of Wilshire Boulevard and bounded by the I-405 raised west embankment and the I-405 southbound off-ramp to Wilshire Boulevard. The size of this construction staging area has been reduced since issuance of the Final EIS/EIR from 1.7 acres to 1 acre as a result of a consolidated construction staging area and design refinement. The approximately 1 acre site is shown in Figure 2-2.

During the advancement of design, it was determined that the Caltrans infiltration basin located north of Wilshire Boulevard and bounded by I-405 and the on-ramp to southbound I-405 would require modifications to replace the volume of water displaced by construction within the south basin. Modifications include excavation and backfill with permeable material, as well as storm drain diversions. The approximately 1 acre site is shown in Figure 2-2.

2.1.4 Construction Staging Area Located West of Bonsall Avenue

A construction staging area west of Bonsall Avenue is also required to construct the west crossover and west end of the station box (refer to Section 2.2 for a description of the change in location of the station box and Section 2.5 for a description of the construction method for the west crossover). Very limited construction traffic (approximately 20 vehicles per day) is proposed in this staging area; the contract documents require that the site not be used for storage of diesel engine equipment, for contractor parking, or for construction facilities such as trailers. The staging area is approximately 10 feet wider than the station piled walls and approximately 300 feet long. During excavation of the station in this area, it is expected that the excavation would be open and limited vehicular traffic would enter the site. The approximately 1 acre site is shown in Figure 2-2.

2.1.5 Replacement Parking Structure

The Final EIS/EIR identified the construction of a replacement parking structure within an existing doctors' parking lot on the VA WLA Campus (Lot 43), located east of the VA Main Hospital (Building 500), to offset the permanent and temporary loss of parking that would occur in Lot 42 during construction of the station. Metro is coordinating with representatives of the VA regarding the location and capacity of the parking structure, but at present assumes the structure would be five stories in height plus a ground

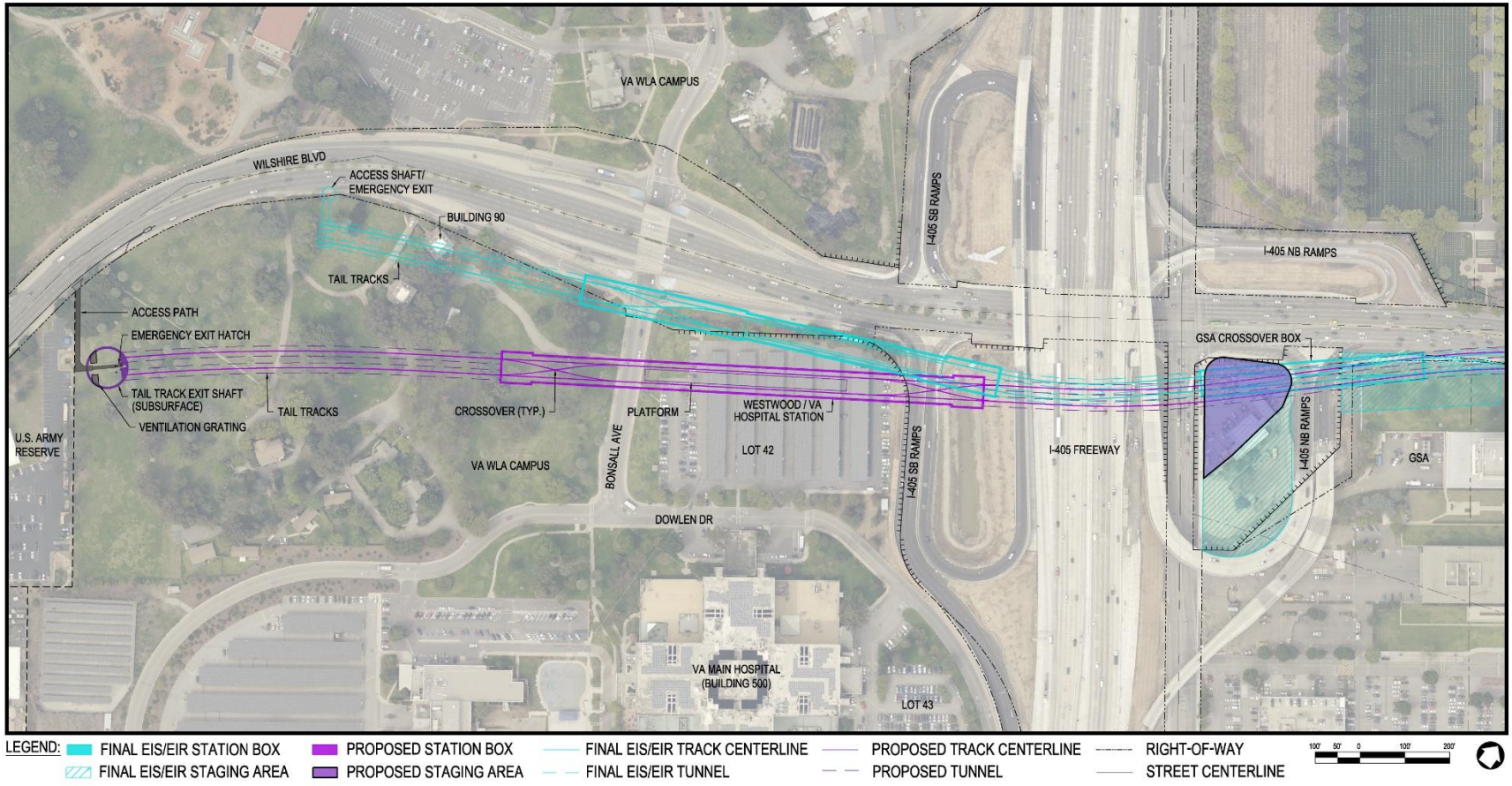
floor and would continue to be located in Lot 43. The northern half of the existing parking lot would be demolished to accommodate the parking structure.

2.2 Alignment at the VA Medical Center and Westwood/VA Hospital Station Entrances

Within proximity to the Westwood/VA Hospital Station, the alignment as evaluated in the Final EIS/EIR contained several smaller radius (tighter) curves and an east crossover structure (referred to as the GSA [General Services Administration] crossover) within the GSA property east of I-405 (a crossover is specialized trackwork that allows a train to reverse direction and use an adjacent track to continue operation). Metro Rail Criteria requires that a terminal station includes two crossovers, before and after the station and therefore there is also a west crossover attached to the west end of the platform. Through the advancement of design, the curves in the alignment have been minimized to improve operating conditions for a future transit extension from the Westwood/VA Hospital Station. The Final EIS/EIR and refined alignments are shown in Figure 2-4. In the Final EIS/EIR, the tail tracks were situated in tunnels directly beneath a contributing element to the West Los Angeles Veterans Affairs Historic District (WLA VA Historic District), referred to as Building 90: Duplex. As a result of the refinement to the alignment, the tail track tunnels are no longer situated beneath any building within the VA WLA Campus or the WLA VA Historic District (Figure 2-4).

The refinement to the alignment would accommodate an east crossover directly east of the Westwood/VA Hospital Station and partly within the Caltrans infiltration basin, which would be connected to the station platform (this crossover is referred to as the East Crossover at the VA Campus). This location for this crossover is operationally preferred by Metro compared to the GSA crossover because the crossover is located closer to the station platform. With this refinement, the GSA crossover would be eliminated and a cross passage within Caltrans right-of-way east of I-405 would be added (the Project is constructed as two tunnels; a cross passage is a small passageway that connects those tunnels to provide egress in the case of fire or another emergency). Placement of the cross passage off-street in this location minimizes impacts to Wilshire Boulevard and the I-405 northbound ramps. The Final EIS/EIR included two construction staging areas for construction of the GSA crossover—one on GSA property and the other within Caltrans right-of-way in an area bounded by Wilshire Boulevard to the north and the I-405 northbound ramps (Figure 2-4). The construction staging area on the GSA property would be eliminated completely because all construction on the GSA property would occur from underground. The construction staging area within Caltrans right-of-way would no longer be required to support construction at the GSA property; however, this staging area would be used for construction of the cross passage, necessary grout injection to support utilities beneath Sepulveda Boulevard (refer to Section 2.8), and as a staging site for advance utility relocations. The overall size of this Caltrans staging area has been reduced from 1.72 acres to 0.94 acre (a 0.78-acre reduction) because these construction activities can be accommodated on a smaller staging area than what was required for the crossover. Minimizing construction on the GSA property would benefit the Project and the GSA as there would be less disruption, noise and vibration, haul routes, and traffic in front of the building.

Figure 2-4: Tunnel and Crossover Alignment at the VA Medical Center – Final EIS/EIR and Proposed

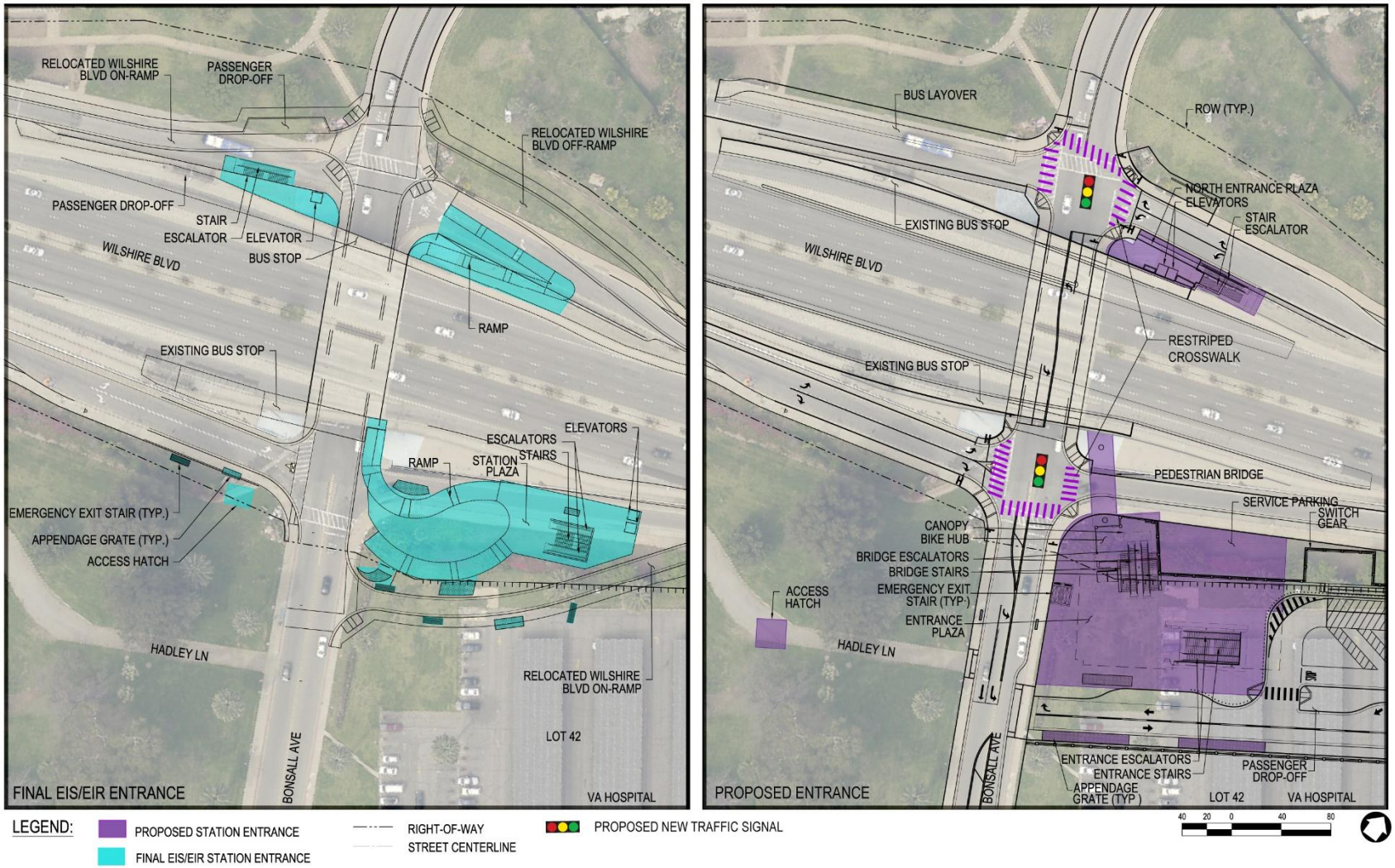


The tail tracks for the Final EIS/EIR alignment would terminate in an access shaft, consisting of an exit stair and ventilation shaft, located subsurface within the WLA VA Historic District and in the sidewalk along Wilshire Boulevard for emergency exiting (the Final EIS/EIR referred to the access shaft as an "emergency exit"; this term will be used in this Addendum since the purpose of the shaft is to provide an emergency exit from the subway tunnels). As a result of the refinement to the alignment, relocation of the emergency exit was required to the westernmost part of the WLA VA Historic District. The tail track exit shaft described in Section 2.1.1 would be modified when construction is complete to accommodate a small permanent subsurface access shaft for emergency egress in the event of a fire and a ventilation shaft. Features at the surface would include ventilation grates and an access hatch, each of which would be terminated just above grade level, sufficiently high to prevent flooding. A path would connect the emergency exit to Wilshire Boulevard and a gate would be provided at the exterior. The path would help direct personnel exiting the shaft to the street rather than entering the WLA VA Historic District.

As a result of the refinement to the alignment, the alignment and station box have been shifted south by approximately 150 feet away from Wilshire Boulevard. The alignment and station box would continue to be located beneath the existing parking lot on the VA WLA Campus. The station box has been moved west, beneath the WLA VA Historic District, by approximately an additional 150 feet as a result of the crossover being added to the east side of the platform. The station box and crossover cannot be moved east because open-cut construction would require closure of portions of I-405. Metro Operations does not favor a separated station box with portions moved east of the I-405. Additionally, this design would reduce the design headways and the ability of trains to turn around at the terminal station. It is not favorable to move the station to the west, as this pushes it farther into the WLA VA Historic District and closer to contributing elements within the district. The shift in the station box required refinements to the station entrance and pedestrian circulation features. With this refinement, the station entrance would be located approximately 100 feet closer to the VA Main Hospital (Building 500), benefitting transit passengers, including veterans and employees, with destinations at this facility. Additionally, the pedestrian circulation features between the station entrance and Wilshire Boulevard would be less circuitous than those included in the Final EIS/EIR design. New vertical circulation elements (elevators and escalators) would be included, thus improving passenger connectivity, particularly for patrons with disabilities (Figure 2-5).

The refinements to the station entrance and pedestrian circulation features would also eliminate the need to reconfigure the access ramps on both sides of Wilshire Boulevard and reduce the impact to the Bonsall Avenue and access ramps intersection. Reconfiguration of the access ramp on the east side of Bonsall Avenue is no longer required; therefore, the pedestrian ramp in the Final EIS/EIR has been replaced with a pedestrian bridge compliant with the Americans with Disabilities Act (ADA) to provide access from the Westwood/VA Hospital Station entrance to the bus stop on eastbound Wilshire Boulevard (Figure 2-5). These refinements are being coordinated with representatives of the VA WLA Campus.

Figure 2-5: Westwood/VA Hospital Station Entrances and Pedestrian Circulation Features – Final EIS/EIR and Proposed



2.3 Westwood/VA Hospital Station Access

Refinements were made to the provision of passenger drop-off and bus access to the Westwood/VA Hospital Station. The Final EIS/EIR included a passenger drop-off area on the westbound access ramp from Bonsall Avenue to Wilshire Boulevard (i.e., on the north side of Wilshire Boulevard) and the westbound bus turnout. The *Westside Subway Extension Project Station Circulation Report* (Metro 2011a) specified that a passenger drop-off area could not be accommodated on the eastbound bus turnout or access ramp because of space constraints; however, passenger drop-off activities were expected to occur informally in both locations. The locations of the potential drop-off areas are shown in Figure 2-6.

As a result of further design, it was determined that the westbound access ramp from Bonsall Avenue to Wilshire Boulevard was too short to accommodate a passenger drop-off area. Additionally, the slope of the ramp is not ADA compliant to accommodate drop offs without requiring substantial modifications. There was also concern that informal passenger drop off would occur from various locations on the VA WLA Campus. Therefore, through coordination with representatives of the VA WLA Campus, a formal passenger drop-off area is now proposed within the northern portion of the existing VA Hospital parking lot (referred to as Lot 42) just east of the proposed station plaza and entrance (Figure 2-7). The passenger drop-off area would have approximately 40 spaces for short-term parking (15 to 30 minutes) and include lighting and traffic islands. The provision of the dedicated passenger drop-off/pick-up area would benefit the VA WLA Campus and the veteran community as it is designed to prevent Metro passengers that are not associated with the VA from being dropped off or picked up within the VA WLA Campus. Signage (including “no stopping” signs) would be located to direct Metro passengers to the drop-off area and to ensure vehicles do not stop at other points on the campus to drop off passengers. Access to the drop-off area would be via Bonsall Avenue; the new intersection would be striped with a dedicated left-turn lane. Based on analyses completed in support of design, consistent with the *California Manual of Uniform Traffic Control Devices*, a traffic signal would be required at the following two locations on Bonsall Avenue: (1) at the intersection with the Wilshire Boulevard westbound on- and off-ramps and (2) at the intersection with the Wilshire Boulevard eastbound on- and off-ramps. These locations are currently all-way stop sign controlled. The passenger drop-off area would be designed to accommodate bus service operated by the VA Medical Center; however, public transit provided by other operators (e.g., Metro) would not utilize the drop-off area.

A bus layover area located on Los Angeles County property has also been included along the westbound on-ramp from Bonsall Avenue to Wilshire Boulevard at the request of Metro’s Bus/Rail Interface group (Figure 2-7). This layover area would allow for the provision of additional future services to West Los Angeles and Santa Monica. To accommodate the bus layover area, the ramp would be widened, which would extend into the adjacent sloped lawn area. The widening would occur within Los Angeles County property.

Figure 2-6: Bus and Passenger Drop-off Areas – Final EIS/EIR

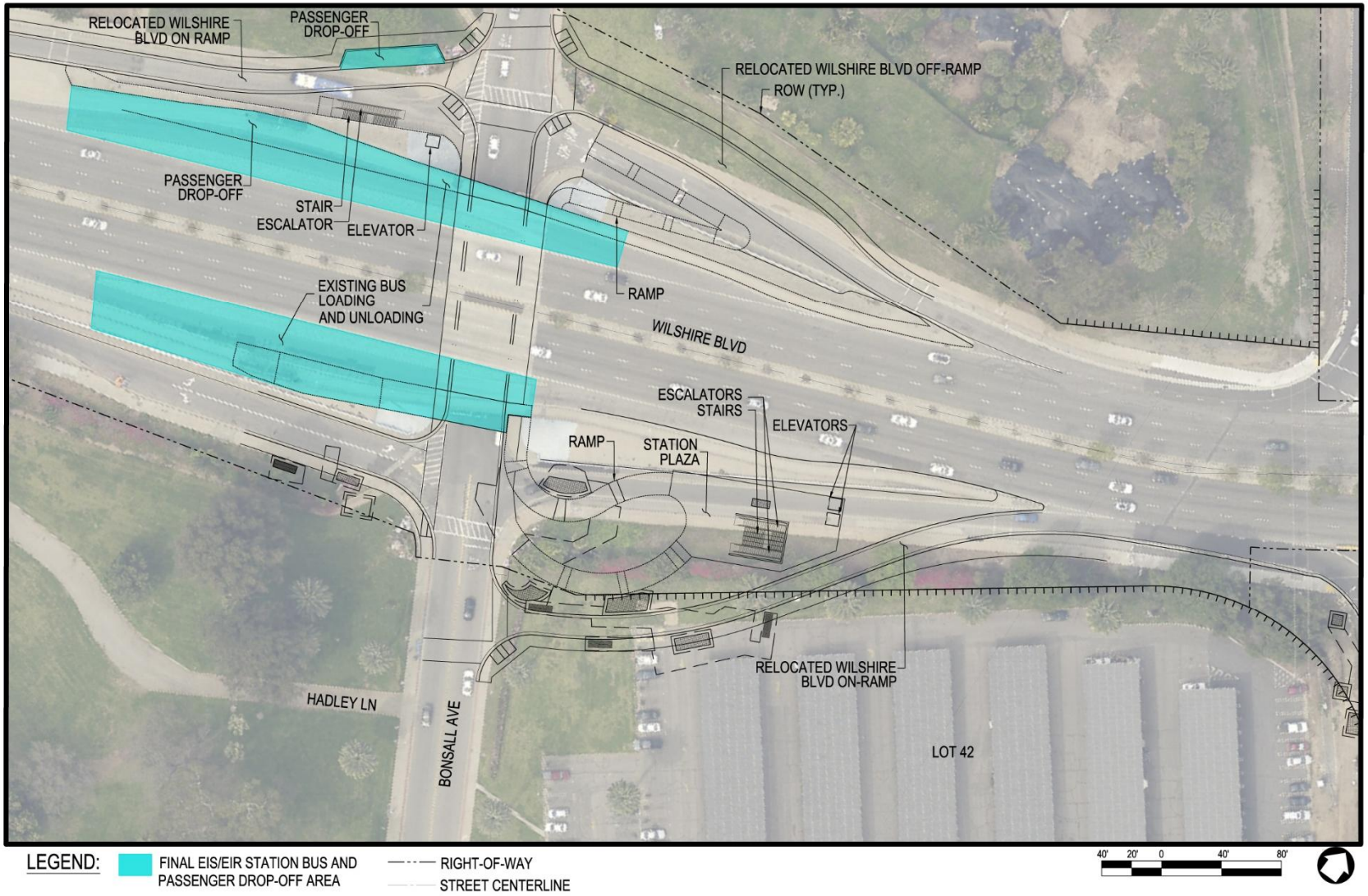
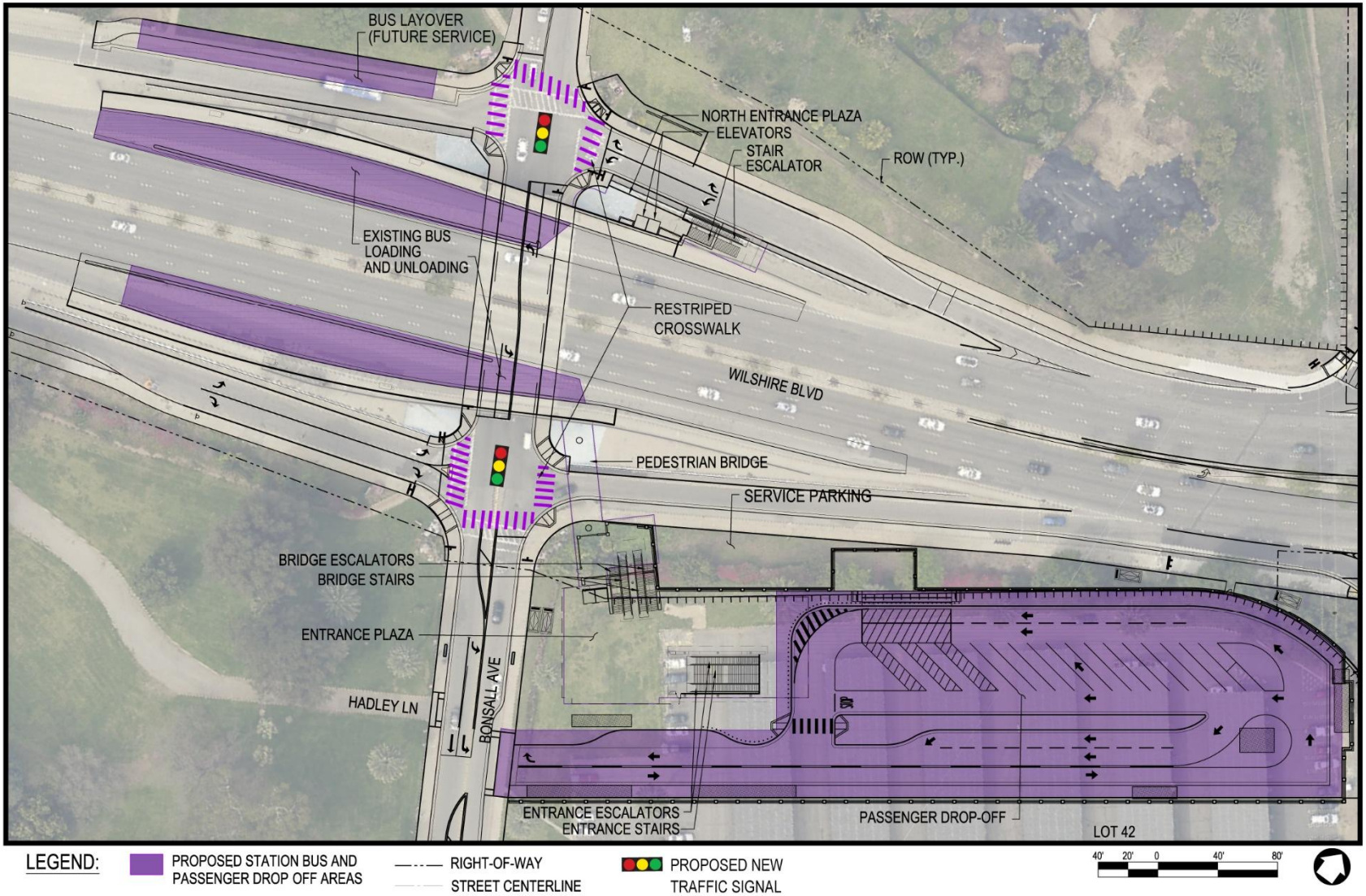


Figure 2-7: Bus and Passenger Drop-off Areas – Proposed



2.4 Murals

The Final EIS/EIR identified military-themed murals painted on the walls of the Bonsall Avenue underpass and access ramps to/from Wilshire Boulevard (Figure 2-8). These murals, located on Los Angeles County property, were painted in 1995 by Peter Stewart and other veteran volunteers known as "the crew" and are public art. The Final EIS/EIR assumed that the murals could be protected in place during construction of the Westwood/VA Hospital Station. However, studies conducted since completion of the Final EIS/EIR indicate that removal of the northeast mural wall along the south side of the westbound Wilshire Boulevard off-ramp to Bonsall Avenue (Figure 2-9) would be required for construction of the station circulation elements at that location. Once the stairs and escalators are constructed, there would not be sufficient space to accommodate the mural in its original location. As such, Metro proposes removal of the entire northeast mural and conveying the story of that mural in a reduced-scale version using a more durable medium of mosaic tile in another location. The mosaic wall would be located across from the current location of the northeast mural into an embankment and retaining wall on Los Angeles County property. Metro is coordinating with the VA, veterans groups (e.g., the National Veterans Foundation), and other stakeholders (e.g., the LA County Arts Commission) regarding this proposal and has received support from stakeholders. Reconfiguration of the mural into a mosaic is subject to the approval of the LA County Arts Commission and the Los Angeles County Board of Supervisors and agreement by Los Angeles County to maintain the mosaic in perpetuity.

Figure 2-8: Murals

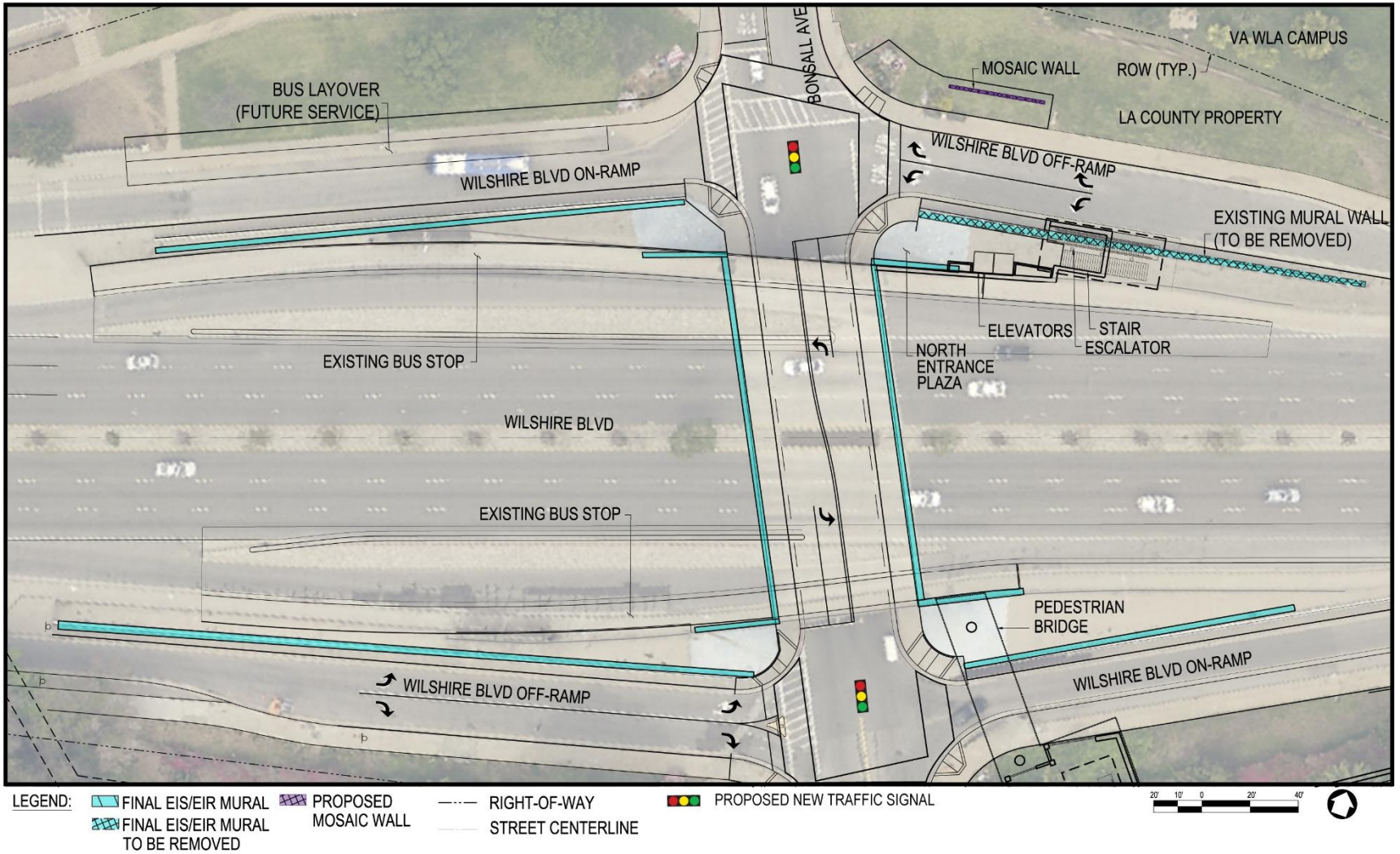


Figure 2-9: Northeast Mural Wall

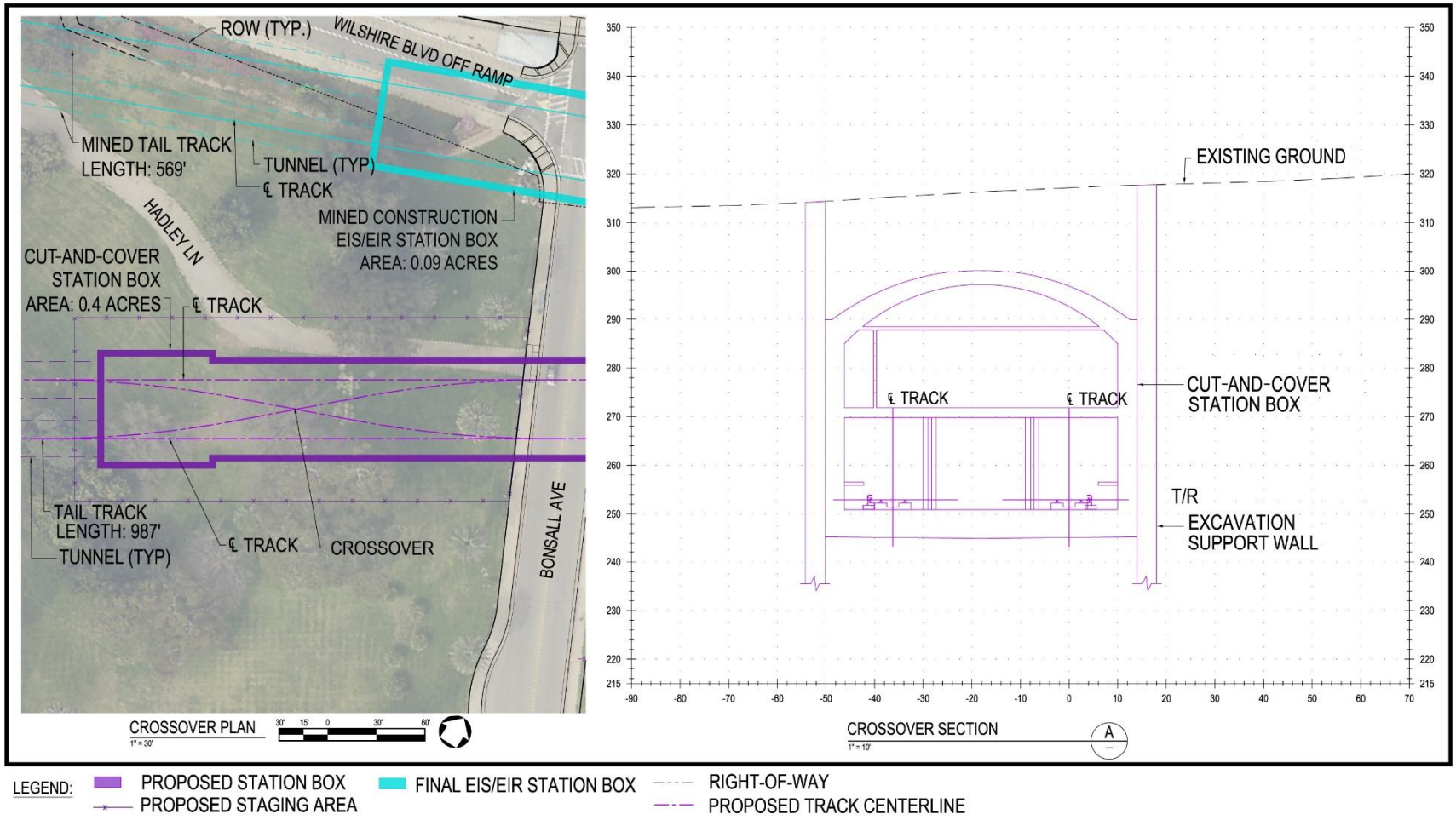
Source: Metro 2018

2.5 Construction Method for Westwood/VA Hospital Station West Crossover

The Project as defined in the Final EIS/EIR included a crossover located west of the Westwood/VA Hospital Station platform; the crossover structure would be approximately 300 feet long. The crossover was to be constructed adopting sequential excavation mining methods at its western end (approximately 50 feet) to reduce impacts to the lawn area within the WLA VA Historic District, which is located at the surface above a portion of the crossover. The adjacent platform, and most of the crossover, which was located underneath an existing VA WLA Campus parking lot (Lot 42), was to be constructed via the cut-and-cover method. The refined alignment would move approximately 250 feet of the crossover section west of Bonsall Avenue beneath the lawn area. With the refined alignment and schedule, the tunnels would be excavated in advance of the crossover from the tail track exit shaft, and the tunnel linings would then be removed during excavation of the crossover. Geotechnical investigations completed since publication of the Final EIS/EIR for the refined alignment confirmed that sands and clays of the Younger and Older Alluvium are present (Metro 2017c). These “soft ground” soils are less favorable for the sequential excavation mining methods, which require specialized construction techniques and monitoring to ensure a safe excavation. Multiple headings (a series of small sections within the cavern face) would need to be excavated for construction safety, slowing progress of the excavation. Therefore, sequential excavation mining methods for the crossover would increase construction risks, including schedule and worker safety. As such, Metro proposes constructing the crossover via the tried and trusted cut-and-cover method, similar to the rest of the station structure. The proposed cut-and-cover area and associated construction staging area are shown in Figure 2-10.

As stated in Section 2.2, the Project is constructed as two tunnels, one tunnel for each direction of travel. At terminal stations, a crossover is required to allow trains arriving in one tunnel to cross over into the other tunnel to depart. Because a crossover allows a train to reverse direction, the crossover must connect trackwork located in one tunnel with that in the other tunnel. Typically, crossovers are constructed in a structure directly next to the station and extend for the full width of the station. The TBM tunnels are not normally sized to accommodate any portion of the crossover structure, meaning the width is insufficient to permit the movement of the train through the crossover trackwork. As stated in Section 2.7, the Section 3 tunnel diameter has increased from an outside diameter of 20 feet 10 inches to 22 feet 6 inches to permit 50 feet of the crossover trackwork to extend into the tunnels, which reduces the length of the cut-and-cover area required for the crossover within the WLA VA Historic District west of the station from 300 feet to 250 feet. The 250-foot cut-and-cover area west of Bonsall Avenue is in addition to the cut-and-cover area required for the station box east of Bonsall Avenue.

Figure 2-10: Construction Method for Westwood/VA Hospital Station West Crossover



2.6 Westwood/UCLA Station Entrances

The Final EIS/EIR included two options for the location of the Westwood/UCLA Station, referred to as the on- or off-street station option (described in Chapter 2, Section 2.6.4 of the Final EIS/EIR). Since completion of the Final EIS/EIR, the on-street station option has been advanced because the off-street option would undermine several large buildings with very deep basements, resulting in high risk to construction of the Project. As stated in Section 2.6.4 of the Final EIS/EIR, the on-street option also had two scenarios for entrance locations: (1) two entrances would be provided, both of which would be north of Wilshire Boulevard, and (2) three entrances would be provided – two north of Wilshire Boulevard and one south of Wilshire Boulevard. Metro is advancing this second scenario.

Refinements of varying degrees are proposed at all three station entrances. The locations of station entrances as evaluated in the Final EIS/EIR are shown in Figure 2-11 and the proposed locations are shown in Figure 2-12. Through coordination with UCLA, the location of the main station entrance on the UCLA Campus within the area identified as Lot 36 has been shifted slightly to the east and closer to Gayley Avenue, and the plaza has been shifted south toward Wilshire Boulevard. This design provides more real estate handed back to UCLA for future development. This refinement would require relocation of a portion of a Los Angeles County storm drain; however, no other changes would be necessary.

The location of the east station half entrance on the north side of Wilshire Boulevard, adjacent to Westwood Boulevard, has also been refined. Through the advancement of design and coordination with the property owner, it was determined that the entrance as designed and located in the Final EIS/EIR would require substantial structural reframing to the Linde (Westwood) Medical Plaza located at 10921 Wilshire Boulevard. Other station entrance options were examined; however, the City of Los Angeles Department of Transportation expressed concerns that these entrance options could result in additional pedestrian congestion at the corner of Wilshire and Westwood Boulevards. Therefore, Metro is proposing to locate a full station entrance within the east portion of the Linde (Westwood) Medical Plaza in a space currently occupied by Chase Bank, thereby displacing Chase Bank. The one story building occupied by Chase Bank would be deconstructed to accommodate the full station entrance; the full station entrance would have two sets of escalators, stairs, and elevators. A full station entrance in this location would minimize impacts to the foundation and structural framing of the Linde (Westwood) Medical Plaza building and the adjacent parking structure because mining under the building and parking structure would no longer be required. Instead, the deconstruction of the Chase Bank provides the space needed for the full entrance. This station location would also provide a larger area for pedestrian activity.

Currently, four planters are located within the landscaped plaza fronting the Chase Bank retail space; vegetation of various sizes and species, including a number of tall palms, are located within the planters. The planters are raised above the plaza. All four planters would be removed to support construction of the station. Metro does not propose to replace the planters when construction is complete as they present a tripping hazard and restrict pedestrian movement.

Minor refinements are proposed to the half entrance on the south side of Wilshire Boulevard. Metro proposes to replace the escalators presented in the Final EIS/EIR with elevators to improve ADA accessibility. The addition of the elevators required shifting the stairs slightly closer to the intersection of Wilshire and Westwood Boulevards in order to provide sufficient room for queueing.

Figure 2-11: Westwood/UCLA Station Entrances – Final EIS/EIR

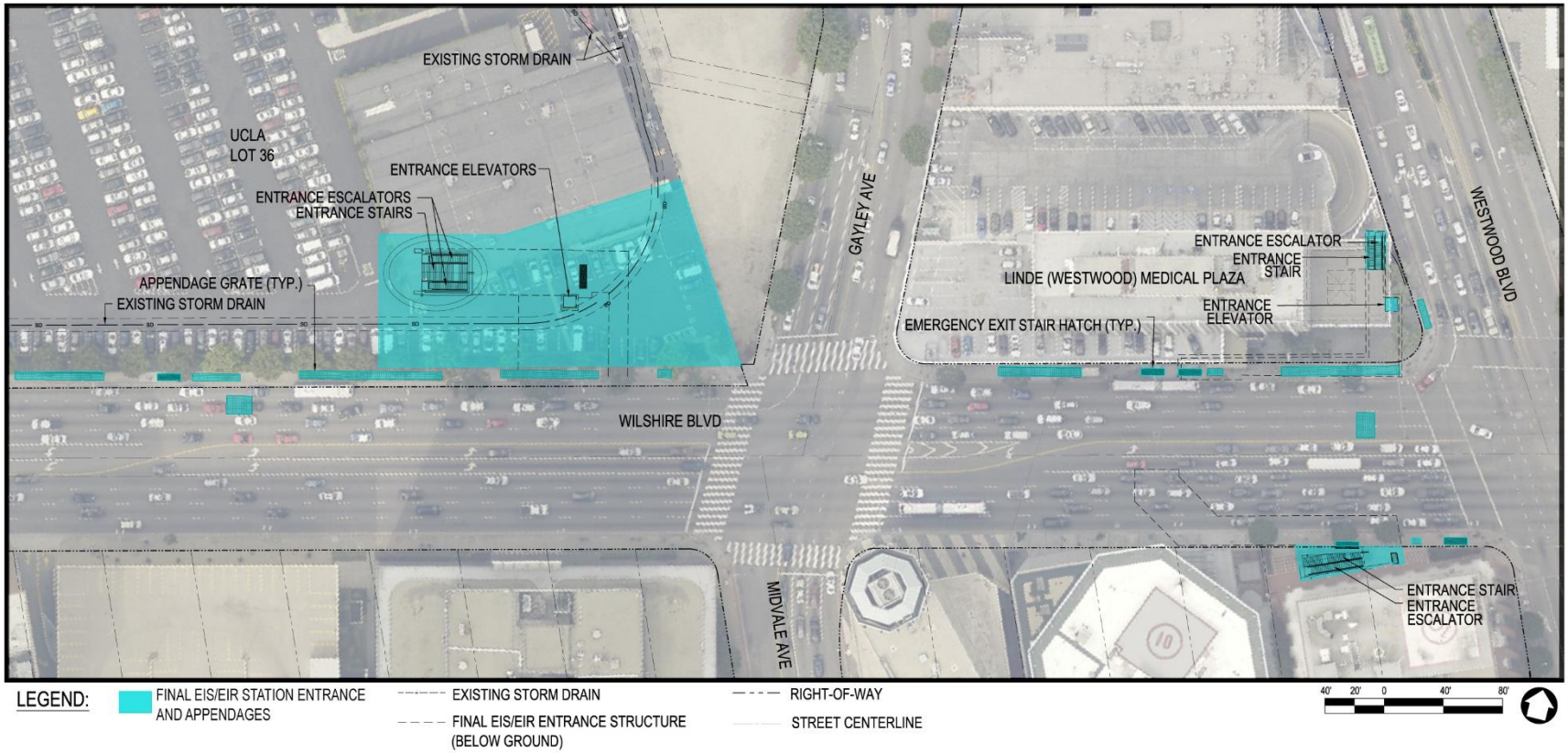
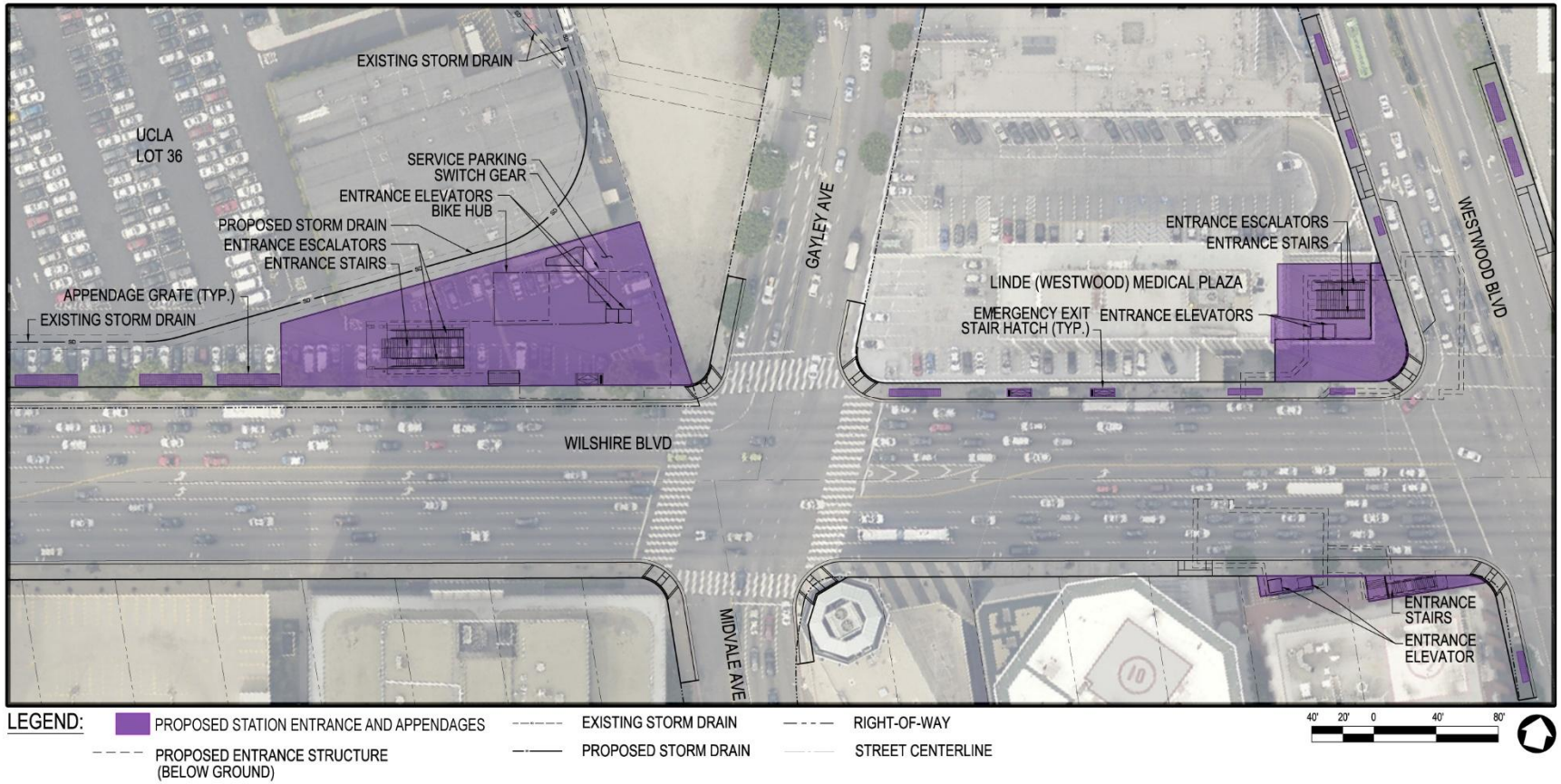


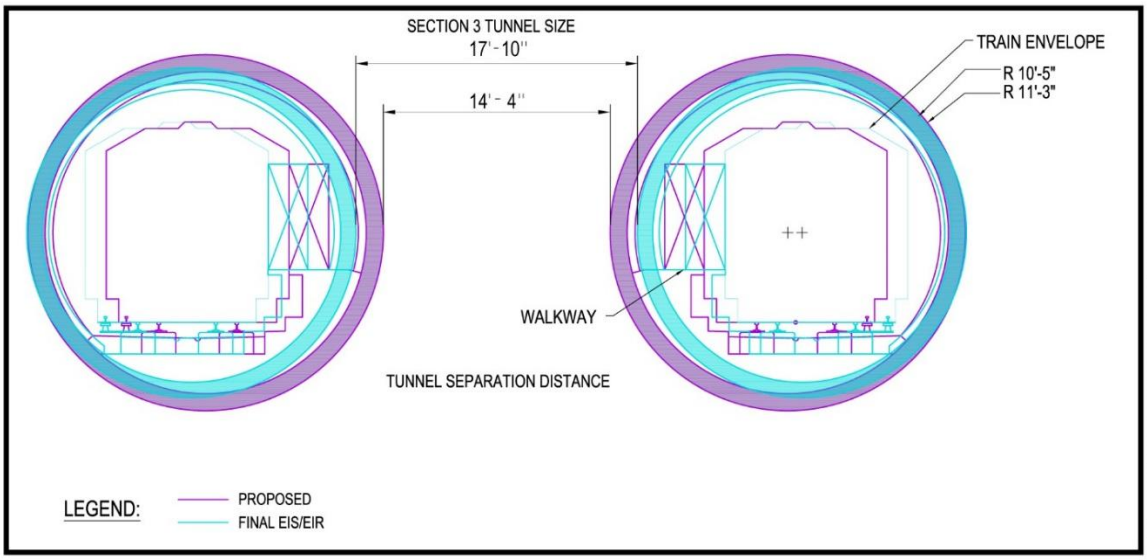
Figure 2-12: Westwood/UCLA Station Entrances – Proposed



2.7 Tunnel Size

For Section 3 of the project alignment, the size of the tunnel has increased from an outside diameter of 20 feet 10 inches to 22 feet 6 inches to accommodate portions of the crossover at the Westwood/VA Hospital Station and thereby reduce the size of the cut-and-cover excavation, as described in Section 2.5. The change in diameter size is shown on Figure 2-13. The distance between the tunnels has been reduced to keep the tunnels within the subsurface easement areas identified in the Final EIS/EIR. The larger tunnels would reduce the length of the station box cut-and-cover excavation by approximately 50 feet at each crossover. As a result, the station would not extend into the I-405 off-ramp near the east end of the station, and the easement area required at the WLA VA Historic District on the west end of the station box would be reduced.

Figure 2-13: Tunnel Size – Final EIS/EIR and Proposed



2.8 Grouting

Further geotechnical studies completed in support of the advancement of design have indicated that ground improvement (grouting) may be required beneath Westfield Mall to minimize ground settlement during tunneling near the intersection of Century Park West and Constellation Boulevard (Metro 2017b). The grouting may be provided from shafts located within Century Park West and/or Constellation Boulevard (Figure 2-14). In either or both locations, the shafts would be approximately 20 feet in diameter and 80 feet deep. The shafts may be in use for several months, requiring traffic lane closures.

Ground improvement is also proposed at Sepulveda Boulevard from below the level of existing utilities to below the bottom of the tunnels, fully encompassing the tunnels, to protect the utilities as the tunnels pass beneath them (Figure 2-15). Several major utilities are in this location, some of which are deep. A 96-inch-diameter water main is the deepest utility, the bottom of which is 35 feet below the ground surface; the top of the tunnels is approximately 12 feet below this utility. Other utilities are as shallow as 4 feet below ground level. Grouting is therefore required to protect against excessive ground settlement effects. As stated in Section 2.2, grouting would be provided from a shaft located within Caltrans right-of-way and street closures would not be required.

Figure 2-14: Ground Improvement Grouting at Westfield Mall

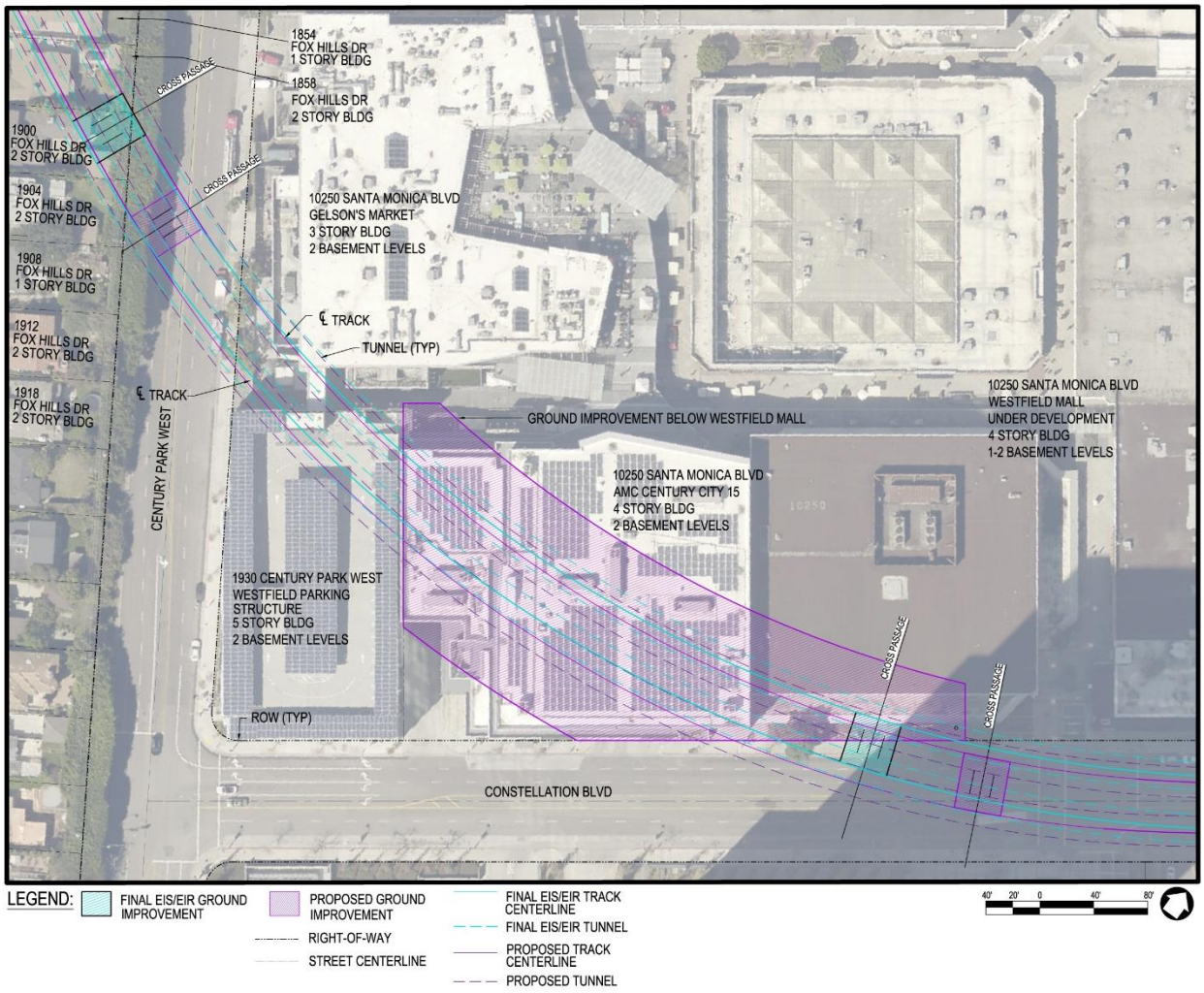
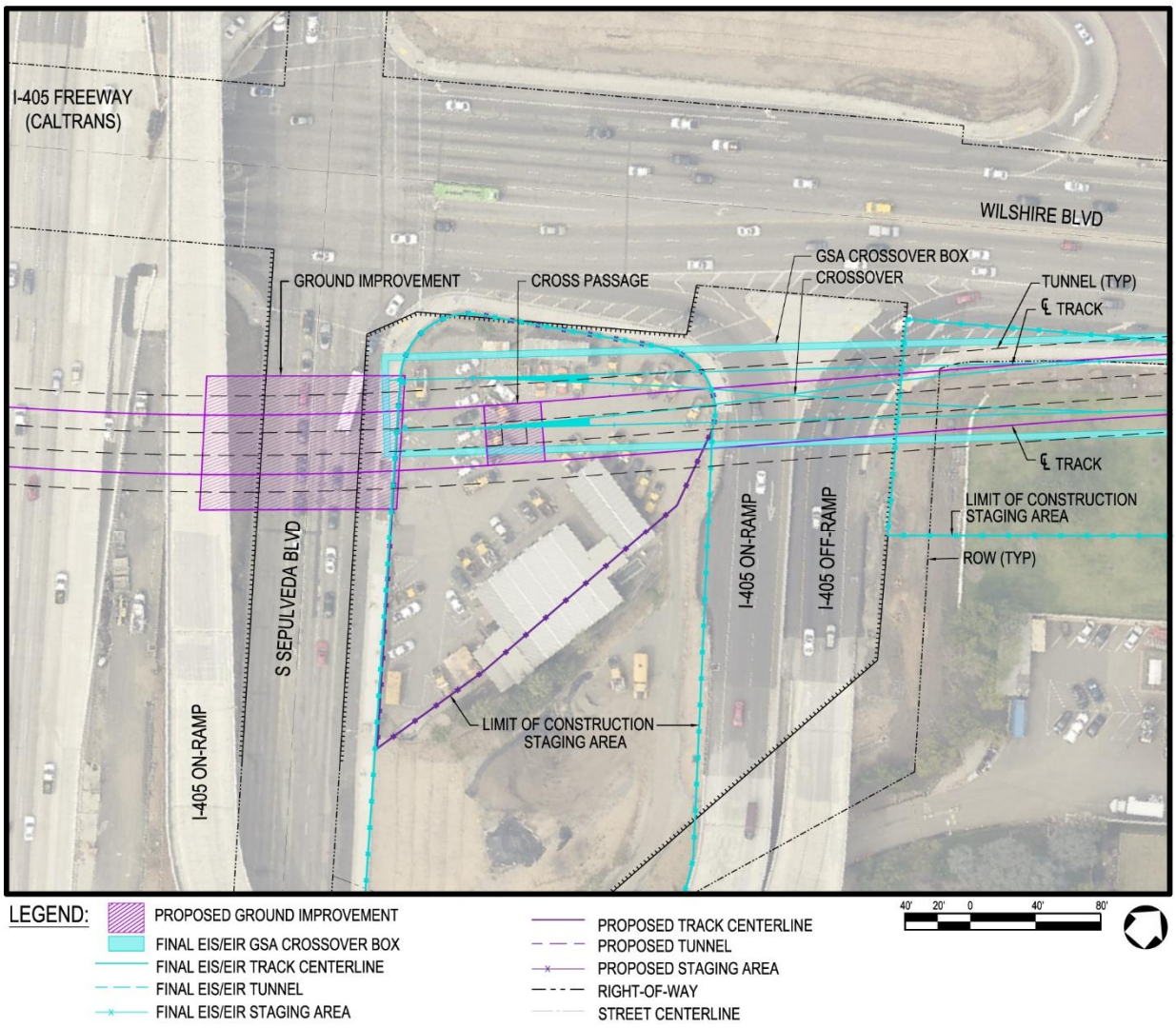


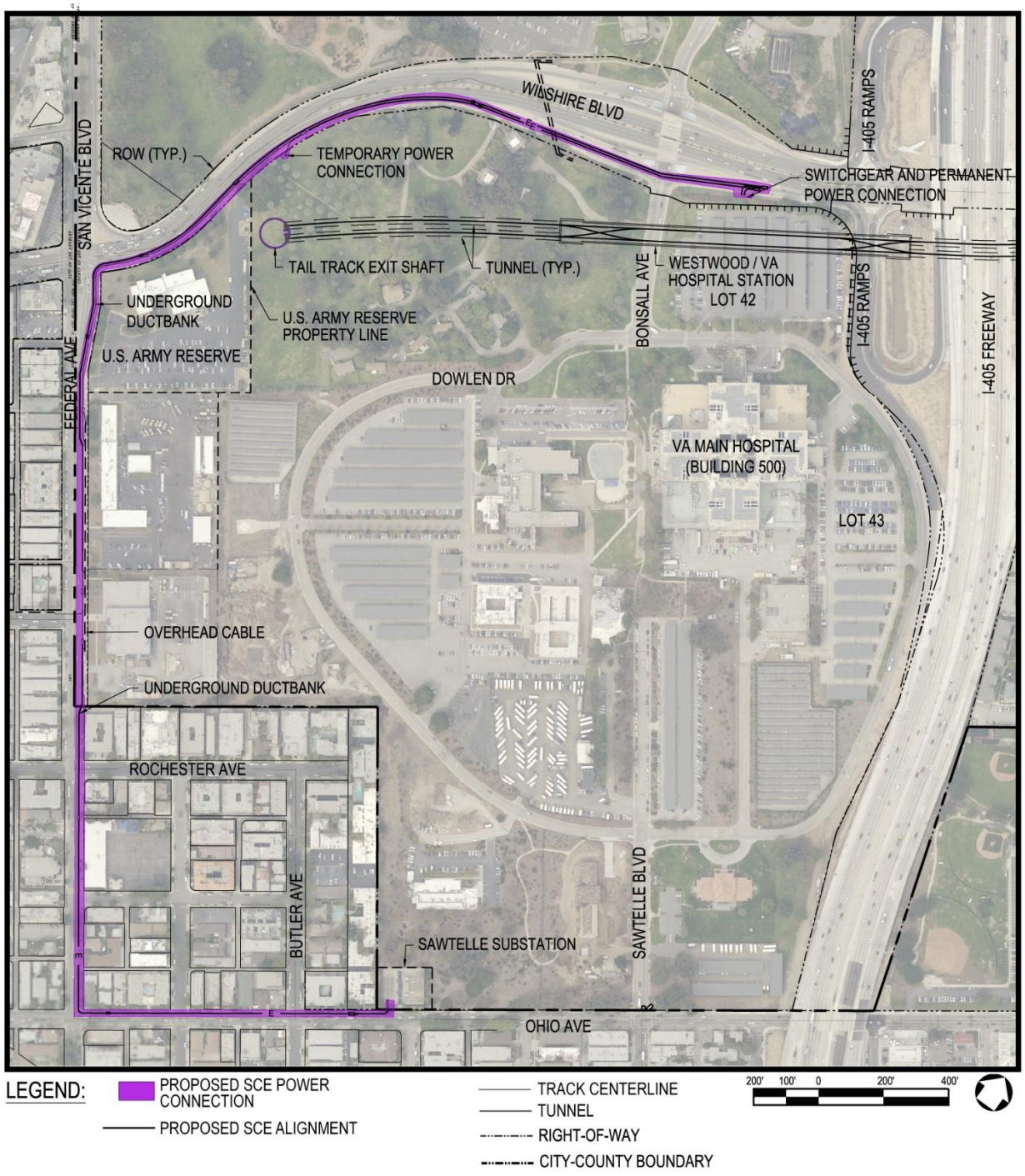
Figure 2-15: Ground Improvement Grouting at Sepulveda Boulevard



2.9 Underground Conduits

Temporary power for construction, including power required to operate the TBMs and for station construction, would require installation of new power cables from the existing Southern California Edison (SCE) Sawtelle substation to the Western VA construction staging area via Ohio Avenue, Federal Avenue, and Wilshire Boulevard (Figure 2-16); these cables were not identified in the Final EIS/EIR. The route would be a combination of new power lines on existing overhead lines and new underground conduits within public rights-of-way. SCE would install the new overhead lines, and construction of the new underground conduits would be performed by Metro. Some of these same conduits would be used for permanent primary power for the Project and would be extended from the Western VA construction staging area to the permanent Westwood/VA Hospital Station switchgear site along Wilshire Boulevard and the off-ramp to Bonsall Avenue.

Figure 2-16: Temporary and Permanent Power



Other conduits are included as backup for Metro, which is a standard request from SCE when constructing new power routes. In addition, a secondary (emergency) power source would be provided to the Westwood/VA Hospital Station from the existing SCE Colorado substation in the event that the Sawtelle substation fails, as Metro requires two independent power sources for reliability. Details of new power line are still being determined, but the power line would be within the public rights-of-way and is expected to use existing SCE overhead infrastructure for the majority of the route as well as some new underground conduits constructed by Metro. The civil work would be carried out by the Metro contractor for the area. The conduits are expected to run underground and parallel with the Sawtelle route, from Texas Avenue to the Westwood/VA Hospital Station switchgear.

The provision of power is a minor action located within public rights-of-way. The primary power route extends for approximately 0.8 mile from the Sawtelle substation to the Western VA construction staging area and would pass through the jurisdictions of the City of Los Angeles and the County of Los Angeles. The work would require coordination with both the City and the County for traffic control during construction. The route extends an additional 0.3 mile from the Western VA construction staging area to the Westwood/VA Hospital Station switchgear. The secondary power route extends for approximately 4 miles, of which approximately 3.5 miles would use existing SCE infrastructure and does not require any civil construction work. The new underground portion of the secondary power route is the remaining approximate 0.5 mile, which is located within the jurisdiction of the County of Los Angeles, parallel to the primary power route.

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3.0 EVALUATION OF THE PROJECT REFINEMENTS

This section presents the transportation and environmental evaluation of the long-term (operational), short-term (construction), and cumulative impacts for the project refinements described in Section 2.0 of this Addendum. The evaluation was conducted consistent with the methodology used in the *Westside Subway Extension Final Environmental Impact Statement/Final Environmental Impact Report* (Final EIS/EIR) (Los Angeles County Metropolitan Transportation Authority [Metro] 2012a) unless noted otherwise. Each topic discussion begins by summarizing the findings from the Final EIS/EIR, identifies the project refinements that may have the potential to affect the conclusions in the Final EIS/EIR, and then presents the evaluation conducted for those refinements. The evaluation also considers whether the refinements require modifications to the mitigation measures identified in the Final EIS/EIR.

3.1 Public Transit

3.1.1 Operational Impacts

- Final EIS/EIR Finding for Section 3: No Significant Impacts, Transit Benefits
- Addendum Finding: No Significant Impacts, Transit Benefits

Impacts to public transit during operation of the Project were evaluated pursuant to the California Environmental Quality Act (CEQA) in Chapter 3, Section 3.4.4 of the Final EIS/EIR. The evaluation considered the following:

- Transit travel times
- Speed and reliability
- Transit ridership
- Impacts on local bus service
- Expandability
- Passenger comfort and convenience

The evaluation summarized in the Final EIS/EIR concluded there would not be significant impacts to public transit travel times, speed and reliability, transit ridership, local bus service, expandability, or passenger comfort and convenience. Rather, implementation of the Westside Purple Line Extension (WPLE) Project would reduce transit travel times from various locations around Los Angeles County and improve transit reliability. As a result, passenger comfort and convenience would be improved. The Project would also provide increased frequency of train service and the potential to extend the heavy rail transit system farther west in the future. Due to the improvements in transit travel time and reliability, transit ridership would increase. The Final EIS/EIR did not include mitigation measures for transit because the Project would provide transit benefits.

With implementation of the project refinements, the Project would continue to provide transit benefits. Implementation of the project refinements would not result in changes to the number of stations or travel times for the Project. As such, transit travel times and transit ridership would remain unchanged from the Final EIS/EIR. The refinements would also not decrease transit speed or affect reliability, passenger comfort, or convenience.

One refinement—the alignment at the Veterans Administration (VA) Medical Center and Westwood/VA Hospital Station entrances (Section 2.2)—resulted in modifications to the Locally Preferred Alternative (LPA) alignment. However, this refinement improved operating conditions and provided benefits in terms of expandability, including for a future extension of the Project to the west toward Santa Monica, thereby maintaining expandability of the system. Specifically, the straighter alignment would allow for faster travel speeds for trains traveling between the Westwood/VA Hospital Station and future stations to the west. In addition, the tail track exit shaft provides a location to receive the future tunnel boring machines (TBM) and to connect the future rail tracks and systems without interfering with the Section 3 revenue service. In comparison, staging tunnel construction from Lot 42 as was envisioned in the Final EIS/EIR would not have provided the means to launch a TBM for a future westward expansion. Furthermore, the relocation of the East Crossover at the VA Campus immediately east of the station platform (Section 2.2) improves the ability of Metro to reverse trains at the terminal station. This improves the operational recovery time in instances when service is delayed or otherwise off schedule.

The project refinements would not affect local bus service because existing bus stops and routes would be unchanged by the refinements. The refinements to the Westwood/VA Hospital Station entrance (Section 2.2) and the provision of the passenger drop-off area (Section 2.3) would have no effect on how buses serve the existing bus stops, nor would the refinements introduce new stops for existing routes. As part of the refinements to Westwood/VA Hospital Station, an Americans with Disabilities Act (ADA)-accessible pedestrian bridge would be provided from the station entrance to an existing bus stop on eastbound Wilshire Boulevard, which would provide improved and safer pedestrian access for transfers compared to the pedestrian ramp design included in the Final EIS/EIR. As described in Section 2.3, a bus layover area has been added along the westbound on-ramp from Bonsall Avenue to Wilshire Boulevard at the request of Metro's Bus/Rail Interface group to allow for the provision of additional future transit services to West Los Angeles and Santa Monica, again providing a benefit for expandability. Although the routes, timing, and extent of the potential additional future transit services to West Los Angeles and Santa Monica are not known at this time, it is not anticipated that such future transit services would cause significant environmental impacts. Rather, the impacts would be similar to those of existing transit services, and would tend to reduce traffic congestion, air pollutant emissions, and greenhouse gas emissions impacts.

Consistent with the Final EIS/EIR, the project refinements would result in no significant impacts to transit travel times, speed and reliability, transit ridership, impacts on local bus service, expandability, and passenger comfort and convenience. The project refinements would continue to offer transit benefits, particularly in terms of expandability. Implementation of the project refinements would not require mitigation for public transit. Therefore, the impact conclusions in the Final EIS/EIR related to public transit remain unchanged with implementation of the project refinements.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to transit than those previously addressed in the Final EIS/EIR.

3.1.2 Construction-related Impacts

- Final EIS/EIR Finding for Section 3: Temporary Significant Impacts with Mitigation
- Addendum Finding: Temporary Significant Impacts with Mitigation, No Increase in Severity

Impacts to transit were considered significant if construction of the Project would impact the following:

- Transit travel times
- Speed and reliability
- Transit ridership
- Passenger comfort and convenience

The Final EIS/EIR stated that bus service would be affected by temporary street closures during construction and would require the temporary rerouting of bus lines and bus stop locations. As a result, bus riders would experience additional transit travel time resulting in a significant impact. The Final EIS/EIR included Mitigation Measure TCON-6 (Temporary Bus Stops and Route Diversions) to minimize impacts to bus service during construction; however, while this measure would minimize impacts to the degree possible, impacts would remain temporarily significant.

One project refinement would change street closures from those identified in the Final EIS/EIR—construction of the underground conduits (Section 2.9); this refinement is evaluated in the following section because it has the potential to affect transit travel time, speed, and reliability, which are thresholds evaluated in the Final EIS/EIR. The other refinements described in Section 2.0 would not affect implementation of Mitigation Measure TCON-6 or change street closures in a manner that would require additional detours or increase bus travel times compared to the Final EIS/EIR. Therefore, those project refinements would not increase the severity of impacts identified in the Final EIS/EIR related to public transit and the impact conclusions in the Final EIS/EIR remain unchanged.

3.1.2.1 Underground Conduits

As described in Section 3.2.2.4, construction of the underground conduits would require short-term closures of the parking lane on westbound Ohio Avenue, the parking lane on northbound Federal Avenue, and the eastbound far right travel lane on Wilshire Boulevard during off-peak hours (midday off-peak for Ohio and Federal Avenues and evening off-peak for Wilshire Boulevard). The Big Blue Bus and Metro do not operate bus routes on Ohio or Federal Avenues. A bus stop for the Big Blue Bus is located at the intersection of Federal Avenue and Wilshire Boulevard; however, the bus stop for the eastbound direction is located west of the intersection and therefore would not be affected by construction of the conduits.

As shown in Figure 2-7, there is an existing bus route on eastbound Wilshire Boulevard near the ramp to Bonsall Avenue. Construction of the underground conduits would not require relocation or the temporary closure of this bus stop. Per signage, the far right lane in the eastbound direction on the portion of Wilshire Boulevard between Federal Avenue and the off-ramp to Bonsall Avenue is a bus only lane from 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m. Based on existing bus schedules for the Big Blue Bus and Metro, up to 70 buses associated with four bus routes travel along this segment of Wilshire Boulevard between 7:00 p.m. and 6:00 a.m. (Big Blue Bus Routes 2 and 18 and Metro Routes 20 and 720). Construction of the underground conduit would require work within that lane; however, work would occur during off-peak periods, primarily between 10:00 p.m. and 6:00 a.m. when the bus-only lane is open to general purpose traffic. The entire lane would not be closed at any one time. The bus only lane would be available for bus use during peak periods, consistent with the signage. During off-peak periods, buses would be required to use the other eastbound lanes on Wilshire Boulevard where portions of the far right lane are closed. Based on 2007 traffic counts from the City of Los Angeles

Department of Transportation for Wilshire Boulevard at Federal Avenue, between 10:00 p.m. and 6:00 a.m. there are less than 1,000 vehicles per hour on Wilshire Boulevard traveling eastbound (City of Los Angeles Department of Transportation 2007); these vehicles are spread between three lanes, not including the bus lane. Based on general traffic guidelines, this roadway would accommodate up to 4,800 vehicles per hour (or approximately 1,600 vehicles per lane), excluding the bus lane that accommodates general purpose traffic during this timeframe. Therefore, this segment of Wilshire Boulevard would have sufficient capacity to accommodate the buses that would utilize the general purpose lanes without resulting in significant impacts to the bus travel time.

Therefore, construction of the underground conduit would result in less-than-significant impacts to buses on Wilshire Boulevard because the bus only lane would remain open during peak periods; bus stops would not need to be relocated; bus speeds would be maintained when a lane is closed on Wilshire Boulevard; and detour routes for the bus would not be required.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to transit than those previously addressed in the Final EIS/EIR.

3.2 Streets and Highways

3.2.1 Operational Impacts

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Impacts to streets and highways during operation of the Project were evaluated pursuant to CEQA in Chapter 3, Section 3.5.4 of the Final EIS/EIR. The intersection level of service (LOS) analysis assumed that an intersection would be significantly affected by changes in traffic volumes if the Project would cause an increase in average vehicle delay according to the following thresholds:

- LOS C – if the delay is increased by 10 or more seconds
- LOS D – if the delay is increased by 7.5 or more seconds
- LOS E/F – if the delay is increased by 5 or more seconds

The traffic analysis prepared in support of the Final EIS/EIR evaluated 126 intersections within 1 mile of the Project station locations. The analysis did not identify significant impacts to intersections in Section 3 of the Project under this threshold; therefore, mitigation was not identified for streets and highways.

The refinement to the location of the passenger drop-off area at the Westwood/VA Hospital Station (Section 2.3) has the potential to affect nearby intersections during operation of the Project because this refinement would change circulation patterns and would result in the addition of two new traffic signals at locations that are currently stop-sign controlled. The traffic analysis for the passenger drop-off area at the Westwood/VA Hospital Station is summarized in the next section.

The other refinements do not have the potential to affect streets or highways because the refinements would not affect traffic flow (e.g., addition of a traffic signal, reduction in lanes) or increase traffic volumes. The refinements also would not require closures of driveways or introduce new driveways.

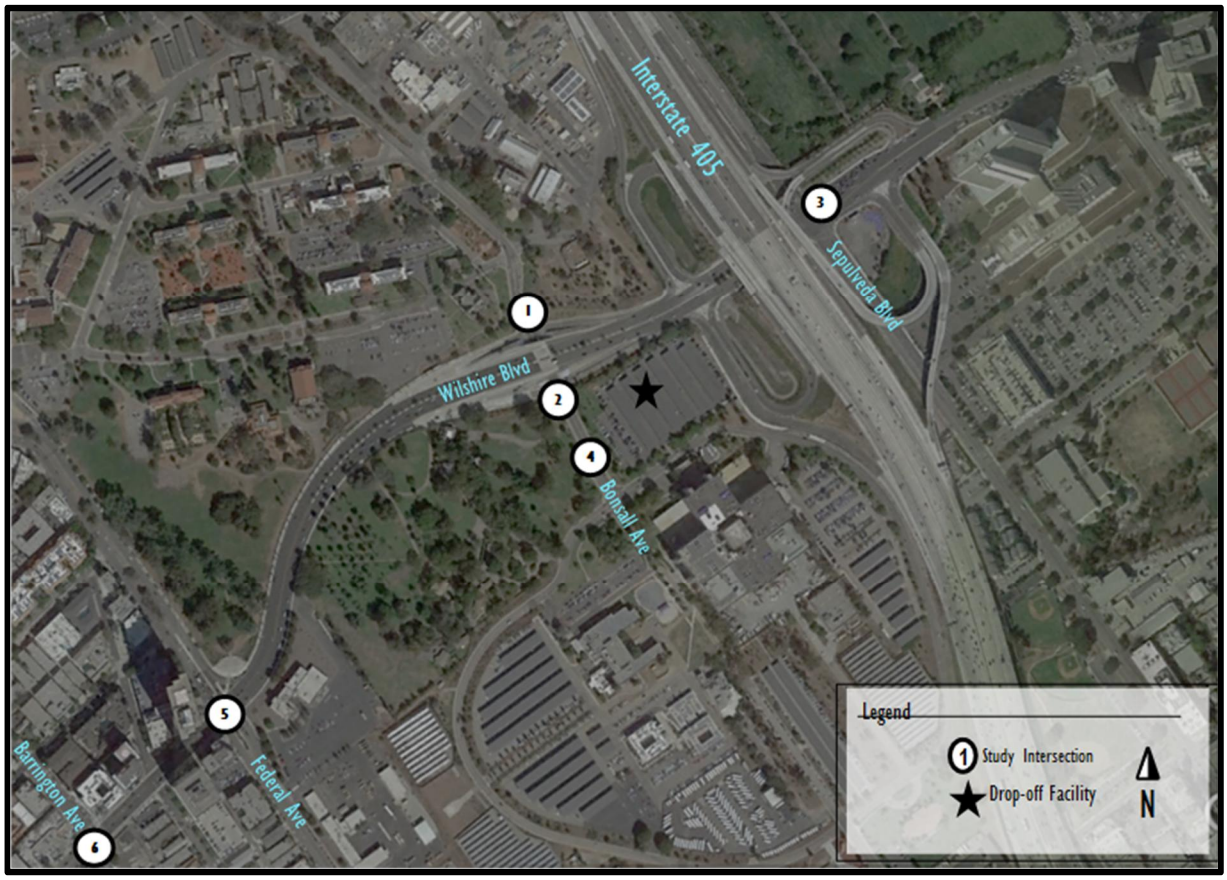
3.2.1.1 Westwood/VA Hospital Station Access

As stated in Section 2.3, the Final EIS/EIR included a passenger drop-off area on the westbound access ramp from Bonsall Avenue to Wilshire Boulevard and the westbound bus turnout, although it was also possible that passenger drop-off activities could occur on the eastbound access ramp. Through coordination with representatives of the VA, the passenger drop-off area is proposed to be relocated to the northern portion of the existing VA parking lot (Lot 42). A preliminary traffic signal warrant analysis was conducted, which identified the need for new traffic signals at two locations on Bonsall Avenue—at the Wilshire Boulevard eastbound access ramps and the Wilshire Boulevard westbound access ramps; these locations are currently stop-sign controlled. The driveway into the passenger drop-off area would include a designated left-turn lane for vehicles traveling southbound on Bonsall Avenue. Bonsall Avenue is sufficiently wide that it can accommodate the additional dedicated left-turn lane without requiring widening. The remaining through lane would be wide enough to accommodate emergency vehicles and VA passenger vans. The configuration of the new driveway and the locations of the new traffic signals are shown on Figure 2-7.

A traffic study was conducted for the following six intersections (including the new driveway) during the a.m. and p.m. peak hours to evaluate whether traffic associated with the passenger drop-off area would result in significant impacts under the thresholds described above (the numbers correspond to Figure 3-1):

1. Wilshire Boulevard/Bonsall Avenue (North) (unsignalized, would be signalized as part of design)
2. Wilshire Boulevard/Bonsall Avenue (South) (unsignalized, would be signalized as part of design)
3. Wilshire Boulevard/Sepulveda Boulevard (signalized)
4. Bonsall Avenue/Passenger Drop-Off Facility Driveway (proposed unsignalized intersection)
5. Wilshire Boulevard/Federal Avenue (signalized)
6. Wilshire Boulevard/Barrington Avenue (signalized)

Figure 3-1: Traffic Study Area



The analysis was conducted for an opening year (2025) and a horizon year (2045) scenario for conditions with and without the Project. There would not be significant impacts in 2025 or 2045 (Table 3-1 and Table 3-2, respectively) associated with relocating the passenger drop-off area to a location within Lot 42. The new intersection into the passenger drop-off area would operate at an acceptable level of service. Additionally, the new traffic signals at Bonsall Avenue and the Wilshire Boulevard eastbound and westbound access ramps would provide a net benefit by reducing delay particularly during the p.m. peak hour. This benefit would occur for all those traveling along Bonsall Avenue as well as those using the ramps traveling to or from Bonsall Avenue, including veterans with origins or destinations at the Veterans Administration West Los Angeles Campus (VA WLA Campus) on both the north and south sides of Wilshire Boulevard. Therefore, consistent with the Final EIS/EIR, the passenger drop-off area would result in less-than-significant impacts to streets and highways. Because the passenger drop-off area would not result in significant impacts, mitigation for streets and highways is not required.

Table 3-1: Opening Year (2025) Without/With Project Conditions Peak Hour Intersection Level of Service

Intersection	Control Type	2025 Without Project Conditions		2025 With Conditions		Δ Delay	Significant?
		Delay	LOS	Delay	LOS		
AM Peak Hour							
Bonsall Avenue (North) and Wilshire Boulevard	All-Way Stop[1]	35.0	D	14.8	B	-20.2	No
Bonsall Avenue (South) and Wilshire Boulevard	All-Way Stop[1]	13.9	B	12.4	B	-1.5	No
Sepulveda Boulevard and Wilshire Boulevard	Traffic Signal	30.4	C	30.7	C	0.3	No
Drop-off Project Driveway and Bonsall Avenue	Side Street Stop[2]			10.4	B	*N/A*	*N/A*
Federal Avenue and Wilshire Boulevard	Traffic Signal	110.2	**F**	110.3	**F**	0.1	No
Barrington Avenue and Wilshire Boulevard	Traffic Signal	14.6	B	14.6	B	0.0	No
PM Peak Hour							
Bonsall Avenue (North) and Wilshire Boulevard	All-Way Stop[1]	22.6	C	9.5	A	-13.1	No
Bonsall Avenue (South) and Wilshire Boulevard	All-Way Stop[1]	17.4	C	20.7	C	3.3	No
Sepulveda Boulevard and Wilshire Boulevard	Traffic Signal	32.0	C	32.2	C	0.2	No
Drop-off Project Driveway and Bonsall Avenue	Side Street Stop[2]			12.3	B	*N/A*	*N/A*
Federal Avenue and Wilshire Boulevard	Traffic Signal	61.9	**E**	64.5	**E**	2.6	No
Barrington Avenue and Wilshire Boulevard	Traffic Signal	14.6	B	14.6	B	0	No

Notes:
[1] = Intersection control changes to signalized in the "With Project Condition"
[2] = Intersection does not exist under the "Without Project Condition" but is side street stop-sign controlled in the "With Project Condition"
LOS = level of service; Δ = change in delay; N/A = not applicable

Table 3-2: Horizon Year (2045) Without/With Project Conditions Peak Hour Intersection Level of Service

Intersection	Control Type	2045 Without Project Conditions		2045 With Project Conditions			
		Delay	LOS	Delay	LOS	Δ Delay	Significant?
AM Peak Hour							
Bonsall Avenue (North) and Wilshire Boulevard	All-Way Stop[1]	93.2	F	26.4	C	-66.8	No
Bonsall Avenue (South) and Wilshire Boulevard	All-Way Stop[1]	45.7	E	28.6	C	-17.1	No
Sepulveda Boulevard and Wilshire Boulevard	Traffic Signal	43.6	D	42.7	D	-0.9	No
Drop-off Project Driveway and Bonsall Avenue	Side Street Stop[2]			11.6	B	N/A	N/A
Federal Avenue and Wilshire Boulevard	Traffic Signal	149.9	F	153.3	F	3.4	No
Barrington Avenue and Wilshire Boulevard	Traffic Signal	19.6	B	20.1	C	0.5	No
PM Peak Hour							
Bonsall Avenue (North) and Wilshire Boulevard	All-Way Stop[1]	109.0	F	20.4	C	-88.6	No
Bonsall Avenue (South) and Wilshire Boulevard	All-Way Stop[1]	369.9	F	151.2	F	-218.7	No
Sepulveda Boulevard and Wilshire Boulevard	Traffic Signal	57.2	E	57.8	E	0.6	No
Drop-off Project Driveway and Bonsall Avenue	Side Street Stop[2]			34.8	D	N/A	N/A
Federal Avenue and Wilshire Boulevard	Traffic Signal	87.3	F	89.9	F	2.6	No
Barrington Avenue and Wilshire Boulevard	Traffic Signal	18.9	B	18.9	B	0	No

Notes:
[1] Intersection control changes to signalized in the "With Project Condition";
[2] = Intersection does not exist under the "Without Project Condition" but is side street stop-sign controlled in the "With Project Condition"
LOS = level of service; Δ = change in delay

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to streets and highways than those previously addressed in the Final EIS/EIR.

3.2.2 Construction-related Impacts

- Final EIS/EIR Finding for Section 3: Temporary Unavoidable Significant Impacts after Mitigation
- Addendum Finding: Temporary Unavoidable Significant Impacts after Mitigation, No Increase in Severity

Impacts to traffic and circulation were considered significant if construction of the Project would result in the following:

- A substantial increase in traffic delay or degradation in level-of-service for traffic operations or alternative modes

The Final EIS/EIR stated that truck traffic would increase during construction along anticipated haul routes. Daily truck volumes would range from 25 trips for the emergency exit shaft at the Westwood/VA

Hospital Station to between 100 and 140 trips for station construction and TBM activity at the Westwood/VA Hospital Station. The number of truck trips was revised subsequent to the April 2012 Metro Board adoption of the Final EIS/EIR based on the most up to date construction information. The updated analysis was presented in the *Westside Subway Extension Project Air Quality Construction Impacts Memorandum* (Metro 2012b), which was prepared in support of the *Westside Subway Extension Project Addendum* (Metro 2012c); the addendum was adopted by the Metro Board in May 2012. The analysis assumed 40 to 100 daily truck trips per typical station. Haul routes were selected where feasible to avoid residential areas. Additionally, Mitigation Measure TCON-2 requires that haul routes be located to minimize impacts to schools, major commercial developments, and residential neighborhoods. To minimize peak period traffic disruptions, haul truck activity is anticipated to take place during off-peak and nighttime periods, per Mitigation Measure TCON-2 (Designated Haul Routes). Additionally, construction would result in reduced roadway traffic lanes and temporary street closures that could result in major traffic disruptions and bottlenecks. Commercial driveways may be subject to reduced access around construction sites. Construction would also affect emergency vehicle access in and around construction sites affected by lane closures and/or temporary street closures.

The Final EIS/EIR included the following mitigation measures to minimize impacts to streets and highways during construction:

- TCON-1 (Traffic Control Plans)
- TCON-2 (Designated Haul Routes)
- TCON-3 (Emergency Vehicle Access)
- TCON-4 (Transportation Management Plan)
- TCON-5 (Coordination with Planned Roadway Improvements)

With implementation of mitigation, however, temporary significant impacts would remain during construction. The significant impacts would not continue after the construction period.

Project refinements associated with construction activities on and adjacent to the VA WLA Campus related to construction staging areas (Section 2.1), the alignment at the VA Medical Center and Westwood/VA Hospital Station entrances (Section 2.2), and the construction method for the Westwood/VA Hospital west crossover (Section 2.5) have the potential to affect traffic circulation during construction. As these construction activities would overlap, they are evaluated as a group rather than by refinement. Additionally, the refinements to the Westwood/UCLA Station entrances (Section 2.6), grout injection (Section 2.8), and underground conduits (Section 2.9) could affect streets and highways during construction.

The refinements to the Westwood/VA Hospital Station access (Section 2.3), murals (Section 2.4), and tunnel size (Section 2.7) do not have the potential to affect streets or highways during construction because these elements would not require street or lane closures, new haul routes, or substantial increases in truck trips compared to the Final EIS/EIR. Consistent with Mitigation Measure TCON-1 (Traffic Control Plans), the construction contractor will prepare site-specific traffic-control plans to minimize construction impacts to the degree possible for each work zone. Traffic-control plans would follow state and local jurisdictional guidelines and standards, and closures would be developed in close coordination with the California Department of Transportation (Caltrans), Los Angeles County, the City of Los Angeles, and the VA, as applicable. Therefore, the impact conclusions in the Final EIS/EIR related to construction-related impacts to streets and highways in the location of those refinements remain unchanged compared to the Final EIS/EIR.

3.2.2.1 Construction On and Adjacent to VA WLA Campus

Figure 3-2 and Figure 3-3 present truck haul routes adjacent to and within the VA WLA Campus as identified in the Final EIS/EIR and proposed, respectively. Major differences between the haul routes are as follows:

- The Final EIS/EIR included a construction staging area on General Services Administration (GSA) property for construction of the GSA crossover; haul trucks exiting this construction staging area traveled east on Wilshire Boulevard. With the elimination of the GSA crossover, the construction staging area on the GSA property and the associated haul truck activity from that staging area have been eliminated.
- Construction of the GSA crossover also required a construction staging area within Caltrans right-of-way east of Interstate 405 (I-405) and south of Wilshire Boulevard. The Final EIS/EIR did not identify the number of haul trips associated with this staging area compared to the one on the GSA property. As stated in Section 2.2, the staging area in Caltrans right-of-way would not be eliminated as it would support construction of the cross passage, necessary grout injection to support utilities beneath Sepulveda Boulevard (refer to Section 2.8), and as a staging site for advance utility relocations. Access to this staging area would be via northbound Sepulveda Boulevard.
- Work associated with the Caltrans infiltration basin located north of Wilshire Boulevard would require truck haul routes on the I-405 ramps to access and exit the work area. Work in this location was not identified in the Final EIS/EIR.
- The Final EIS/EIR included a construction staging area for construction of the access shaft/ emergency exit located on the south side of Wilshire Boulevard, partially on the VA WLA Campus, located part way between the U.S. Army Reserve construction staging area and Lot 42. Trucks would exit and access the staging area from Wilshire Boulevard. As a result of straightening the alignment, the Final EIS/EIR access shaft/emergency exit at this location has been eliminated. An emergency exit would instead be constructed within the grassy area on the western portion of the VA WLA Campus adjacent to the U.S. Army Reserve site (referred to as the Western VA construction staging area); therefore, the staging area on the VA WLA Campus and associated access point from Wilshire Boulevard have been eliminated.
- The Final EIS/EIR included truck haul routes on Dowlen Drive west of Bonsall Avenue to provide access to the construction staging area located on the west side of the VA WLA Campus adjacent to the U.S. Army Reserve site. This haul route has been eliminated to minimize truck activity on the VA WLA Campus. The construction specifications state that haul routes cannot occur on this section of Dowlen Drive, except for emergency access by the contractor.
- Truck haul routes associated with the staging areas in Lot 42 and the location of the replacement parking structure in Lot 43 remain unchanged since the Final EIS/EIR. In the Final EIS/EIR, the construction staging area at the U.S. Army Reserve site would be served by a new driveway from Wilshire Boulevard. Similarly, the Western VA construction staging area would be served by a new driveway from Wilshire Boulevard.
- As shown in Figure 3-3, there would be limited haul truck activity (less than 20 trucks per day) associated with the construction staging area west of Bonsall Avenue that would support construction of the Westwood/VA Hospital west crossover.

Figure 3-2: Truck Haul Routes – Final EIS/EIR

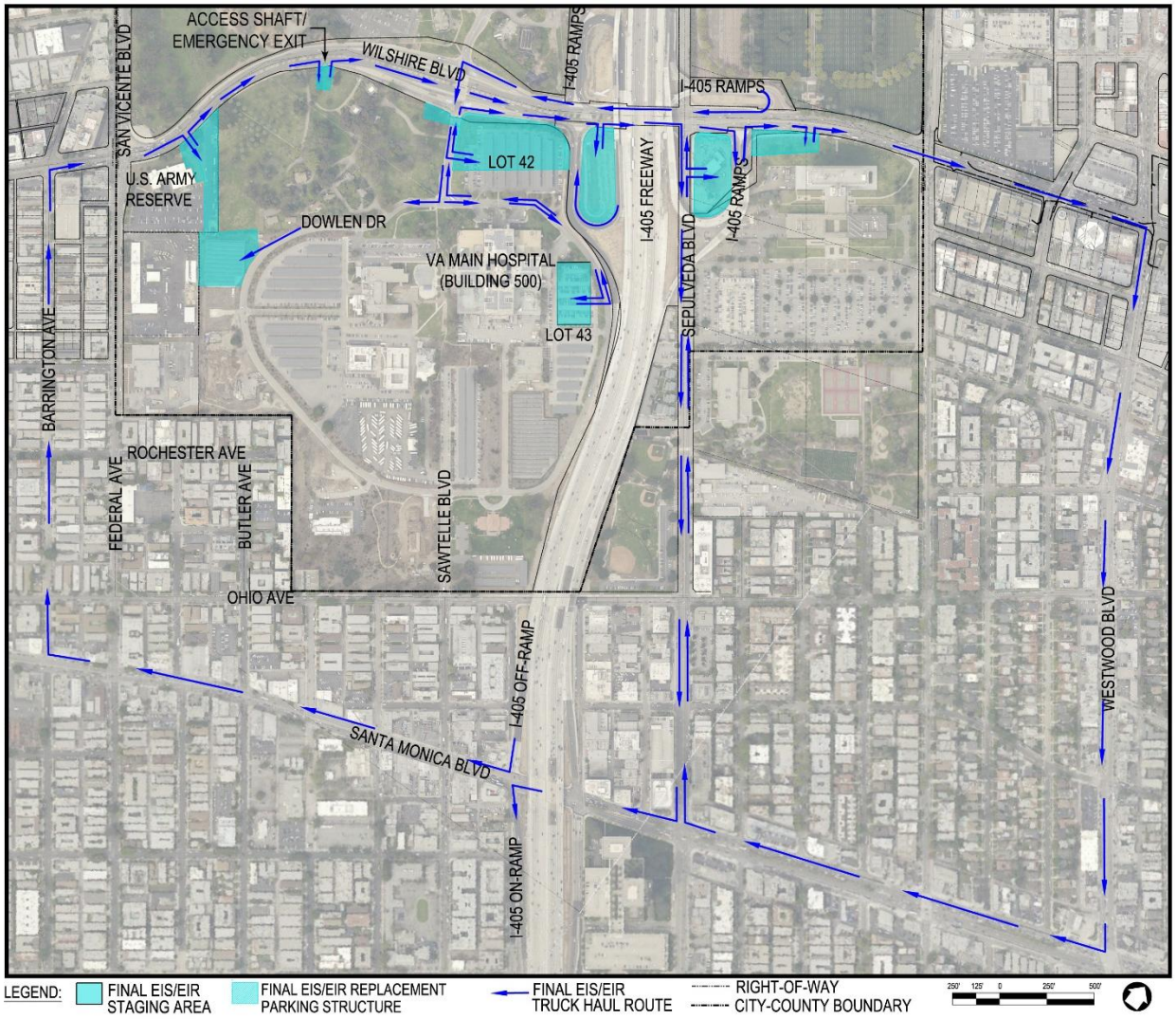
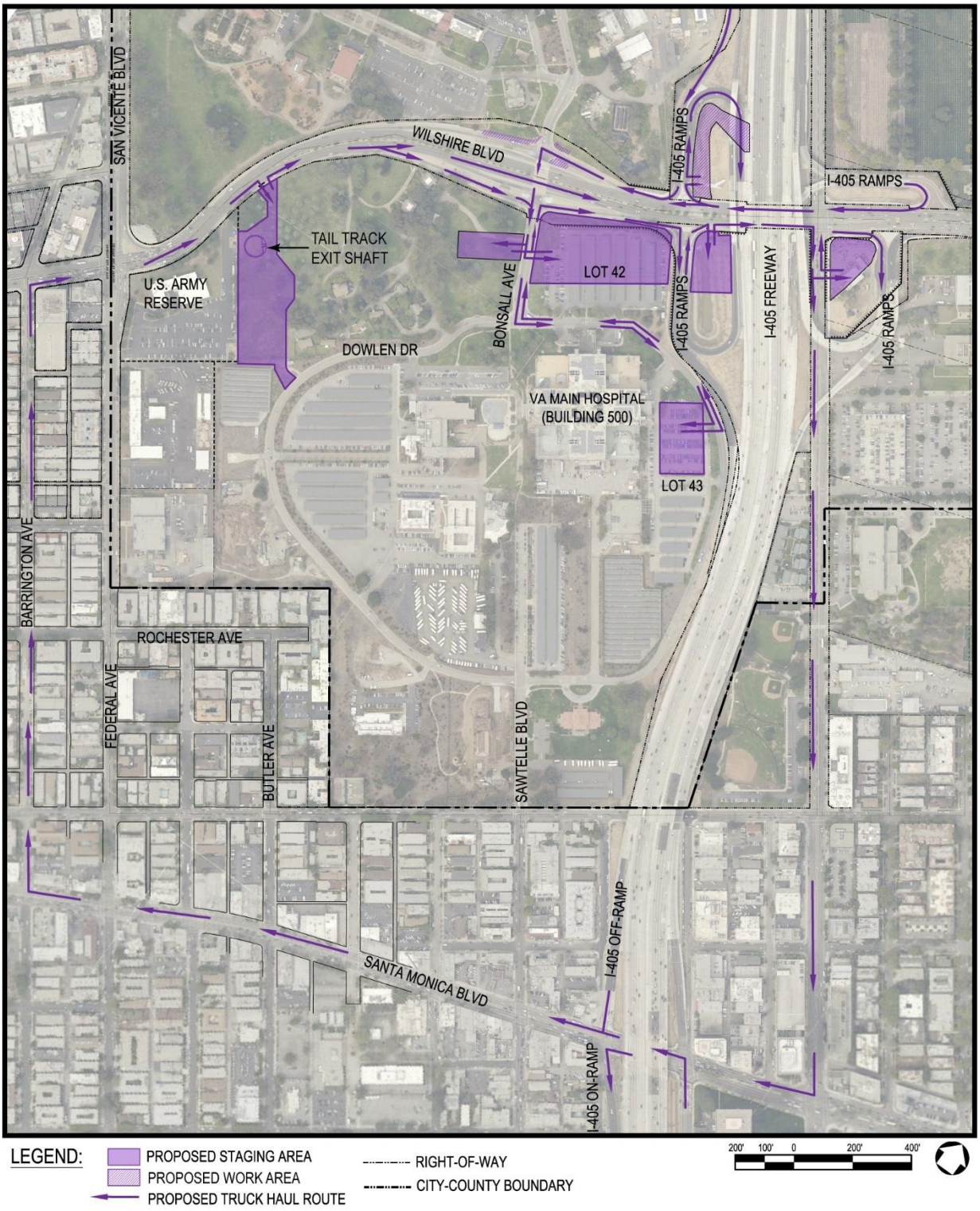


Figure 3-3: Truck Haul Routes – Proposed



Consistent with the Final EIS/EIR and Mitigation Measure TCON-2 (Designated Haul Routes), haul truck activity would occur during off-peak and nighttime periods (between 7:00 p.m. and 6:00 a.m.), as feasible, to minimize traffic disruptions. Also consistent with the Final EIS/EIR, haul routes may be further refined as construction sequencing is finalized and are subject to approval of the relevant jurisdictions. Haul routes within the VA WLA Campus are being coordinated with representatives of the VA. As stated in Section 4.3.1, Metro is coordinating traffic handling plans with Los Angeles County and the City of Los Angeles.

Table 3-3 presents haul truck trips by location/construction activity as evaluated in the Final EIS/EIR and with the proposed refinements. Construction traffic would occur near the Western VA construction staging area as a result of shifting a substantial amount of the heavy construction activities to this location from the Westwood/VA Hospital Station staging area. The Final EIS/EIR identified up to 140 trips per day associated with the TBM activity at the Westwood/VA Hospital Station while the *Westside Subway Extension Project Addendum* (Metro 2012c) assumed up to 100 trips per day for a typical station with a TBM entry/exit point. The TBM would be launched from the Western VA construction staging area, eliminating up to 140 trucks per day from VA WLA Campus roads during tunneling based on the Final EIS/EIR analysis and up to 100 trips per day based on the Addendum. Shifting trips off the VA WLA Campus would provide a benefit for the campus as well as the veterans, staff, and other visitors who travel through the campus because construction-related traffic and the presence of heavy construction equipment would be reduced on the campus compared to what was evaluated in the Final EIS/EIR.

While trips associated with the TBM activity have been shifted from the Westwood/VA Hospital Station construction staging area to the Western VA construction staging area, the number of construction truck trips associated with station construction on the VA WLA Campus has increased since the Final EIS/EIR. This increase is a result of the increase in the quantity of excavation resulting from the larger station with a crossover on each side of the platform. Trips would increase from a maximum of 60 trips per day in the Final EIS/EIR to 100 trips per day with the refinement, representing up to 40 additional trips during station construction. Construction of the station would be staged from Lot 42, consistent with the Final EIS/EIR. As shown in Figure 3-3, trucks would access that staging area from westbound Wilshire Boulevard, left on Bonsall Avenue, and left into Lot 42 via a new driveway. Exiting the staging area, trucks would make a right on Bonsall Avenue and turn right onto eastbound Wilshire Boulevard. Therefore, the portion of the haul route on the VA WLA Campus would be minimal to avoid conflicts with traffic destined for the VA WLA Campus.

As a result of the elimination of the GSA crossover (described in Section 2.2), the 60 to 100 truck trips associated with that work have been eliminated. These trips would have been distributed between the construction staging area on the GSA property and the construction staging area in Caltrans right-of-way east of I-405. The elimination of these trips would provide a benefit for the GSA, Federal Building users, and those traveling on Wilshire Boulevard near this location. The construction staging area in Caltrans right-of-way east of I-405 would still be used to support construction of the cross passage, grout injection, and advanced utility relocations. Up to 20 trips per day would be associated with this staging area, which is minor.

Table 3-3: Estimated Daily Haul Truck Trips – Final EIS/EIR and Proposed

Location/Activity	Final EIS/EIR	Proposed	Increase/Decrease in Daily Haul Truck Trips
Westwood/UCLA Station[1]			
Station box construction[1]	60-100	60-140	+40
Other related construction[2]	40-60	2-20	-40
GSA Double Crossover[3]			
Station box construction	60-100	No longer part of the Project	-100
Other related construction	40-60	No longer part of the Project	-60
Caltrans right-of-way east of I-405 (Sepulveda Boulevard)[3]			
Cross passage and ground improvement	Not evaluated in Final EIS/EIR	2-20	+20-
Westwood/VA Hospital Station			
Station box construction[4]	40-60	60-100	+40
TBM activity	100-140[7]	Activity shifted to Western VA staging area	-140
Other related construction[2]	40-60	2-20	-40
Access Shaft/Emergency Exit – Westwood/VA Hospital			
Shaft construction[1]	25	No longer part of the Project	-25
Other related construction	25	No longer part of the Project	-25
Western VA Construction Staging Area (TBM Launch Location)			
TBM activity	Not evaluated in Final EIS/EIR[6]	60-160	+160
Other related construction[5]		2-20	+20

Source: Final EIS/EIR haul truck trips are from Chapter 3, Table 3-21 in the Final EIS/EIR; proposed haul truck trips were developed by WSP based on anticipated construction means and methods.
Notes:[1] Proposed truck numbers include both excavation and structure
[2] Construction of station appendages and other station construction
[3] The truck trips associated with the GSA crossover that was included in the Final EIS/EIR would have been split between a staging area on the GSA property and a staging area in Caltrans right-of-way east of I-405; the exact number of trips for each staging area was not specified
[4] Proposed truck numbers include both excavation and structure, including for the Westwood/VA Hospital Station west crossover
[5] Includes construction of the emergency exit in Wilshire Boulevard
[6] The US Army Reserve Staging Area was identified as an alternate in the Final EIS/EIR; however, the number of truck trips were not identified for the site
[7] This number was subsequently revised to 40 to 100 trips in the *Westside Subway Extension Project Addendum* (Metro 2012c); that number represented a "typical station with a TBM entry/exit site". When compared against the Addendum, the project refinements would result in a decrease of 100 trips on the VA WLA Campus associated with TBM activity.
Caltrans = California Department of Transportation; EIS/EIR = environmental impact statement/environmental impact report; GSA = General Services Administration; TBM = tunnel boring machine; UCLA = University of California, Los Angeles; VA = Veterans Affairs

Figure 3-4: depicts haul routes and the maximum number of truck trips associated with each construction staging area for each year of construction. As shown, truck trips associated with the construction staging areas on the Western VA and in Lot 42 would overlap on a short segment of Wilshire Boulevard between Bonsall Avenue and I-405. A maximum of 280 vehicles would be added to this segment in the eastbound direction daily during the off-peak period in Year 4. Based on 2007 traffic counts from the City of Los Angeles Department of Transportation for Wilshire Boulevard at Federal Avenue, approximately 6,350 vehicles travel eastbound on Wilshire Boulevard during the off-peak period (City of Los Angeles Department of Transportation 2007). The 280 additional truck trips spread throughout the peak period (approximately 25 per hour) would result in a negligible change in traffic conditions in this location.

There would be no overlap in truck trips on Wilshire Boulevard associated with these construction staging areas and the staging area in UCLA Lot 36 (Figure 3-4:). However, truck trips would overlap on I-405. A maximum of 440 daily off-peak trips would occur in Year 4 for all construction sites combined. When spread throughout the off-peak period, that would amount to approximately 40 trips per hour. These trips would likely travel north or south on I-405, depending on the origin or destination of the trip. Based on 2016 traffic volumes provided by Caltrans, I-405 at Wilshire Boulevard has an annual average daily traffic volume of approximately 289,000 to 310,000 vehicles in both directions combined (Caltrans 2016). Therefore, the addition of 440 trips daily during the off-peak would be negligible.

It should be noted that Chapter 2, Section 2.6.4 of the Final EIS/EIR identified the need to reconfigure the on- and off-ramps from Wilshire Boulevard to Bonsall Avenue on the north side of Wilshire Boulevard and the on-ramp from Bonsall Avenue to Wilshire Boulevard on the south side of Wilshire Boulevard to accommodate the proposed station entrance and access features. With the refinement to the Westwood/VA Hospital Station location and pedestrian circulation elements (Section 2.2), the ramps no longer need to be reconfigured, thereby reducing construction impacts and providing benefits to the traveling public on the roadway network in these locations compared to the Final EIS/EIR.

Chapter 3, Section 3.8.1 of the Final EIS/EIR assumed that the Section 3 stations would be excavated by open cut methods with temporary street decking. There is no change to this approach. The Westwood/VA Hospital Station is largely off-street and would only require partial decking at Bonsall Avenue and the I-405 on- and off-ramps, consistent with the Final EIS/EIR. There would not be full closures of Bonsall Avenue. Closures of southbound I-405 on- and off-ramps will be coordinated with Caltrans to permit pile driving and decking. It is anticipated that the closures of the ramps would occur during nights and weekends only to minimize traffic impacts. The number of nights or weekends that the ramps would be closed will be determined through coordination with Caltrans. Alternate access to I-405 southbound would be provided via Santa Monica Boulevard, which is approximately 0.7 mile south of Wilshire Boulevard. With Caltrans approval, there would not be significant impacts to the I-405 ramps.

The Project would continue to implement the following mitigation measures identified in Chapter 3 of the Final EIS/EIR to minimize potential impacts to construction-related traffic circulation within and adjacent to the VA WLA Campus:

- TCON-1 (Traffic Control Plans)
- TCON-2 (Designated Haul Routes)

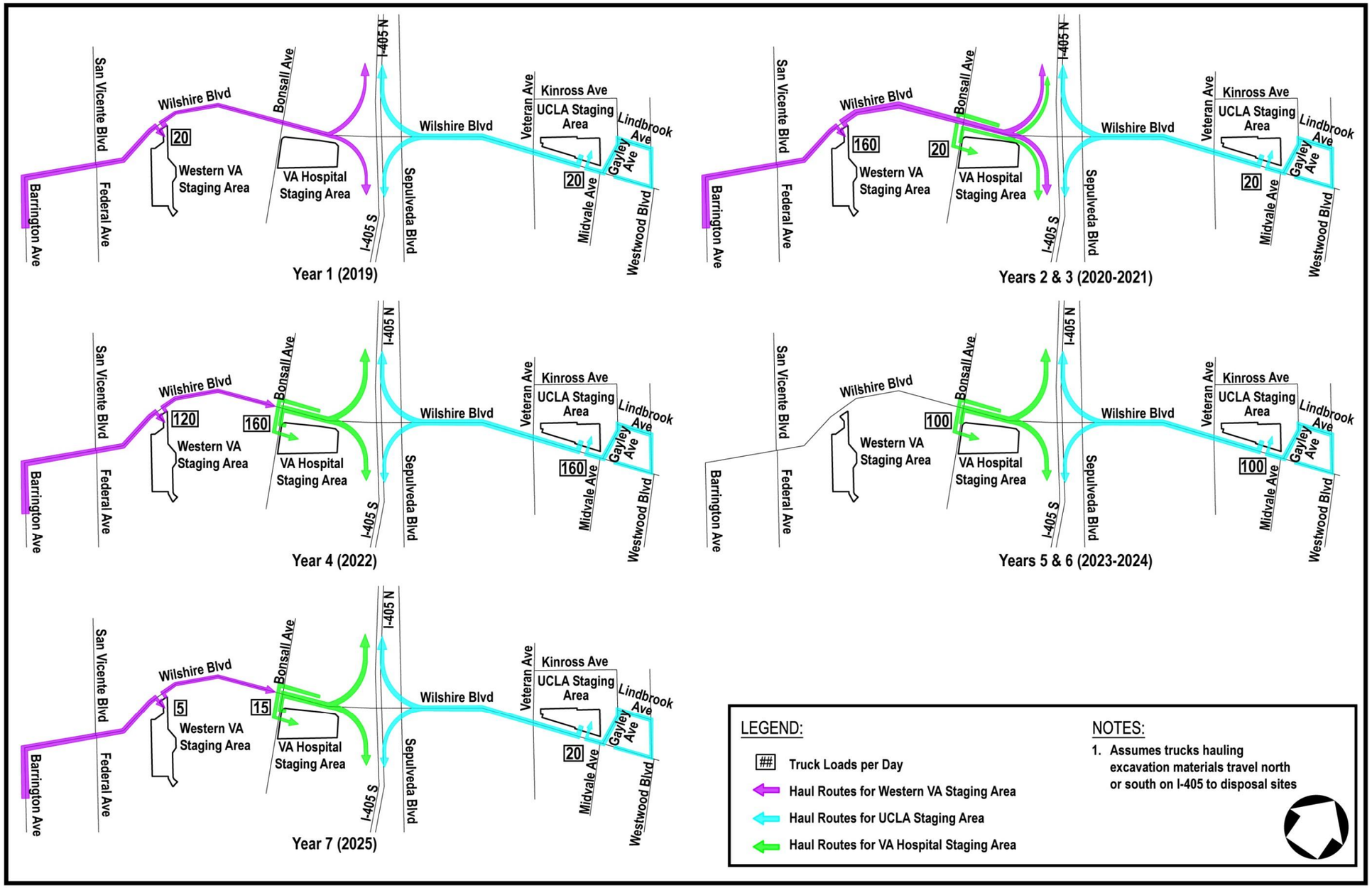
- TCON-3 (Emergency Vehicle Access)
- TCON-4 (Transportation Management Plan)
- TCON-5 (Coordination with Planned Roadways)

Additionally, the construction contract specifications require the contractor to develop a VA Hospital Access Plan that considers patient, employee, and vendor access, and includes the means by which access will be maintained to and from the hospital at all hours of the day, at all times, along Bonsall Avenue. It is anticipated that the VA would participate in the preparation and review of this document. As Bonsall Avenue would remain open at all times and support traffic in both directions, emergency access to the VA Main Hospital (Building 500) and access between the north and south campus would not be adversely affected. Additionally, Metro will coordinate with the VA to identify scheduled events that could require modifications.

As discussed in the Final EIS/EIR, construction impacts identified on traffic circulation would be temporary and, even with mitigation, residual impacts would remain significant during construction. The refinements to construction activities and staging areas on and adjacent to the VA WLA Campus would not result in new significant impacts or increase the severity of impacts related to traffic or circulation beyond what was presented in the Final EIS/EIR. Shifting construction activities in support of tunneling from Lot 42 to the Western VA construction staging area would benefit the VA WLA Campus compared to what was evaluated in the Final EIS/EIR.

Construction activities on and adjacent to the VA WLA Campus in support of the Project would occur at the construction staging areas identified in Section 2.1. It should be noted that the VA is in the process of obtaining environmental clearance for the construction projects identified in the *Greater Los Angeles Draft Master Plan* (GLA DMP) (VA 2016). It is anticipated that construction activities for the Project would overlap with construction in support of the GLA DMP. Refer to Section 3.21 of this Addendum for an assessment of potential construction-related cumulative impacts.

Figure 3-4: Construction Truck Trips and Routes



Source: WSP 2018

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3.2.2.2 Westwood/UCLA Station Entrances

With the refinements to the Westwood/UCLA Station entrances (Section 2.6), truck haul routes would remain unchanged compared to the information presented in Chapter 3, Table 3-20 of the Final EIS/EIR; however, truck trips would increase by up to 40 trips per day, from 100 trips per day to 140 trips per day (Table 3-3). This increase is related to changes in schedule and an increase in the quantity of station excavation. As stated in Section 3.2.2.1, haul routes associated with the Westwood/UCLA Station would remain east of I-405, between Lot 36 and I-405, and would not add to the volume of trucks originating from construction activities at the VA WLA Campus except on I-405 (Figure 3-4) (Refer to Section 3.2.2.1 for an assessment of why there would not be significant impacts on I-405). Consistent with the Final EIS/EIR and Mitigation Measure TCON-2 (Designated Haul Routes), it is anticipated that truck haul activity would occur during off-peak and nighttime periods to minimize peak-period traffic disruptions. When spread throughout the off-peak period, less than four additional trips would be added per hour during that timeframe. Based on traffic volume counts collected by the City of Los Angeles in February 2012 (the most recent year for which daily traffic counts were available for this location), over 98,000 vehicles traveled along Wilshire Boulevard near Veteran Avenue in both directions combined over the course of the day (City of Los Angeles Department of Transportation 2012). Therefore, 40 additional trips on Wilshire Boulevard per day is minor compared to daily traffic on Wilshire Boulevard. Metro will coordinate with UCLA to identify scheduled events that could require modifications to traffic management plans during construction of the Project. Therefore, the impact conclusions in the Final EIS/EIR remain unchanged during construction of the project refinements.

Metro is coordinating with the City of Los Angeles and the Council District to determine whether full closures of Westwood Boulevard, Wilshire Boulevard, and Gayley Avenue can occur during construction as this is preferred over phased construction. The full closures, including duration, are conditional upon approval by the City.

3.2.2.3 Grouting

Chapter 3, Section 3.8.1 of the Final EIS/EIR stated that grouting would be injected from the street level and would be continuous—extending for 24 hours a day for a short period (up to approximately two weeks). Per Mitigation Measure TCON-1, Traffic Control Plans would be developed to minimize construction impacts to the degree possible and would be developed for various construction activities, including grout injection.

As described in Section 2.8, grouting at Sepulveda Boulevard would be provided from a shaft within Caltrans right-of-way and would not require street closures. Partial closures of either Century Park West or Constellation Boulevard would be required for grout injection at the Westfield Mall. Chapter 3, Table 3-22 of the Final EIS/EIR identified traffic control zones along Constellation Boulevard and Century Park West during construction of the Project. The Final EIS/EIR stated that traffic lane maintenance during construction would follow local agency requirements and standards with respect to lane widths, number of lanes, and duration of temporary lane closures. Consistent with Mitigation Measure TCON-1, Traffic Control Plans developed for grout injection at this location would be prepared and coordinated with the City of Los Angeles and other entities as applicable. Therefore, grout injection would not result in new impacts or increase the severity of previously identified impacts and the impact conclusions in the Final EIS/EIR remain unchanged.

3.2.2.4 Underground Conduits

Construction of the underground conduits described in Section 2.9 would require short-term closures of the parking lane on westbound Ohio Avenue, the parking lane on northbound Federal Avenue, and the eastbound far right travel lane on Wilshire Boulevard during off-peak hours. The work on Ohio and Federal Avenues would occur between 9:00 a.m. and 3:30 p.m., while the work on Wilshire Boulevard would occur between 10:00 p.m. and 6:00 a.m. Full closures of these streets would not be required. Construction of the vaults within Wilshire Boulevard could require closure of up to two eastbound lanes; however, the remaining eastbound lane would remain open. Construction of vaults on Ohio and Federal Avenues could require up to 2 weeks of closures, however the limits of construction are small and there are only 3 to 4 vaults on each street. Intermittent partial (directional) closures would also be required for side streets that intersect with Federal or Ohio Avenues when work occurs in proximity to that side street. These partial closures would occur during off-peak periods for two to three days. Non-contiguous lane closures may be permitted.

The Final EIS/EIR did not identify temporary, partial closures of Wilshire Boulevard adjacent to the VA WLA Campus. The closure on Ohio Avenue and Federal Avenue would affect the area of the roadway used for parking and, therefore, bi-directional traffic would be maintained during construction of the conduits. Impacts to parking are described in Section 3.3.2.3.

As stated in Section 3.1.2.1, less than 1,000 vehicles travel eastbound on this segment of Wilshire Boulevard between 10:00 p.m. and 6:00 a.m. while the roadway has a capacity for 4,800 vehicles per hour (or approximately 1,600 vehicles per lane), excluding the bus lane that accommodates general purpose traffic during this timeframe. Therefore, there is sufficient capacity on Wilshire Boulevard during the off-peak period to accommodate the temporary lane closure required for construction of the conduits. Because the partial closures would be limited to off-peak periods when traffic volumes are lower and would be of a short duration, the closures would not result in a new significant impact and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to streets and highway than that previously addressed in the Final EIS/EIR.

3.3 Parking

3.3.1 Operational Impacts

- Final EIS/EIR Findings for Section 3: Not Applicable
- Addendum Findings: Not Applicable

Chapter 3, Section 3.6.4 of the Final EIS/EIR stated that "while loss of parking or spillover may affect certain groups, this is not considered a significant impact under CEQA. However, parking mitigation measures are included as a further means to reduce impacts…" The Final EIS/EIR included four measures that would be implemented to mitigate parking impacts during operation of the Project:

- T-1 (Coordination with Property Owners)
- T-2 (Parking Monitoring and Community Outreach)

- T-3 (Residential Permit Parking Districts)
- T-4 (Consideration of Shared Parking Program)

The project refinements described in Section 2.0 would not result in the permanent loss of parking.

The spillover parking analysis in the Final EIS/EIR evaluated whether there was sufficient unrestricted on-street parking available to accommodate forecasted parking demand. According to Chapter 3, Table 3-16 of the Final EIS/EIR, surveys indicated a supply of two existing vacant, unrestricted on-street parking spaces within one-half mile of the Westwood/VA Hospital Station, which would not accommodate the forecasted demand of 394 spaces. As shown in Chapter 3, Figure 3-18 of the *Westside Subway Extension Parking Impacts and Policy Plan* (Metro 2010d), unrestricted on-street parking within one-half mile of this station is only available along a portion of Federal Avenue and Sepulveda Boulevard. The Final EIS/EIR did not state whether spillover parking was anticipated on the VA WLA Campus. However, Mitigation Measure T-2 stated that for the Westwood/VA Hospital Station, the majority of station-area parking supply is for the exclusive use of VA patients, visitors, doctors, and staff. At this station, Metro committed to monitoring spillover parking at VA lots controlled only by decals and/or signage and not those lots with controlled access (e.g., gates) after operation of the Project began. While Measure T-2 did not specify how long Metro would survey parking at the VA WLA Campus, the measure did state that monitoring would occur prior to the start of service and for six months following the start of operations where surveys are required in neighborhoods.

Consistent with the Final EIS/EIR, unrestricted, on-street parking remains largely unavailable within one-half mile of the Westwood/VA Hospital Station, and off-street parking within the VA WLA Campus is still for the exclusive use of VA patients, visitors, doctors, and staff. On-street parking is not prohibited within the VA WLA Campus.

When Section 3 of the WPLE Project first opens, it is possible that transit patrons wishing to park and ride the system would attempt to do so at the Westwood/VA Hospital Station. However, because parking is not available to accommodate those transit patrons, spillover parking would not occur. Instead, the individual would likely drive to another station and attempt to park there or drive to their ultimate destination. Over time, it is anticipated that those transit patrons wanting to park would realize that no long-term parking is available at the Westwood/VA Hospital Station and would seek other alternatives. Further, a formal passenger drop-off area (Section 2.3) would be provided and would accommodate those patrons who cannot access the station via walking, bicycle, or bus. For these reasons, the project refinements would not result in a significant spillover parking impact at the Westwood/VA Hospital Station.

Even though spillover parking is not anticipated to occur for the reasons discussed above, in compliance with Mitigation Measure T-2, Metro would monitor parking at the VA WLA Campus for six months after the start of revenue service. If Metro determines through coordination with the VA that the spillover parking is unmanageable by VA security, a parking management plan for the VA campus would be developed and implemented. Metro would monitor those parking lots within one-quarter mile of the two station entrances provided for the Westwood/VA Hospital Station (one on each side of Wilshire Boulevard), as this is the typical distance a person is willing to walk to access transit. Metro would work with the VA to identify mitigation, such as signage, if spillover parking as a result of the Project occurs on the VA WLA Campus.

Because the severity of spillover parking is unchanged compared to the Final EIS/EIR and Metro will continue to comply with Mitigation Measures T-1 through T-4 as applicable to the stations within Section 3 of the Project, the impact conclusions in the Final EIS/EIR related to spillover parking remain unchanged with implementation of the project refinements.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to parking than those previously addressed in the Final EIS/EIR.

3.3.2 Construction-related Impacts

- Final EIS/EIR Finding for Section 3: Temporary Unavoidable Significant Impacts after Mitigation
- Addendum Finding: Temporary Unavoidable Significant Impacts after Mitigation, No Increase in Severity

Impacts to parking were considered significant if construction of the Project would impact the following:

- The availability of parking within one-half mile walking distance
- The availability of loading zones in relation to the location of commercial enterprises

The following project refinements have the potential to effect parking during construction: construction staging areas (Section 2.1), Westwood/UCLA Station entrances (Section 2.6), and underground conduits (Section 2.9). These refinements are evaluated further in the following sections.

The project refinements associated with the alignment at the VA Medical Center and Westwood, VA Hospital Station (Section 2.2), Westwood/VA Hospital Station access (Section 2.3), murals (Section 2.4), construction method for the Westwood/VA Hospital Station west crossover (Section 2.5), and grouting (Section 2.8) are not located in proximity to on- or off-street parking. Additionally, the refinement associated with the tunnel size (Section 2.7) is completely underground. Therefore, these refinements do not have the potential to affect on- or off-street parking and the impact conclusions in the Final EIS/EIR related to construction-related impacts to parking in those locations remain unchanged compared to the Final EIS/EIR.

The Final EIS/EIR included the following mitigation measures to minimize impacts to parking during construction:

- TCON-7 (Parking Management)
- TCON-8 (Parking Monitoring and Community Outreach)
- TCON-9 (Construction Worker Parking)

These mitigation measures would still be applicable to the project refinements. Additionally, the Final EIS/EIR stated that contractors would be required to have all employees park off-street at Metro-approved locations to minimize impacts to parking. Mitigation Measure TCON-9 (Construction Worker Parking) requires that all construction contractors identify adequate off-street parking for construction workers at Metro-approved locations. This commitment remains valid with the project refinements. The construction specifications require that the contractor provide the location and details of construction

worker parking to Metro for approval, consistent with Mitigation Measure TCON-9. The construction specifications will prohibit construction vehicles from parking on Bonsall Avenue.

3.3.2.1 Construction Staging Areas

Chapter 3, Section 3.8.4 of the Final EIS/EIR identified off-street parking loss during construction. At the Westwood/VA Hospital Station, the Final EIS/EIR committed to constructing a parking structure to replace permanent and temporary parking lost in Lot 42 as a result of the station. The existing handicapped parking in this lot would not be displaced during construction. This structure was proposed within Lot 43, located east of the Main Hospital (Building 500). Consistent with the Final EIS/EIR, Metro is committed to providing a parking structure to offset the parking loss. It is anticipated that this structure would be available to the VA prior to the loss of parking in Lot 42 (note, approximately 90 parking spaces would remain in Lot 42 during construction; this number includes handicapped spaces). As stated in Section 2.1, this structure is still proposed within Lot 43, although Metro is coordinating with representatives of the VA on the timing, location, and capacity of this structure. If construction of the parking structure is not complete prior to construction in Lot 42, Metro will coordinate with the VA to identify other means to offset parking loss (e.g., provision of a shuttle from a parking lot with available parking capacity). Because the existing handicapped parking in Lot 42 would remain during construction, there would not be significant impacts to handicapped patients during construction. Walking distances between the replacement parking structure and the main entrance to the hospital would be comparable to those from Lot 42 (approximately 625 feet from the parking structure to the main entrance compared to 585 feet from Lot 42). Additionally, the parking structure would be closer to the east hospital entrance that accommodates "Emergency/Admissions and Outpatient" compared to Lot 42. Therefore, the parking structure would not result in significant impacts for patients accessing the hospital. Further, because Metro is still committed to completely replacing temporary and permanent parking lost in Lot 42 as a result of construction and operation of the Project, parking loss associated with the Westwood/VA Hospital Station remains unchanged from the Final EIS/EIR.

3.3.2.2 Westwood/UCLA Station Entrances

The Final EIS/EIR also identified a loss of off-street parking at Lot 36 associated with the Westwood/UCLA Station. The Final EIS/EIR did not quantify the number of spaces that would be temporarily lost during construction at this location. Based on the proposed construction staging, a total of 274 parking spaces would be temporarily displaced during construction activities. Coordination is occurring with UCLA regarding construction activities on the campus and the associated impacts, and Metro is committed to minimizing impacts to the extent feasible.

3.3.2.3 Underground Conduits

Chapter 3, Section 3.8.4 of the Final EIS/EIR stated that on-street parking may be prohibited during construction. On-street parking impacts are not anticipated to change as a result of the project refinements except along Ohio and Federal Avenues to accommodate construction of the underground conduit (Section 2.9). The off-street parking loss would only occur during the midday off-peak period (9:00 a.m. to 3:30 p.m.). Based on a typical daily construction progress, construction would occur on Ohio Avenue for 50 to 100 days and on Federal Avenue for 150 to 200 days. Construction of the conduits would require the temporary closure of approximately 120 feet of the parking lane each day, which equates to the loss of approximately six on-street parking spaces at a time. It is anticipated that only one 120-foot stretch of the parking lane would be closed at a time; however, parking spaces would be affected for multiple off-peak periods as construction advances along the roadway. The parking lane on

Ohio Avenue would not be affected at the same time as the parking lane on Federal Avenue. Construction of the electrical vaults would require closure of parking lanes for up to 10 days. There are approximately 12 vaults along the entire route. These vaults are not expected to be constructed concurrently. Metro would comply with Final EIS/EIR Mitigation Measure TCON-7 (Parking Management) and would provide notification to residences along these roads prior to restricting parking. With prior notification, on-street parking impacts would be less-than-significant and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to parking than those previously addressed in the Final EIS/EIR.

3.4 Pedestrian, Bicycle, and Bus Transit

3.4.1 Operational Impacts

- Final EIS/EIR Findings for Section 3: Less than Significant Impacts after Mitigation
- Addendum Findings: Less than Significant Impacts after Mitigation

Impacts to pedestrians, bicyclists, and bus transit during operation of the Project were evaluated pursuant to CEQA in Chapter 3, Section 3.7.4 of the Final EIS/EIR. The Final EIS/EIR included an evaluation of impacts to pedestrian, bicycle, and bus transit (stop locations) at the station-area level based on two criteria:

- Criterion 1: Would the Project substantially increase hazards due to a design feature or incompatible uses?
- Criterion 2: Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The adopted plans and policies relevant to pedestrian, bicycle, and bus interface include the following:

- Americans with Disabilities Act (ADA)
- California Manual of Uniform Traffic Control Devices
- Street Designations and Standards of the Transportation Element of the City of Los Angeles General Plan related to sidewalk width
- Metro Rail Design Criteria

As shown in Chapter 3, Table 3-18 of the Final EIS/EIR, the Westwood/VA Hospital Station would result in impacts under Criterion 1, and the Westwood/UCLA Station and Westwood/VA Hospital Station would result in impacts under Criterion 2.

The Final EIS/EIR included Mitigation Measure T-8 (Install High-Visibility Crosswalk) on all four legs of Bonsall Avenue where it intersects with both the eastbound and westbound Wilshire Boulevard access ramps to mitigate the Criterion 1 impacts identified at the Westwood/VA Hospital Station. Additionally, the following measures would apply at both Section 3 stations to mitigate impacts under Criterion 2:

- T-9 (Provide Consistency with General Plan Designation Sidewalk Width Adjacent to Metro-Controlled Parcels)
- T-10 (Provide Consistency with General Plan Designation Sidewalk Width Coordination with Jurisdictions)
- T-11 (Provide High Visibility Crosswalk Treatments)
- T-12 (Meet Federal, State, and Local Standards for Crossing)
- T-13 (Meet Metro Rail Design Criteria Minimums for Bicycle Parking)
- T-14 (Study Bicycle Parking Demand and Footprint Configuration)
- T-15 (Determine Alternative Sites for Bicycle Parking)
- T-16 (Study Bus-Rail Interface)

Mitigation Measure T-13 requires the provision of minimums for bicycle parking at the stations. This measure would be implemented at the station entrances at the Westwood/VA Hospital Station and the station entrance to the Westwood/UCLA Station located in Lot 36. Based on the design in the Final EIS/EIR, there was not sufficient space at the Westwood/UCLA Station entrances located north and south of Wilshire Boulevard near Westwood Boulevard to accommodate the minimum bicycle parking requirements; therefore, Mitigation Measure T-15 applied to those entrances. Mitigation Measure T-15 requires that Metro determine alternative sites for bicycle parking. The Final EIS/EIR concluded that with implementation of the mitigation measures, there would not be significant impacts to pedestrian, bicycle networks, or bus stops.

In regard to Criterion 1, the project refinements do not modify the aboveground station features in a manner that would result in new conflicts to pedestrian, bicycle networks, or bus stops. Rather, the pedestrian circulation features at the Westwood/VA Hospital Station are less circuitous as a result of the project refinements described in Section 2.2, thereby providing a benefit in terms of pedestrian circulation. The pedestrian bridge over the access ramp to Wilshire Boulevard would be ADA compliant and provide safety for pedestrians traveling between the Westwood/VA Hospital Station entrance and the existing bus stop on eastbound Wilshire Boulevard because pedestrians would not need to cross the access ramp from Bonsall Avenue to Wilshire Boulevard at grade. This refinement would also provide improved and safer pedestrian access compared to the pedestrian ramp design included in the Final EIS/EIR. Additionally, the signalized intersections at Bonsall Avenue (signalized as part of the refinement to the Westwood/VA Hospital Station access (Section 2.3)) would include pedestrian crossing signals and restriped crosswalks, improving the safety of crossing in this area beyond the benefits that were already provided through Mitigation Measure T-8 (Install High-Visibility Crosswalk), which would continue to apply to this location.

As stated in Section 2.6, a full station entrance for the Westwood/UCLA Station on the north side of Wilshire Boulevard adjacent to Westwood Boulevard would be located within a portion of the Linde (Westwood) Medical Plaza currently occupied by Chase Bank. The full station entrance in this location would provide a larger area for pedestrian activity compared to the Final EIS/EIR design. In the Final EIS/EIR, the station entrance would have been located on Westwood Boulevard, adjacent to the Linde (Westwood) Medical Plaza, which provided little area for pedestrian activity and required transit patrons to access and depart the station onto a narrow sidewalk in a congested area. The full station entrance would be located within the area currently occupied by Chase Bank adjacent to a plaza that provides

substantially more room for pedestrian circulation. Additionally, as stated in Section 2.6, construction of the station entrance would require removal of four planters from the landscaped plaza adjacent to the space currently occupied by Chase Bank. These planters would not be restored after construction because they present a tripping hazard and restrict pedestrian movement. Consequently, there would not be hazards associated with the refinement to the station entrance. Therefore, the refinements to the Westwood/VA Hospital and Westwood/UCLA Station entrances would provide a benefit to pedestrians traveling through these areas, even if they are not using the new stations.

Additionally, as described in Section 2.3, a bus layover area has been added along the westbound on-ramp from Bonsall Avenue to Wilshire Boulevard at the request of Metro's Bus/Rail Interface group to allow for the provision of additional future transit services to West Los Angeles and Santa Monica. The design of the bus layover area would comply with all applicable codes and regulations and, therefore, would not result in an impact under Criterion 1. The bus layover area would also not be an incompatible use since it is adjacent to an existing roadway. The addition of the bus layover area for future bus service would provide a benefit for transit users traveling to or from the VA WLA Campus. The other project refinements described in Section 2.0 would not relocate or conflict with existing bus transit stops and, therefore, the refinements would not result in significant impacts to these facilities.

None of the project refinements would result in a significant impact under Criterion 1, and three of the refinements (the pedestrian bridge and signalized intersections at the Westwood/VA Hospital Station and the larger pedestrian area at the Westwood/UCLA Station) would remove or minimize potential hazards compared to the Final EIS/EIR.

Regarding Criterion 2, none of the project refinements would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The provision of the bus layover area for future transit service would support plans regarding public transit. Additionally, none of the project refinements would decrease the performance or safety of the pedestrian, bicycle, or transit system. Therefore, the project refinements would not result in a significant impact under Criterion 2 and the provision of the bus layover area supports plans for public transit.

Mitigation Measure T-8 requires installation of high-visibility crosswalks for the unsignalized intersections of Bonsall Avenue where it intersects with the eastbound and westbound Wilshire Boulevard access ramps. As stated previously, these intersections would be signalized and consistent with Mitigation Measure T-8, and high-visibility crosswalks would be installed. Mitigation Measure T-8 states that high-visibility crosswalks would be provided at all four legs of both intersections. However, in the existing condition, crosswalks are not provided for the legs adjacent to/under the Wilshire Boulevard bridge because these areas would not provide a safe pedestrian path of travel. As shown in Figure 2-7 and consistent with existing conditions, a crosswalk would not be provided in these locations when the intersections are signalized as part of the refinements; however, crosswalks would be provided at the remaining three legs. Coordination would occur with County of Los Angeles regarding the signalization and provision of crosswalks.

The mitigation measures identified in the Final EIS/EIR, as summarized above, would continue to apply to the project refinements. Per the latest Metro design criteria, the Westwood/UCLA Station must provide 175 spaces for bicycles in an enclosed bicycle storage facility and 20 spaces for bicycles in bike racks. Based on current design of the Westwood/UCLA Station entrance located in Lot 36, 175 spaces for bicycles would be provided in an enclosed bicycle facility along with 40 spaces for bicycles in bike racks.

This quantity would exceed the requirements of Mitigation Measure T-13, thereby providing alternative sites of bicycle parking per Mitigation Measure T-15. As such, the impact conclusions in the Final EIS/EIR for pedestrian, bicycle, and bus transit remain unchanged with implementation of the project refinements. The refinements would result in benefits to pedestrian circulation at both the Westwood/UCLA and Westwood/VA Hospital Stations and improvements to the provision of future bus service near the Westwood/VA Hospital Station.

Therefore, implementation of the project refinements would result in less-than-significant impacts with mitigation and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to pedestrian, bicycle, or bus transit than those previously addressed in the Final EIS/EIR.

3.4.2 Construction-related Impacts

- Final EIS/EIR Finding for Section 3: Temporary Unavoidable Significant Impacts After Mitigation
- Addendum Finding: Temporary Unavoidable Significant Impacts After Mitigation, No Increase in Severity

Impacts to pedestrian and bicycle access were considered significant if construction of the Project would impact the following:

- Detours that might lengthen bicycle commutes or pedestrian routes (which would increase travel time)
- Safety of alternative routes

The Final EIS/EIR stated that during construction, pedestrian and bicycle access in and around construction work sites would be affected as a result of street and sidewalk closures and disruptions to bike routes. In general, sidewalk access would be maintained on both sides of the street at construction sites throughout the construction period, to the extent feasible. Additionally, pedestrian access to businesses would be maintained during essential business operating hours. If sidewalk closures are required, such closures would occur after acceptance and approval are obtained by the affected agency having jurisdiction over the sidewalk. The Final EIS/EIR included the following mitigation measures to minimize impacts:

- TCON-10 (Pedestrian Routes and Access)
- TCON-11 (Bicycle Paths and Access)

However, impacts to pedestrian and bicycle facilities would remain significant during construction.

The refinements would not require sidewalk or bicycle facility closures that were not previously identified in the Final EIS/EIR. It should be noted that the Final EIS/EIR included an emergency exit that was partially on the VA WLA Campus and partially on the sidewalk of Wilshire Boulevard. This emergency exit would have required short-term closure of the sidewalk during construction. This emergency exit has been eliminated and the new proposed emergency exit would be provided within the grassy area on the western portion of the VA WLA Campus (referred to as the Western VA construction staging area) in a location that would not require closure of the sidewalk. Additionally, the

project refinements would not increase detour routes. Access to businesses would continue to be maintained during essential business hours, including to the Linde (Westwood) Medical Plaza, UCLA, and VA WLA Campus. As stated in Section 3.2.2.1, the construction contract specifications require the contractor develop a VA Hospital Access Plan that considers patient, employee, and vendor access, and includes the means by which access by sidewalk along Bonsall Avenue would be maintained to the hospital at all hours of the day, at all times. It is anticipated that the VA will participate in the preparation and review of this document. Mitigation Measures TCON-10 and TCON-11 would continue to apply during construction of the project refinements. With mitigation, impacts during construction would remain unavoidable but would not increase in severity compared to the Final EIS/EIR. Therefore, the impact conclusions in the Final EIS/EIR related to pedestrians and bicyclists remain unchanged during construction of the project refinements.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to pedestrian and bicycle facilities than those previously addressed in the Final EIS/EIR.

3.5 Land Use

3.5.1 Operational Impacts

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Impacts to land use during operation of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.1.5 of the Final EIS/EIR. Land use impacts were considered significant if the Project would result in the following:

- Physical division of an established community
- Inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction of the Project
- Incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use

The Final EIS/EIR stated that the Project, including all station, alignment, and station entrance options, would be fully underground and would not introduce physical barriers that could divide a community. Planned development and redevelopment near station entrances would adhere to local zoning ordinances and would not introduce permanent barriers that would alter or divide the existing community. Additionally, the Project would be consistent with applicable local land use polices. The Project would require land acquisition (including leases and easements) for station entrances; the location of these entrances would occur in or adjacent to commercial development along a major transportation corridor and would not conflict with local land use compatibility. Therefore, there would not be significant impacts to land use during operation of the Project.

The following sections evaluate long-term operational impacts for each of the thresholds mentioned above associated with the project refinements that may have the potential to change the impact conclusions in the Final EIS/EIR related to land use. The following project refinements have the potential to affect land uses during operation of the Project: alignment at the VA Medical Center and

Westwood/VA Hospital Station entrances (Section 2.2), Westwood/VA Hospital Station access (Section 2.3), murals (Section 2.4), and the Westwood/UCLA Station entrances (Section 2.6). These refinements are evaluated in the following sections.

The following project refinements do not have the potential to affect land uses in Section 3 of the Project: tunnel size (Section 2.7), grouting (Section 2.8), and underground conduits (Section 2.9). The project refinements to the tunnel size, grouting, and underground conduits do not have the potential to result in long-term significant impacts to land uses because these refinements are underground and would not alter land uses aboveground. Additionally, grouting activities would support and protect buildings and underground utilities. The project refinements related to construction staging areas (Section 2.1) and construction method for the Westwood/VA Hospital Station west crossover (Section 2.5) are related to the construction process for the Project and do not have the potential to result in long-term impacts to land use as the area would be restored to existing conditions or as agreed to by the property owner upon the conclusion of construction.

3.5.1.1 Division of an Established Community

The project refinements would not introduce new permanent physical barriers or result in significant impacts associated with division of an established community. The project refinements located on the VA WLA Campus (the alignment at the VA Medical Center and Westwood/VA Hospital station entrances (Section 2.2) and access to the Westwood/VA Hospital Station (Section 2.3)) would not affect connectivity between the north and south campus because they would not introduce new barriers that would make traveling on the campus or between the north and south campus more difficult. The refinement to the alignment is entirely underground. The aboveground station entrance would remain adjacent to Bonsall Avenue and the on-ramp to Wilshire Boulevard and would not introduce a barrier to current pedestrian routes of travel. These project refinements would benefit individuals traveling between the south and north campus through the provision of two new traffic signals on Bonsall Avenue provided in support of the dedicated passenger drop-off area. Specifically, the traffic signals would include pedestrian crossing signals and restriped crosswalks, improving the safety of crossing in this area.

Metro proposes to remove the entire northeast mural and the creation of a mosaic that would be installed across from the current location and placed on a wall surface along an existing embankment on Los Angeles County property (Section 2.4). The mosaic would not divide the VA community because it would be on an existing embankment and would not encroach into sidewalks or other areas of pedestrian activity. The mosaic would also not encroach into bicycle facilities or hinder vehicular movement. Thus, the mosaic would not introduce a new physical barrier nor alter or divide the existing community.

Project refinements related to the relocation of the Westwood/UCLA Station entrance on Lot 36 to an area east and closer to Gayley Avenue on UCLA property and relocation of the northeast station entrance into retail space on the east side of the Linde (Westwood) Medical Plaza in a space currently occupied by Chase Bank (Section 2.6) would not create a new barrier. As described in Section 2.6, four planters in the landscaped plaza adjacent to Chase Bank would be removed to provide a larger area for pedestrian circulation, which would be a beneficial effect of the Project in this location. The transit plaza in Lot 36 would help to establish a pedestrian corridor between Wilshire Boulevard and Kinross Avenue, thereby improving community connectivity in this area.

Therefore, the project refinements would not result in significant impacts associated with division of an established community and the impact conclusions of the Final EIS/EIR would remain unchanged.

3.5.1.2 Applicable Land Use Policies

The most current adopted plans were reviewed in support of this Addendum for the project refinements. These plans include the *2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* (Southern California Association of Governments 2016), GLA DMP (VA 2016), and the *University of California 2015-25 Capital Financial Plan* (University of California 2015). City of Los Angeles community plans identified in the Final EIS/EIR have not been updated since the completion of the Final EIS/EIR. Overall, the project refinements would be consistent with the goals of the *2016-2040 RTP/SCS*, in which the refinements would continue to enhance regional connectivity, minimize environmental impacts, and maximize ridership. The Project is also identified as a transit initiative capital transit project in the *2016-2040 RTP/SCS* that would expand that urban rail network.

Elements of the refinements located on the VA WLA Campus (alignment at the VA Medical Center and Westwood/VA Hospital Station entrance (Section 2.2) and Westwood/VA Hospital Station access (Section 2.3)) are under the jurisdiction of the federal government and these refinements are subject to the applicable policies of the Department of the VA. Planning consistency would be achieved through active coordination of Metro with the Department of VA, which is underway in regard to the design and location of the refinements. Project refinements on the VA WLA Campus would also be consistent with the vision and goals of the GLA DMP to revive the campus in a veteran-focused manner because the Project would provide better accessibility for veterans and their families to and from the campus via transit. Space would be provided at the passenger drop-off area to accommodate shuttle services operated by the VA WLA Campus, which would benefit those visiting the VA WLA Campus who do not have access to vehicles or have difficulty traveling, including veterans with disabilities.

The refinements to the Westwood/UCLA Station entrances (Section 2.6) are on land owned by the Regents of the University of California (the entrance in Lot 36) and private property owners (the other two entrances). The Project, including the project refinements, would be consistent with future projects identified for the UCLA Campus in the *University of California 2015-25 Capital Financial Plan.* Capital-funded projects by UCLA would include seismic building upgrades; campus infrastructure and expansion; student housing; and medical health center expansion, renovation, and structure improvements. The capital-funded projects would be located primarily in UCLA's core campus, health sciences zone, and southwest campus. The nearest capital-funded project would be the Margan Apartments Redevelopment approximately 0.36 mile north of the Westwood/UCLA Station entrance in Lot 36. Based on its distance from the proposed capital-funded projects, projects refinements to the Westwood/UCLA Station entrances (located on the UCLA's southern campus and at the Linde (Westwood) Medical Plaza) would not be affected by future programmed projects.

Collectively, the refinements described in Section 2.0 would continue to reduce automobile usage, enhance regional connectivity, minimize environmental impacts, and maximize ridership. The project refinements would not require new discretionary actions related to land use. Therefore, the project refinements would not result in significant impacts associated with applicable land use policies and the impact conclusions in the Final EIS/EIR remain unchanged.

3.5.1.3 Adjacent or Surrounding Land Use

The project refinements would be compatible with adjacent and surrounding land uses and would not result in significant impacts to adjacent or surrounding land uses. Land uses around the Westwood/UCLA Station include commercial; education; multi-family residential; public facilities; and transportation land uses such as Wilshire Boulevard, Gayley Avenue, Westwood Boulevard, bus stops, and sidewalks. Land uses around the Westwood/VA Hospital Station include public facilities associated with the VA WLA Campus, including medical uses, open space, and community assets such as Wadsworth Chapel and transportation land uses including Wilshire Boulevard, I-405, Bonsall Avenue, bus stops, and sidewalks. The Project, including the project refinements, is a transit infrastructure project that would result in a transportation land use. The entrances associated with the Westwood/UCLA and Westwood/VA Hospital Stations (Sections 2.6 and 2.2, respectively) would not introduce a new land use because the entrances would be located adjacent to other transportation land uses. Therefore, implementation of the Project, including the project refinements, would not introduce a new land use.

The refinements to the Westwood/VA Hospital Station access (Section 2.3) would also be compatible with adjacent land uses. The passenger drop-off area would be located within the northern portion of an existing parking lot (Lot 42) immediately south of Wilshire Boulevard, and the bus layover area for future transit service would be located adjacent to existing roadway infrastructure in Los Angeles County right-of-way. Therefore, as the passenger drop-off and bus layover areas would be located in areas currently occupied by transportation land uses and adjacent to other existing transportation infrastructure, these refinements would not introduce new land uses to the surrounding area and would be compatible with the surrounding land uses. As stated in Section 3.5.1.2, the GLA DMP identified the Project, including the station entrances on both the north and south campuses, as an opportunity to enhance connectivity between the campus and Los Angeles and beyond, as well as to provide veterans, employees, and visitors access to medical and other services provided on the VA WLA Campus. Metro anticipates that because the Westwood/VA Hospital Station was identified in the GLA DMP, land uses proposed as part of the master plan would be compatible and integrated with the station entrances.

As described in Sections 3.5.1.2, the project refinements located on the VA WLA Campus (alignment at the VA Medical Center and Westwood/VA Hospital Station entrances (Section 2.2) and Westwood/VA Hospital Station access (Section 2.3) would be consistent with the applicable adopted land use planning goals and policies. The refinements are also being coordinated with representatives of the VA to ensure compatibility with the GLA DMP (adopted in 2016 but being updated as part of the Programmatic EIS process that is currently underway by the VA).

Regarding the refinements to the Westwood/UCLA Station entrances (Section 2.6), the shift in the station entrance on the UCLA Campus in Lot 36 is minor and would continue to be consistent with surrounding land uses. The refinement to the northeast entrance adjacent to the northwest corner of Wilshire and Westwood Boulevards would displace a Chase Bank, but the station entrance would be consistent with the surrounding land uses. Specifically, the station would be of similar dimensions and massing to the footprint currently occupied by the Chase Bank and would be adjacent to existing sidewalks and roadways. Based on coordination with the Linde (Westwood) Medical Plaza property owner, Chase Bank is interested in relocating to a vacant space within the Linde (Westwood) Medical Plaza that was previously occupied by a bank. As described in Section 3.7.1, the displacement of Chase Bank to accommodate the Westwood/UCLA Station entrance would not result in a loss of jobs.

The project refinements would result in less-than-significant impacts related to land use and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to land use than those previously addressed in the Final EIS/EIR.

3.5.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: Less Than Significant Impacts After Mitigation
- Addendum Finding: Less Than Significant Impacts After Mitigation

Land use impacts were considered significant if construction of the Project would result in the following:

- Physical division of an established community
- Inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect
- Incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use

The Final EIS/EIR stated that during construction of the Project access to land uses would be periodically affected due to temporary street and sidewalk closures in the vicinity of cut-and-cover excavation areas around stations. Further, pedestrian and vehicular mobility between communities and neighborhoods along Section 3 would be reduced during construction due to closures and traffic detours; however, these impacts would end with the completion of construction.

The Final EIS/EIR identified the following mitigation measures to minimize impacts to land use during construction:

- TCON-1 (Traffic Control Plans)
- TCON-10 (Pedestrian Routes and Access)
- TCON-11 (Bicycle Paths and Access)

With implementation of mitigation, impacts to land use would be less than significant during construction.

The refinements to construction activities, equipment, and methods described in Section 2.0 are consistent with the Project as evaluated in the Final EIS/EIR and would not introduce new physical barriers or alter or create a division of an established community.

Construction of the project refinements would not result in incompatibility with the surrounding land uses. A substantial portion of heavy construction activities, such as those in support of the TBM, have been shifted from the construction staging area in Lot 42 located in front of the VA Main Hospital (Building 500), to a construction staging area located on the western portion of the campus (Section 2.1). The relocation of heavy construction activities from an area near the VA Main Hospital (Building 500) to this staging area would also provide a benefit in terms of land use compatibility as impacts related to construction would be minimized at the hospital. The elimination of the GSA crossover

(Section 2.2) would also benefit the Federal Building as a construction staging area located on GSA property has been eliminated, thereby minimizing potential impacts associated with land use compatibility during construction at this location.

The construction staging areas would not result in significant impacts to the immediate surrounding land uses, which on the VA WLA Campus consist of parking lots, Wilshire Boulevard, I-405, Bonsall Avenue, the U.S. Army Reserve site, and the grassy area west of Bonsall Avenue. Metro would acquire temporary easements for construction areas and abide by stipulations determined through coordination with the applicable property owners. The construction staging areas would not result in significant impacts to adjacent sensitive uses such as open space or residences. Specifically, while a portion of the grassy area west of Bonsall Avenue would be unavailable during construction of the west crossover (Section 2.5) and in support of tunnel construction (Section 2.1), a majority of the grassy area would remain open and available for use by those utilizing the VA WLA Campus, including veterans. Metro acknowledges that this open grass space is an important resource to the VA WLA Campus and veteran community and construction of the Project would have temporary effects but would not result in long-term significant impacts to this area. Section 3.11.2 of this Addendum evaluates noise impacts to adjacent sensitive receptors, including residences, during construction. As shown in that section, construction would not result in significant noise impacts to these uses with implementation of the mitigation measures identified in the Final EIS/EIR, including installation of noise barrier walls. Additionally, as shown in Section 3.9.2, construction would not result in significant air quality impacts to sensitive receptors during construction. Mitigation measures from the Final EIS/EIR would minimize potential impacts to these sensitive land uses. These mitigation measures include the following:

- CON-4 (Construction Lighting)
- CON-5 (Screening of Construction Staging Areas)
- CON-31 (Use of Fixed-Noise Producing Equipment)
- CON-32 (Use of Mobile or Fixed Noise-Producing Equipment)
- CON-33 (Use of Electrically Powered Equipment)
- CON-34 (Use of Temporary Noise Barriers and Sound-Control)

Furthermore, impacts would end with the completion of construction, and potential significant impacts to surrounding land uses would only occur during the construction phase. Upon the completion of construction, areas not required for the Westwood/VA Hospital Station, emergency exit, and ventilation would be restored to existing conditions or as agreed to with the property owner and returned to the property owner.

The staging areas on the VA WLA Campus have been located to avoid sidewalk and lane closures on Wilshire Boulevard and Bonsall Avenue. The construction specifications for the Project require that Bonsall Avenue and sidewalks on both sides of Bonsall Avenue remain open at all times, thereby maintaining access between the north and south sides of the VA WLA Campus for both vehicular and pedestrian traffic. Maintaining access on Bonsall Avenue may require some temporary shifting of the alignment of Bonsall Avenue to keep it open while some construction activities take place.

Metro would obtain temporary easements from the VA and Caltrans for the construction staging areas described in Section 2.1 and from the Regents of the University of California for construction within Lot

36 on the UCLA Campus. It is anticipated that specific construction stipulations on those properties will be determined through coordination with each property owner/jurisdiction prior to the start of construction.

Mitigation Measures TCON-1 (Traffic Control Plans), TCON-10 (Pedestrian Routes and Access), and TCON-11 (Bicycle Paths and Access) from the Final EIS/EIR would maintain traffic and pedestrian circulation and access throughout construction to the extent feasible to maintain safety. The mitigation measures would continue to apply to construction of the refinements. Metro is also committed to maintain access and connectivity between the north and south campus. With these measures, veterans would continue to have adequate and safe access to veteran resources, services, and facilities on both the north and south sides of the VA WLA Campus. With implementation of these measures, construction would not result in a barrier between the north and south campus. Construction of the project refinements on the VA WLA Campus would be temporary and would not result in impacts to regional or land use policies or result in incompatible uses on the VA WLA Campus. Therefore, no new significant construction impacts associated with land use would occur during construction of the project refinements and the impact conclusions in the Final EIS/EIR would remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to land use than those previously addressed in the Final EIS/EIR.

3.6 Communities and Neighborhoods

The Finding of Facts and Statement of Overriding Considerations for the Westside Subway Extension Project that was adopted by the Metro Board in May 2012 included CEQA thresholds of significance and findings for communities and neighborhoods during construction. Thresholds and findings were not made for impacts to communities and neighborhoods during operation of the Project.

3.6.1 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: Less Than Significant Impacts after Mitigation
- Addendum Finding: Less Than Significant Impacts after Mitigation

Impacts to communities and neighborhoods were considered significant if construction of the Project would result in the following:

- Physical, social, or psychological division of an established community
- Disruption of access to community assets
- Displacement of community assets or institutions

The Final EIS/EIR stated that construction of Section 3 of the Project could affect neighborhoods for limited durations due to street and sidewalk closures and traffic detours, especially in areas of station construction. Construction and traffic detours would temporarily reduce access to businesses and communities. These impacts could result in the temporary physical division of established communities and disruption to access to community assets; however, these impacts would end with the completion of construction. In addition, noise and emissions from haul trucks and construction equipment could disrupt community activities. As a result, construction would result in temporary significant impacts.

The Final EIS/EIR included the following mitigation measures; with implementation of these measures, impacts to communities and neighborhoods during construction would be less than significant:

- CON-1 (Signage)
- TCON-1 (Traffic Control Plans)
- TCON-2 (Designated Haul Routes)
- TCON-3 (Emergency Vehicle Access)
- TCON-4 (Transportation Management Plan)
- TCON-7 (Parking Management)
- TCON-8 (Parking Monitoring and Community Outreach)
- TCON-10 (Pedestrian Routes and Access)
- TCON-11 (Bicycle Paths and Access)

The refinements to construction activities, equipment, and methods described in Section 2.0 are consistent with the Project as evaluated in the Final EIS/EIR. Specifically, the staging areas (Section 2.1) have been located to avoid closure of roads or sidewalks. The Western VA construction staging area would also shift construction-related truck activity away from roads on the VA WLA Campus to Wilshire Boulevard, improving access within the campus during construction. Further, construction specifications will require that a portion of Bonsall Avenue, including the sidewalks, remain open at all times during construction, thereby maintaining access between the north and south sides of the VA WLA Campus for both vehicles and pedestrians. Access to businesses and other services would continue to be maintained during essential hours, including to the Linde (Westwood) Medical Plaza, UCLA, and VA WLA Campus.

Access would also be maintained for handicapped veterans during construction. As described in Section 3.3.2.1, the handicapped parking spaces located in Lot 42 would not be displaced during construction. Additionally, Final EIS/EIR Mitigation Measure TCON-10 (Pedestrian Routes and Access) would ensure safe pedestrian routes and access during construction; these routes would comply with ADA requirements and would be properly signed and lighted.

The Westwood/VA Hospital Station west crossover (Section 2.5) would be constructed via a cut-and-cover method rather than a sequential excavation method. The change in construction method would not prevent access to community facilities on the VA WLA Campus. While a portion of the grassy area west of Bonsall Avenue would be unavailable during construction of the west crossover and tunnel construction, the majority of the grassy area would remain open and available for use by those utilizing the VA WLA Campus, including veterans. Metro acknowledges that this open grass space is an important resource to the VA WLA Campus and veteran community and construction of the Project would have temporary effects, but these effects would not be significant because the majority of the area would remain available. As described in Section 3.11, noise barrier walls would be installed around the perimeter of the construction staging areas located within the grassy area on both the western side of the VA WLA Campus and immediately west of Bonsall Avenue. The noise barrier walls would reduce construction-related noise to adjacent areas, including the grassy area that would remain accessible during construction, to the extent feasible. The area would be restored upon the completion of construction, as determined through coordination with the VA.

Based on coordination with representatives of the VA, Metro is aware that success in minimizing significant impacts to the VA WLA Campus population is dependent upon actively engaging and informing the population during construction of the Project. To achieve this end, and consistent with Final EIS/EIR Mitigation Measure CON-83 (Work with Transportation, Police, Public Works, and Community Service Departments), Metro would implement a community outreach plan to provide notification prior to construction. Such notifications would be provided to those persons associated with the VA WLA Campus and the veteran community and would include information regarding construction schedules, road and sidewalk closures, and detours. These notifications would seek to target patients, caregivers, staff, service providers, and campus clinicians at a minimum, as well as veteran advocacy groups and organizations on and off campus. This outreach would seek to provide sufficient information to maximize awareness of the construction activities throughout the VA campus community.

The aforementioned mitigation measures would continue to apply to construction of the project refinements. Therefore, with mitigation, construction of the project refinements would result in less-than-significant impacts to communities and neighborhoods and the impact conclusions in the Final EIS/EIR remain unchanged. Refer to Sections 3.9.2 and 3.11.2 for the construction-related evaluation of air quality and noise, respectively.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to community and neighborhood characteristics than those previously addressed in the Final EIS/EIR.

3.7 Socioeconomic Characteristics

3.7.1 Operational Impacts

The Finding of Facts and Statement of Overriding Considerations for the Westside Subway Extension Project that was adopted by the Metro Board in May 2012 included CEQA thresholds of significance and findings for impacts to socioeconomic characteristics during operation of the Project. Thresholds and findings were not made for impacts to socioeconomic characteristics during construction the Project. It should be noted that "socioeconomic characteristics" is not an issue identified in Appendix G of the CEQA Guidelines; however, the thresholds presented in the Finding of Facts and Statement of Overriding Considerations are those associated with "Population and Housing" in Appendix G.

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Socioeconomic impacts during operation of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.2.5 of the Final EIS/EIR. Impacts were considered significant if the Project would result in the following:

- Displacement of a substantial number of existing housing units, particularly affordable housing units, necessitating the construction of replacement housing elsewhere
- Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere

The Final EIS/EIR stated that CEQA does not have a specific threshold for displacement impacts on employment; therefore, a similar threshold for employment displacement was used in the analysis as for population and housing.

Section 3 of the Project, as evaluated in the Final EIS/EIR and with implementation of the project refinements, would not displace housing units or people. As stated in the Final EIS/EIR, it is anticipated that jobs displaced by the Project would be relocated and, therefore, there would not be a net loss of jobs overall. As such, Section 3 of the Project would not have significant socioeconomic impacts. The Final EIS/EIR included the following mitigation measures to further minimize socioeconomic impacts:

- CN-1 (Relocation Assistance and Compensation)
- CN-2 (Propose Joint-use Agreement)
- CN-3 (Compensation for Easements)

None of the project refinements would result in displacement of housing units or people. One project refinement would result in a displacement of a business – the refinement to the northeast entrance associated with the Westwood/UCLA Station (Section 2.6). Implementation of this project refinement would require displacement of a Chase Bank; this displacement is a result of a partial acquisition that affects the location of the Chase Bank. It is anticipated that Chase Bank would be relocated. Based on coordination with the property owner, Chase Bank is interested in relocating to a currently vacant space within the Linde (Westwood) Medical Plaza that was previously occupied by a bank. The property owner has already begun discussions with Chase Bank regarding this relocation. Therefore, displacement of Chase Bank would not result in a loss of jobs. Consistent with the Final EIS/EIR, Mitigation Measure CN-1 (Relocation Assistance and Compensation) would be implemented to reduce potential impacts associated with the displacement and relocation of Chase Bank. This measure requires that Metro provide relocation assistance and compensation as required by both the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended (49 Code of Federal Regulations 24) and the California Relocation Assistance Act of 1970, as amended (California Government Code Section 7260 et seq.); Metro will comply with these requirements. Impacts associated with the project refinements would be less-than-significant and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to socioeconomic characteristics than those previously addressed in the Final EIS/EIR.

3.7.2 Construction Phase Evaluation

CEQA thresholds and findings for impacts to businesses during construction of the Project were presented under the heading “Economic and Fiscal – Construction-related Economic Losses” in the Finding of Facts and Statement of Overriding Considerations for the Westside Subway Extension Project adopted by the Metro Board in May 2012.

- Final EIS/EIR Finding for Section 3: Less Than Significant Impacts after Mitigation
- Addendum Finding: Less Than Significant Impacts after Mitigation

Impacts to businesses were considered significant if construction of the Project resulted in the following:

- Traffic disruptions
- Increased noise, vibration, and dust
- Modified vehicular and pedestrian traffic patterns
- Utility disruptions
- Reduced business access

The Final EIS/EIR stated that construction of the Project would have temporary physical impacts on businesses, particularly those near or adjacent to construction sites. Construction impacts would include traffic disruption; increased noise, vibration, and dust; modified vehicular and pedestrian traffic patterns; and utility disruptions. The Final EIS/EIR included the following mitigation measures to minimize impacts to construction-related economic losses:

- CON-88 (Minimize Disruption of Access to Businesses)
- CON-1 (Signage)
- TCON-1 (Traffic Control Plans)
- TCON-4 (Transportation Management Plan)
- TCON-7 (Parking Management)
- TCON-8 (Parking Monitoring and Community Outreach)
- TCON-10 (Pedestrian Routes and Access)
- TCON-11 (Bicycle Paths and Access)

With mitigation, impacts related to construction-related economic losses would be less than significant.

The refinements to construction activities, equipment, and methods described in Section 2.0 are consistent with the Project as evaluated in the Final EIS/EIR. Specifically, the staging areas (Section 2.1) have been located to avoid closure of roads or sidewalks. The Western VA construction staging area would also shift construction-related truck activity away from roads on the VA WLA Campus to Wilshire Boulevard, improving access within the campus during construction. Shifting tunnel construction to this site would also reduce noise, vibration, and dust on the VA WLA Campus. Further, construction specifications will require that a portion of Bonsall Avenue, including the sidewalks, remain open at all times during construction, thereby maintaining access between the north and south sides of the VA WLA Campus for both vehicles and pedestrians. Access to businesses and other services would continue to be maintained during essential business hours, including to the Linde (Westwood) Medical Plaza, UCLA, and VA WLA Campus. As stated in Section 3.6.1, access during construction would also be maintained for handicapped veterans.

Construction of the project refinements would not result in significant impacts after mitigation to traffic (Section 3.2.2), pedestrians (Section 3.4.2), or air quality (Section 3.9.2). Additionally, there would not be impacts from noise and vibration (Section 3.11.2), with the exception of the potential for construction-related vibration impacts to a magnetic resonance imaging (MRI) located on the 2nd floor of the Linde (Westwood) Medical Plaza during construction adjacent to the plaza. As stated in Section 3.11.2.4,

coordination will occur with the property owner if vibration levels during construction is anticipated to exceed thresholds. Metro is coordinating with the property owner regarding the real estate agreement. As part of this agreement, the MRI may be relocated to another location within the building to ensure there is sufficient space to accommodate the MRI equipment before demolition of the existing Chase Bank building.

The aforementioned mitigation measures would continue to apply to construction of the project refinements. Therefore, with mitigation, construction of the project refinements would result in less-than-significant economic and fiscal impacts and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to socioeconomic characteristics than those previously addressed in the Final EIS/EIR.

3.8 Visual Quality

3.8.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Visual quality impacts during operation of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.3.5 of the Final EIS/EIR. Impacts were considered significant if the Project would:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

The Final EIS/EIR stated that Section 3 of the Project would not result in significant impacts. Typical aboveground station components include signage; lighting; streetscape amenities, such as benches, landscaping, special paving, and art; and bicycle facilities, such as racks or lockers. These features would be noticeable but would not result in dramatic effects to the visual environment or significantly change the visual character of the area where they would be located. Therefore, impacts to visual quality would be less than significant.

While there were no significant impacts to visual quality identified in the Final EIS/EIR, the following measures were incorporated into the Project to ensure that impacts would be avoided or minimized: VIS-1 (Minimize Visual Clutter), VIS-2 (Replacement for Tree Removal), VIS-3 (Source Shielding in Exterior Lighting), and VIS-4 (Integrate Station Designs with Area Redevelopment Plans).

The following project refinements have the potential to affect visual quality: alignment at the VA Medical Center and Westwood/VA Hospital Station entrances (Section 2.2), and the Westwood/UCLA Station entrances (Section 2.6). Additionally, while the murals were not evaluated under the Visual

Quality section of the Final EIS/EIR (Chapter 4, Section 4.3), the refinement to the murals (Section 2.4) is evaluated in terms of visual quality as public art, and elimination of the northeast mural wall and conveying that mural as a mosaic across from the current location could affect the visual character of the VA WLA Campus. The evaluation of these refinements is summarized in the following sections. It should be noted that within proximity to the Westwood/UCLA and Westwood/VA Hospital Stations, Wilshire Boulevard is not designated a scenic corridor and there are no sensitive views identified.

The refinements to the construction staging areas (Section 2.1) and construction method for the Westwood/VA Hospital Station west crossover (Section 2.5) are associated with the construction phase of the Project and, accordingly, visual impacts associated with construction are evaluated in Section 3.8.2.

The project refinement related to the tunnel size (Section 2.7) and grouting (Section 2.8) are entirely underground and would not have the potential to affect visual quality. Additionally, the project refinements related to access to the Westwood/VA Hospital Station (Section 2.3) consist of a new bus layover area and passenger drop-off area, neither of which would alter the visual quality or character of the surrounding area because the aboveground features (bus shelter, drop-off area) are consistent with the existing surrounding street character of Wilshire Boulevard, surface parking lot, and other bus stops. The conduits (Section 2.9) are located either underground or on existing overhead lines and, therefore, would not introduce a new visual element in the surrounding environment. Therefore, these refinements would not result in long-term impacts to visual quality.

3.8.1.1 Alignment at the VA Medical Center and Westwood/VA Hospital Station Entrances

Chapter 4, Section 4.2.8 of the *Westside Subway Extension Visual and Aesthetic Resources Impact Technical Report* (Metro 2010a) described the existing area around the Westwood/VA Hospital Station as being surrounded by large, open landscaped areas and several parking lots. I-405 is a prominent visual feature in views to the east. Open spaces, excluding surface parking areas, are well landscaped and feature several mature trees. The technical report characterized the existing visual quality of the area as "moderate due to its general pleasant appearance, but lack of strong consistent architectural and urban design features." Chapter 5.0, Section 5.2.4.1 of the Visual and Aesthetic Resources Impact Technical Report concluded that design of the aboveground station components would complement the surroundings and would not detract from the area's visual character.

The refinement to the Westwood/VA Hospital Station entrance located in Lot 42 (Section 2.2) would shift the Westwood/VA Hospital Station entrance south, 100 feet closer to the VA Main Hospital (Building 500). The station entrance would continue to be located adjacent to an existing parking lot, a bus stop on Wilshire Boulevard, and Wilshire Boulevard itself; therefore, the low-scale refined station entrance structure would not conflict with the surrounding area. The Final EIS/EIR included a pedestrian ramp to provide access from the station to a bus stop on eastbound Wilshire Boulevard. A pedestrian bridge is proposed in place of the ramp to provide safety and convenience for pedestrians traveling between the bus stop and the station over the access ramp to Wilshire Boulevard. This bridge would be consistent with the existing surroundings as Wilshire Boulevard also contains a bridge over Bonsall Avenue in this location. Additionally, the pedestrian bridge would not block sensitive views as none exist in this location. Therefore, the project refinements would not substantially degrade the existing visual character or quality of this location. The refinements would also not create a new source of substantial light or glare compared to the Project as evaluated in the Final EIS/EIR. Consistent with the Final EIS/EIR,

the station entrance would not result in significant visual impacts and the impact conclusions in the Final EIS/EIR remain unchanged.

3.8.1.2 Murals

The murals along Bonsall Avenue and along the on- and off-ramps from Wilshire Boulevard were painted in 1995 by Peter Stewart, a Vietnam War veteran, and illustrate the insignias of various branches of the armed forces. They are public art protected by state and federal laws (California Art Preservation Act [CIV § 987] and the federal Visual Artists Rights Act [17 United States Code § 106A). The California Art Preservation Act protects works of fine art against alteration or destruction and recognizes the public interest in preserving the integrity of cultural and artistic creations. The Visual Arts Rights Act is a federal law that grants certain rights to artists. The Final EIS/EIR assumed that the murals would be protected in place during construction.

Construction of the station circulation features would require removal of the northeast mural (Section 2.4). Once the station features are constructed, there would not be sufficient space to restore the mural to its current location. In compliance with the aforementioned laws and in recognition of the importance of these murals to the veteran community, Metro is making every effort to preserve the integrity of the murals. Based on a review of the current condition of the murals, a qualified art preservation professional has determined that issues such as fading and delamination of the murals would be highly visible by 2024 or 2026 when Section 3 of the Project would be in operation. Therefore, Metro proposes conveying the story of the northeast mural as a mosaic wall that would be located on an embankment across the street from its current location. Mosaic would be more tolerant to the weather elements than paint. Metro is coordinating with relevant stakeholders, including the VA, veterans groups, and the Los Angeles County Arts Commission regarding the mosaic wall, including the location.

Final EIS/EIR Mitigation Measure VIS-1 (Minimize Visual Clutter) requires Metro to "preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and landscaping." The relocation and mosaic treatment of the mural wall would be consistent with this mitigation measure because the mural wall artwork would be preserved within the general station area.

Locating the mosaic wall on the embankment in Los Angeles County property would allow for better visibility of the artwork by a number of different viewer groups who cannot see the mural wall in the current location, including the following:

- Transit passengers using the bus stop on Wilshire Boulevard
- Motorists/vehicles and pedestrians traveling northbound along Bonsall Avenue; the murals may also be visible for motorists on Wilshire Boulevard
- Future transit passengers of the Project using station circulation features on the north side of Wilshire Boulevard
- VA patrons, including veterans

This change in location and treatment for the mural would not alter or conflict with the visual character of the area, obscure scenic views or vistas, or change the visual character of the area. Therefore, the refinement to the mural wall would not result in a new significant visual impact.

3.8.1.3 Westwood/UCLA Station Entrances

Chapter 4, Section 4.2.7 of the *Westside Subway Extension Visual and Aesthetic Resources Impact Technical Report* (Metro 2010a) identified densely developed commercial areas around the Westwood/UCLA Station that contrast with the open character of the Veterans Cemetery (i.e., Los Angeles National Cemetery), the UCLA-owned parking lot, and Federal Building parking lot. The architectural style along Wilshire Boulevard was identified as International and Modern. Chapter 5.0, Section 5.2.3.7 of that report stated that the aboveground station components would complement the surrounding mid- to high-rise residential towers, hotels, and office buildings. Chapter 4, Section 4.3.3 of the Final EIS/EIR concluded that there would not be significant long-term visual impacts associated with the Westwood/UCLA Station.

The project refinement proposed to the northeast station entrance (adjacent to the Linde (Westwood) Medical Plaza) would require deconstruction of the Chase Bank retail space (Section 2.6). The façade of the station entrance would replicate pertinent features of this portion of the Linde (Westwood) Medical Plaza when it was first opened, restoring the character of this portion of the building compared to today. Therefore, the station entrance would not result in significant visual impacts.

As part of this refinement to the northeast station entrance, Metro proposes removing four planters and the associated vegetation, including tall palms, from the plaza adjacent to the Chase Bank to improve pedestrian circulation and safety. Planters on other portions of the property would remain. In April 2017, an arborist evaluated the health of the palms and concluded that the palms have been stressed by crowding and over pruning and have begun to decline. The hybrid fan palms were also found to have a fungal disorder (Arborgate Consulting Inc. 2017b). The trees are located on private property in a small landscaped plaza associated with the Linde (Westwood) Medical Plaza. The trees are not consistent with similar landscaping on adjacent properties nor the heights of existing street trees along Wilshire Boulevard. Therefore, the loss of these trees would not result in a significant visual impact and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to visual quality than those previously addressed in the Final EIS/EIR.

3.8.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: Less Than Significant Impacts After Mitigation
- Addendum Finding: Less Than Significant Impacts After Mitigation

Impacts to visual and aesthetic resources were considered significant if construction of the Project would result in the following:

- Conflicts with the existing visual character
- Changes in visual quality
- Effects on viewers (considers viewer sensitivity)
- Intrudes on or blocks sensitive views (emphasizes views protected by local jurisdictions)

- Creates shadows
- Creates new light or glare source

The Final EIS/EIR stated that the introduction of heavy construction equipment, stockpiled construction-related materials, erosion devices, excavated materials, and the removal of trees in primarily commercial and residential areas of Section 3 would conflict with the existing visual character and change visual quality. Additionally, nighttime lighting at construction staging areas would create a new light source. As such, construction of the Project would result in temporary significant impacts to visual quality. As stated above, Wilshire Boulevard is not designated a scenic corridor. The Final EIS/EIR identified the following measures to mitigate visual impacts during construction:

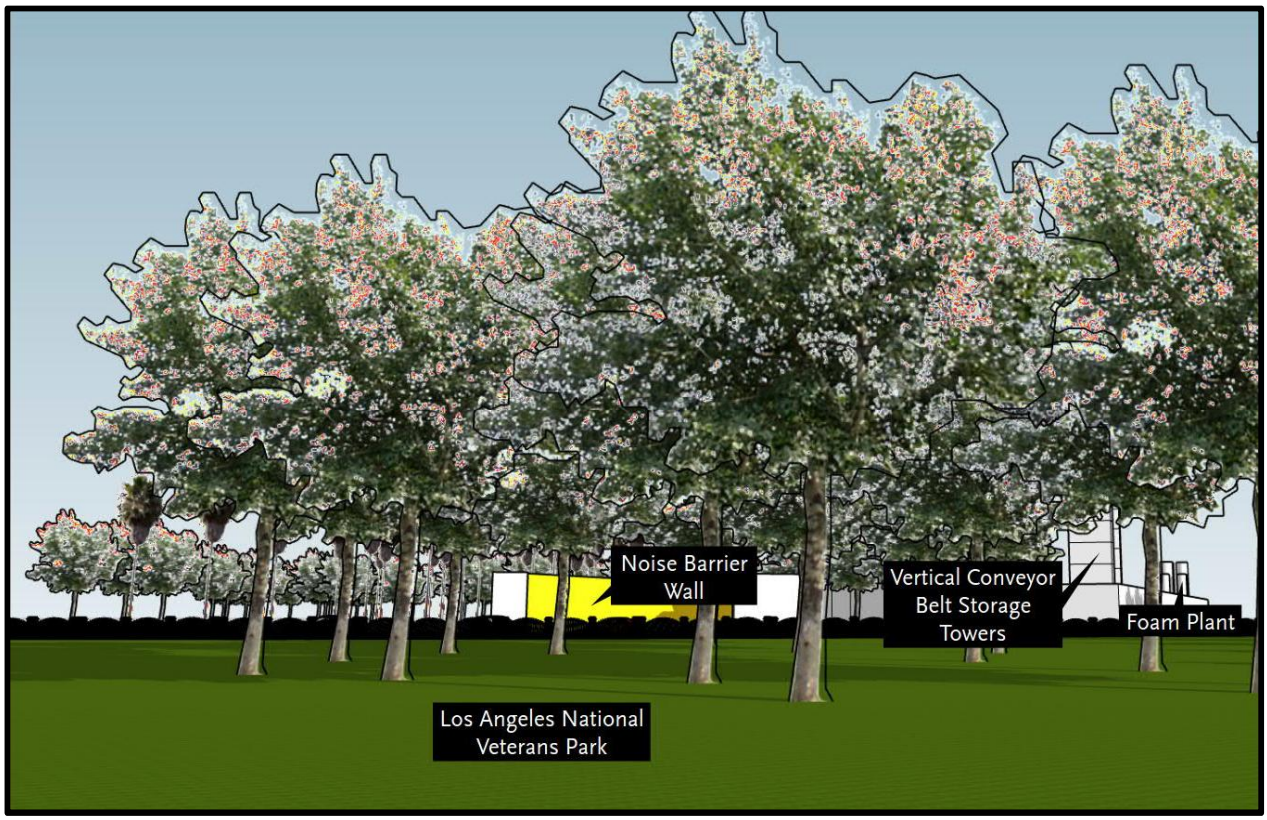
- CON-2 (Timely Removal of Erosion-control Devices)
- CON-3 (Location of Construction Materials)
- CON-4 (Construction Lighting)
- CON-5 (Screening of Construction Staging Areas)

With the implementation of these mitigation measures, visual impacts during construction would be less than significant.

The construction equipment and methods required for the project refinements described in Section 2.0 are consistent with those evaluated in the Final EIS/EIR with the exception of the tower crane and vertical conveyor belt storage towers identified for the Western VA construction staging area and the work area in the Caltrans infiltration basin north of Wilshire Boulevard and west of I-405 (both of which are described in Section 2.1) and the construction method for the Westwood/VA Hospital Station west crossover (Section 2.5). The tower crane is approximately 120 feet high with a 160-foot boom length, and the vertical conveyor belt storage towers are approximately 90 feet in height, 10 feet in width, and 20 feet in length. These construction elements would be in place for the duration of the tunnel contract, approximately two years. The crane and conveyor belt storage towers would be near an existing building at the U.S. Army Reserve site (U.S. Army Reserve Center, also known as Sadao Munemori Hall) that is approximately 40 feet high, as well several one- and two-story buildings on the VA WLA Campus. The crane and conveyor belt storage towers would be partially screened for viewers on both the north and south sides of the VA WLA Campus, the U.S. Army Reserve site, and Wilshire Boulevard by a 20-foot temporary noise barrier wall that encompasses the entire perimeter of the construction staging area, as well as four large fig trees approximately 50 feet tall and 55-foot-tall palms on the VA WLA Campus that would be maintained during construction. There are no windows on the U.S. Army Reserve Center facing the location of the tower crane and conveyor belt storage towers. The noise barrier wall would not screen the crane for viewers on the upper floors of adjacent buildings or outdoors at the U.S. Army Reserve site and VA WLA Campus.

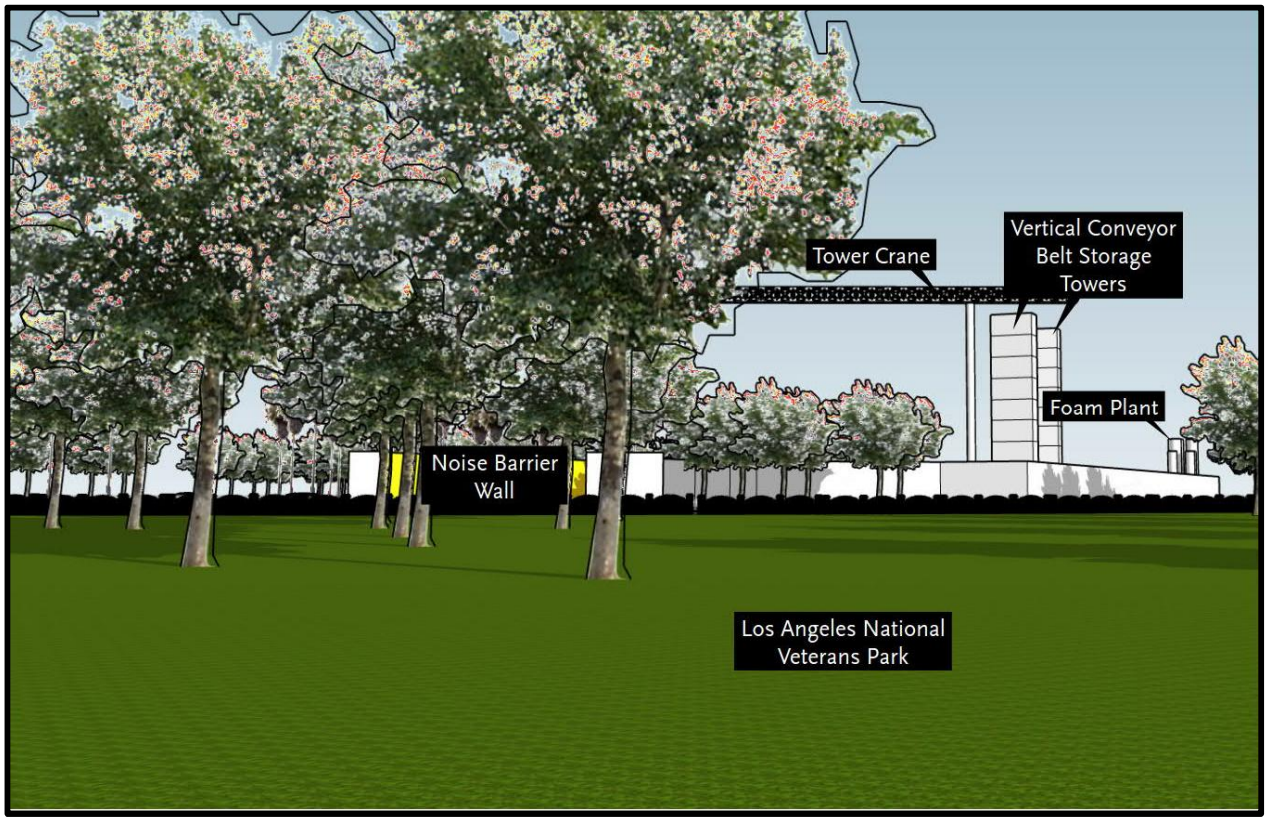
A visual impacts analysis was conducted for the Los Angeles National Veterans Park to the north of the Western VA construction staging area and the WLA VA Historic District to the east due to the potential sensitivity to visual impacts. In both of these locations, most of the open areas where veterans, their families, and VA staff might spend time are currently shaded by fig trees and/or palms. These trees would obstruct most views of the proposed tall structures on the construction staging area, including the vertical conveyor belt storage towers and the tower crane (Figure 3-5 and Figure 3-7). In areas that have unobstructed views, the palms and figs immediately adjacent to the construction staging area would continue to provide some screening of the taller construction equipment (Figure 3-6 and Figure 3-8). The 20-foot-high noise barrier wall would be visible, but would have a height and mass that would be consistent with most existing structures in the area. In addition, the barrier is expected to be a neutral color, typically in the gray to green color range. As a result, it would not create a substantial contrast with visual elements in the Los Angeles National Veterans Park or within the historic district.

Figure 3-5: Simulated View 01 of Western VA Construction Staging Area from Los Angeles National Veterans Park (facing south)



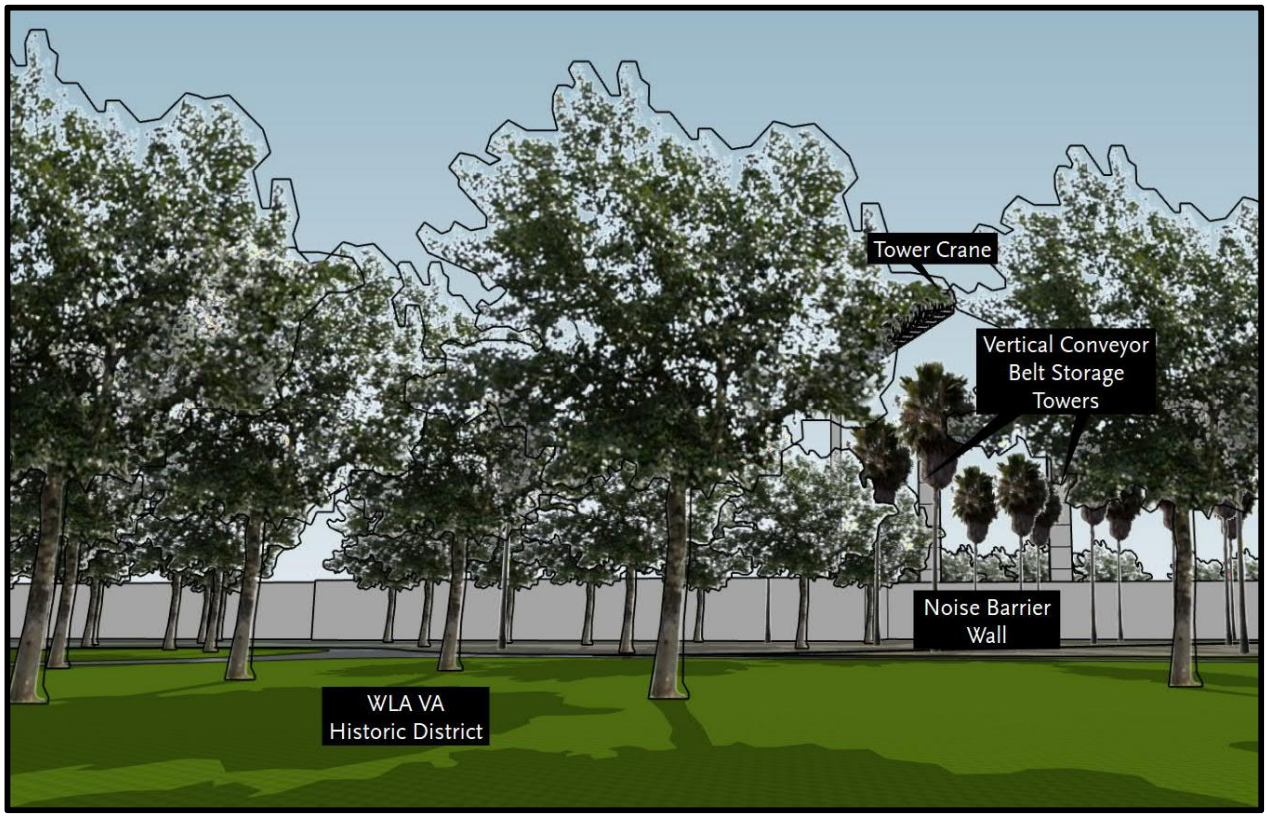
Source: TAHA 2018

Figure 3-6: Simulated View 02 of Western VA Construction Staging Area from Los Angeles National Veterans Park (facing south)



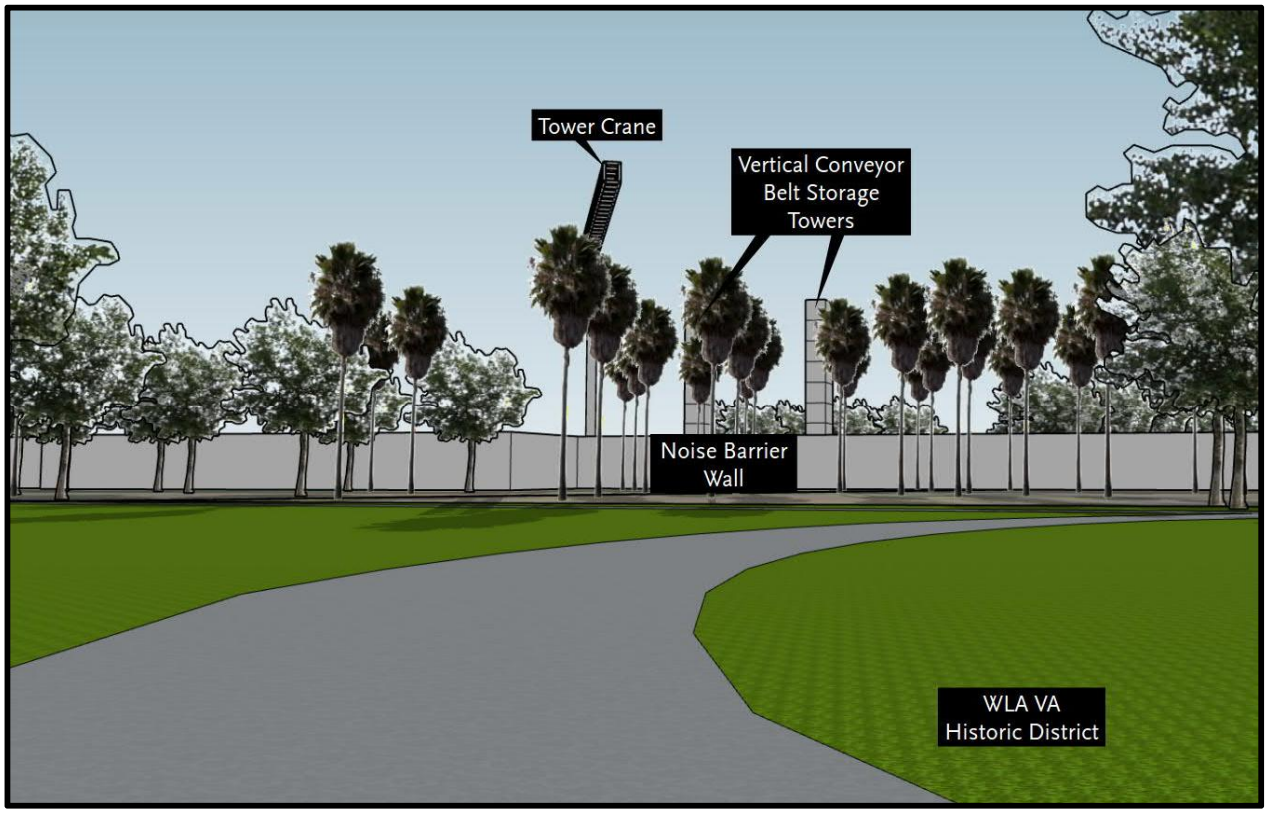
Source: TAHA 2018

Figure 3-7: Simulated View 01 of Western VA Construction Staging Area from WLA VA Historic District (facing west)



Source: TAHA 2018

Figure 3-8: Simulated View 02 of Western VA Construction Staging Area from WLA VA Historic District (facing west)



Source: TAHA 2018

Regarding shadows, there are solar farms to the south of the construction staging area on which the tower crane and other tall construction elements, such as foam plant silos, may cast shadows. Based on the analysis, shadows would be cast for less than half an hour per day. For the analysis of shadows, the summer and winter solstices as well as the spring and fall equinoxes were considered, and shadows were modeled during the time of day when shadows would be longest during that season. At these times of day, almost all areas that would be in the shade of the Western VA construction staging area would also be in the shade of existing palm trees and fig trees; therefore, shadows from project construction equipment would be negligible.

While the crane and conveyor belt storage towers would have a distinct industrial character, they would be only partially visible and would not significantly contrast with other buildings at the U.S. Army Reserve site nor adjacent multi-story commercial buildings on Federal Avenue, Wilshire Boulevard, and San Vicente Avenue. Therefore, the introduction of a tower crane and conveyor belt storage towers during construction would result in less-than-significant impacts because they would not substantially contrast with the existing visual character, change visual quality, or affect viewers.

Construction activities to increase the capacity of the Caltrans infiltration basin north of Wilshire Boulevard and west of I-405 would not result in temporary significant visual impacts. Construction activities would take approximately 1 month, and these activities would not substantially change the existing visual character or quality, which include the I-405 Freeway and embankment, as well as

Wilshire Boulevard. Construction activities in the infiltration basin would also not create shadow or new sources of light or glare.

The cut-and-cover area required for the Westwood/VA Hospital Station west crossover would be located in the grassy area of the WLA VA Historic District and would result in a loss of up to 11 trees and a shrub in this area. The cut-and-cover construction area would require removal of two palms on each side of Bonsall Avenue. The *Westside Subway Extension Project Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* (Metro 2011b) stated that the Westwood/VA Hospital Station would impact a small segment of the landscaped areas south of Wilshire Boulevard and west of Bonsall Avenue that are within the WLA VA Historic District. The Western VA construction staging area would also result in the temporary removal of 14 Canary palms (3 of which are deceased) and 11 eucalyptus trees.

When construction is complete, landscaping would be restored as determined through coordination with the VA, consistent with Mitigation Measure VIS-2 (Replacement for Tree Removal). Coordination is currently underway. There would not be significant visual impacts associated with the project refinement related to the construction method for the Westwood/VA Hospital Station west crossover, the construction footprint east of Bonsall Avenue, or the Western VA construction staging area, either during construction or long term, because the landscaped setting would be restored when construction is complete. Therefore, the impact conclusions in the Final EIS/EIR remain unchanged.

The mitigation measures identified in the Final EIS/EIR would continue to apply to construction of the project refinements. It should be noted that a substantial portion of heavy construction activities, such as support of operations of the TBM, have been shifted from the construction staging area in Lot 42, located in front of the Main Hospital (Building 500), to a construction staging area on the western portion of the campus (referred to as the Western VA construction staging area). This refinement would benefit the Main Hospital (Building 500) and reduce visual effects to the hospital area. As stated previously, the Western VA construction staging area would be surrounded by a 20-foot-high noise barrier wall, which would screen the majority of the construction equipment on the staging area. This barrier would be partially visible to users of Los Angeles National Veterans Park located north of Wilshire Boulevard. The barrier would also be partially visible and if colored dark green, not entirely discernible to users of the open space area east of the Western VA construction staging area. In both locations there are no long-distance views or viewsheds that would be disrupted as the numerous existing low-hanging tree canopies in both areas focus the users on a very localized visual experience and setting. Therefore, moving major construction activities to the Western VA construction staging area would not result in a significant visual impact. Consistent with the Final EIS/EIR, construction of the project refinements would result in less-than-significant impacts to visual quality with the implementation of mitigation.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to visual quality than those previously addressed in the Final EIS/EIR.

3.9 Air Quality

3.9.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts, Air Quality Benefits
- Addendum Finding: No Significant Impacts, Air Quality Benefits

Air quality impacts during operation of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.4.6 of the Final EIS/EIR. Based on CEQA Guidelines, the significance criteria established by the applicable air quality management or air pollution control district, in this case the South Coast Air Quality Management District (SCAQMD), may be relied upon to make the following determinations. Impacts were considered significant if the Project:

- Conflicts with or obstructs implementation of the applicable air quality plan
- Violates any air quality standard or contributes substantially to an existing or projected air quality violation
- Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Exposes sensitive receptors to substantial pollutant concentrations
- Creates objectionable odors affecting a substantial number of people

As stated in the Final EIS/EIR, the Project would not exceed the National Ambient Air Quality Standards (NAAQS), California Ambient Air Quality Standards (CAAQS), or SCAQMD significance thresholds. Regional pollutant burden levels, both regionally and within the Study Area, were predicted to be lower with the Project compared to conditions without the Project. The Project also would not conflict with local air quality plans, violate air quality standards, or contribute to existing or projected air quality violations. No sensitive receptors were predicted to experience substantial pollutant concentrations as a result of the operation of the Project. Further, any odor-related impacts would only be associated with construction and, therefore, would be temporary. As such, the Project would not result in significant impacts under CEQA.

The project refinements described in Section 2.0 would not affect operations of the Project and, therefore, changes in vehicle miles traveled (VMT) would not change compared to the Final EIS/EIR and the impact conclusions of the Final EIS/EIR remain unchanged. Consistent with the Final EIS/EIR, the Project would continue to operate on electrical power and not generate local air pollution during operation. While a formal passenger drop-off area is proposed at the Westwood/VA Hospital Station (Section 2.3), there would not be significant traffic delays or queuing at Study Area intersections (refer to Section 3.2.1.1). Furthermore, idling restrictions within the drop-off area would be in place, with multiple signage indicating that the passenger drop-off area is a no-idle zone. As such, no air quality impacts are expected from these refinements. The Project was presented at the Southern California Association of Governments Transportation Conformity Working Group in June 2017, and it was unanimously determined that it is not a project of air quality concern.[1] In addition, the project

[1] The June 2017 Transportation Conformity Working Group decision, as well as the project's regional conformity, are discussed in the *Westside Purple Line Extension Final Supplemental Environmental Impact Statement and Section 4(f) Evaluation* (dated November 2017) prepared pursuant to NEPA.

refinements would not result in traffic delays that would create a carbon monoxide hot spot. The Los Angeles basin has been in conformity with state and federal carbon monoxide levels for many years. Therefore, the impact conclusions in the Final EIS/EIR related to long-term air quality remain unchanged with implementation of the project refinements.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to air quality than those previously addressed in the Final EIS/EIR.

3.9.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: Temporary Unavoidable Significant Impacts After Mitigation (Emissions), Less than Significant Impacts After Mitigation (Particulate Matter and Odor), Significant and Unavoidable (NO_X)[2]
- Addendum Finding: Less-Than-Significant Impacts After Mitigation (Emissions, Particulate Matter, Odor, and NO_X)

Air quality impacts during construction of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.15.3 of the Final EIS/EIR under the heading "Air Quality." Subsequent to the adoption of the Final EIS/EIR by the Metro Board, an addendum was prepared to evaluate construction-related air quality impacts as a result of updated construction information. The analysis was documented in the *Westside Subway Extension Project Addendum* (Metro 2012c) and the corresponding *Westside Subway Extension Project Air Quality Construction Impacts Memorandum* (Metro 2012b). Impacts were considered significant if the Project would:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

The Final EIS/EIR included an assessment of gas during construction of the Project; however, this applied only to Section 1 of the Project. There are no known hydrocarbon deposits within Section 3 of the Project; however, Section 3 is within "gassy ground" conditions. This condition remains unchanged with the project refinements.

3.9.2.1 Emission Burden Analysis

The May 2012 Final EIS/EIR Addendum (Metro 2012c) stated that SCAQMD thresholds for carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter smaller than or equal to 10 microns in size (PM_{10}), and participate matter smaller than or equal to 2.5 microns in size ($PM_{2.5}$) would be exceeded. This is due to the magnitude of the Project and the schedule that has been developed to minimize the

[2] Based on the May 2012 Addendum to the Final EIS/EIR (Metro 2012c)

construction-related impacts to residents and businesses. The Final EIS/EIR identified the following measures to mitigate significant air quality impacts related to emissions:

- CON-6 (Meet Mine Safety Standards)
- CON-7 (Meet SCAQMD Standards)
- CON-8 (Monitoring and Recording of Air Quality at Worksites)
- CON-9 (No Idling of Heavy Equipment)
- CON-10 (Maintenance of Construction Equipment)
- CON-11 (Prohibit Tampering of Equipment)
- CON-12 (Use of Best Available Emissions Control Technologies)
- CON-13 (Placement of Construction Equipment)

While these measures would help reduce air quality impacts, emissions of NO_X would continue to exceed SCAQMD thresholds during construction and, therefore, air quality impacts related to emissions would remain significant.

The May 2012 Final EIS/EIR Addendum (Metro 2012c) stated that the SCAQMD threshold for PM_{10} and $PM_{2.5}$ would be exceeded if not mitigated. Demolition, grading, stockpiling, and hauling soil would contribute to PM emissions. The MMRP included the following mitigation measures to address PM_{10} and $PM_{2.5}$:

- CON-14 (Measures to Reduce the Predicted PM_{10} Levels)
- CON-15 (Reduce Street Debris)
- CON-16 (Dust Control during Transport)
- CON-17 (Fugitive Dust Control)
- CON-18 (Street Watering)
- CON-19 (Spillage Prevention for Non-Earthmoving Equipment)
- CON-20 (Spillage Prevention for Earthmoving Equipment)
- CON-21 (Additional Controls to Reduce Emissions)

With implementation of these measures, impacts from particulate matter would be less than significant.

The air quality evaluation was updated for construction of the project refinements. The updated analysis included the project refinements described in Section 2.0 as well as the updated staging information and schedule described in the introduction of Section 2.0. This assessment used emission factors from the California Air Resources Board (CARB) model for off-road vehicle and equipment emissions (OFFROAD), as well as the CARB model for on-road vehicle emissions (EMission FACtor program, or EMFAC). The U.S. Environmental Protection Agency (USEPA) adopted multiple tiers of emissions standards for off-road equipment ranging from Tier 1 to Tier 4, with Tier 4 being the most stringent. Based on updated information, specific pieces of equipment are required to meet Tier 4 final emission standards. Further,

the contractor specifications require that all trucks used for hauling and deliveries are required to be model year 2012 or newer.

To account for the tail track exit shaft, the exhaust was modeled as a point source rather than an area source. In addition to exhaust emissions from the construction equipment, fugitive dust emissions from spoil handling and re-entrained roadway dust were included in the emission burden analyses to present a full inventory of emission burdens generated by the Project.

Using the various data sources, daily construction emission levels were developed for the refinements. These values were compared to the air quality construction significance thresholds shown in Table 3-4 to determine if construction of the Project would meet or exceed these values. As shown in Table 3-4, there are no exceedances of the SCAQMD thresholds. This represents an improvement in air quality during construction compared to the impact conclusions in the May 2012 Final EIS/EIR Addendum (Metro 2012c), which had predicted exceedances of several SCAQMD thresholds.

Table 3-4: Estimated Maximum Daily Construction Emissions for Section 3 (lbs/day)

Activity	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$
Construction equipment and dirt moving	2	54	20	6	4
Mobile sources (deliveries, worker trips, hauling of material, etc.)	2	28	25	7	1
Highest daily total	**4**	**82**	**46**	**12**	**5**
SCAQMD thresholds	**75**	**550**	**100**	**150**	**55**

Notes: Total construction emissions may not occur during the same peak period as each emission source; therefore, the total construction emissions shown may not add up to the sum of the elements presented in this table. Peak construction emissions for CO, NO_x, PM_{10} and $PM_{2.5}$ are predicted to occur in the year 2021.
CO = carbon monoxide; NO_x = nitrogen oxide; PM_{10} = particulate matter smaller than or equal to 10 microns in size; $PM_{2.5}$ = particulate matter smaller than or equal to 2.5 microns in size; SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds

The regional emissions presented in Table 3-4 are those associated with construction of all of Section 3 of the Project. These emission estimates are based upon updated models and information since issuance of the May 2012 Final EIS/EIR Addendum (Metro 2012c). These updates include refinement of the construction emissions model reflecting project-specific equipment, including electrification of specific pieces of equipment; Tier 4 final emission standard requirements for specific pieces of equipment; and detailed equipment placement and usage. As a result of these changes, the emissions presented in this addendum are lower than those presented in the May 2012 Final EIS/EIR Addendum (Metro 2012c). This would be true for both Section 3 and the concurrent construction schedule.

3.9.2.2 Exposure of sensitive receptors to substantial pollutant concentrations

Construction of the Project, including the project refinements, would occur in close proximity to sensitive receptors on the VA WLA Campus and the U.S. Army Reserve site. A microscale analysis and health risk analysis were completed to determine if construction would expose sensitive receptors to substantial pollutant concentrations. The results of these analyses are summarized in the following sections.

Microscale Analysis

A microscale (localized) air quality analysis was conducted to assess the potential impacts of construction activities at the VA WLA Campus. This analysis accounts for construction activities on and near the VA WLA Campus, including haul routes and where construction activity/hauling of material is planned to occur during the period with the highest emission burdens. These locations included the Western VA construction staging area and the construction staging area in Lot 42. Construction activities at other locations, such as at Lot 43, would not occur during the peak period of construction emissions and were therefore not included in the worst-case microscale analysis. This analysis, which follows the guidelines in SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2003), shows the Project's local impacts on criteria pollutants of $PM_{2.5}$, PM_{10}, nitrogen dioxide (NO_2), and CO. For this analysis, refined modeling was conducted using USEPA's Atmospheric Dispersion Model (AERMOD), along with the emissions burdens estimated from the construction emission burden analysis summarized in the prior section.

Figure 3-9 presents the AERMOD model layout. The construction activities are shown as the Metro staging areas. There are currently two areas where construction activity/hauling of material is planned to occur—the Western VA construction staging area and the location of the Westwood/VA Hospital Station in Lot 42. The yellow crosses represent receptor locations. These are the locations where pollutant concentrations from construction activities are estimated. A total of 3,187 receptors were analyzed. As shown in Figure 3-9, receptors were laid out in a grid pattern to help ensure that the highest pollutant contribution from the Project is captured. Per the direction of SCAQMD, a grid system of receptors was laid over the Study Area at ground level. In addition to the grid receptors, receptors were placed at sensitive land uses, identified as follows:

- VA Hospital Receptors: the VA hospital buildings, including the Main Hospital (Building 500) and other existing and future hospital buildings in the vicinity
- Other VA Receptors: other sensitive buildings in the area, including living quarters and a chapel
- U.S. Army Reserve Receptors: the building on the U.S. Army Reserve site located closest to the construction staging area

These receptors are expected to capture the highest concentrations from the emissions of construction equipment in the staging areas and vehicles on the roadways. While the analyses estimated pollutant concentrations at all the receptors shown, only the maximum estimated concentration at each receptor is provided in the results.

AERMOD microscale modeling is used to predict concentrations resulting from emissions from construction equipment and vehicles operating within the Project Area. A background level must be added to this value to account for pollution entering the area from other sources. The background level is the component of the total concentration not accounted for through the microscale modeling analysis. Unique background levels, based on the specific details of the applicable standards and as recommended by USEPA and SCAQMD, have been added to modeled results. The resulting pollutant concentrations (modeled result + background) were then compared to the applicable NAAQS and CAAQS.

Figure 3-9: Grid and Sensitive Receptor Locations (VA WLA Campus)

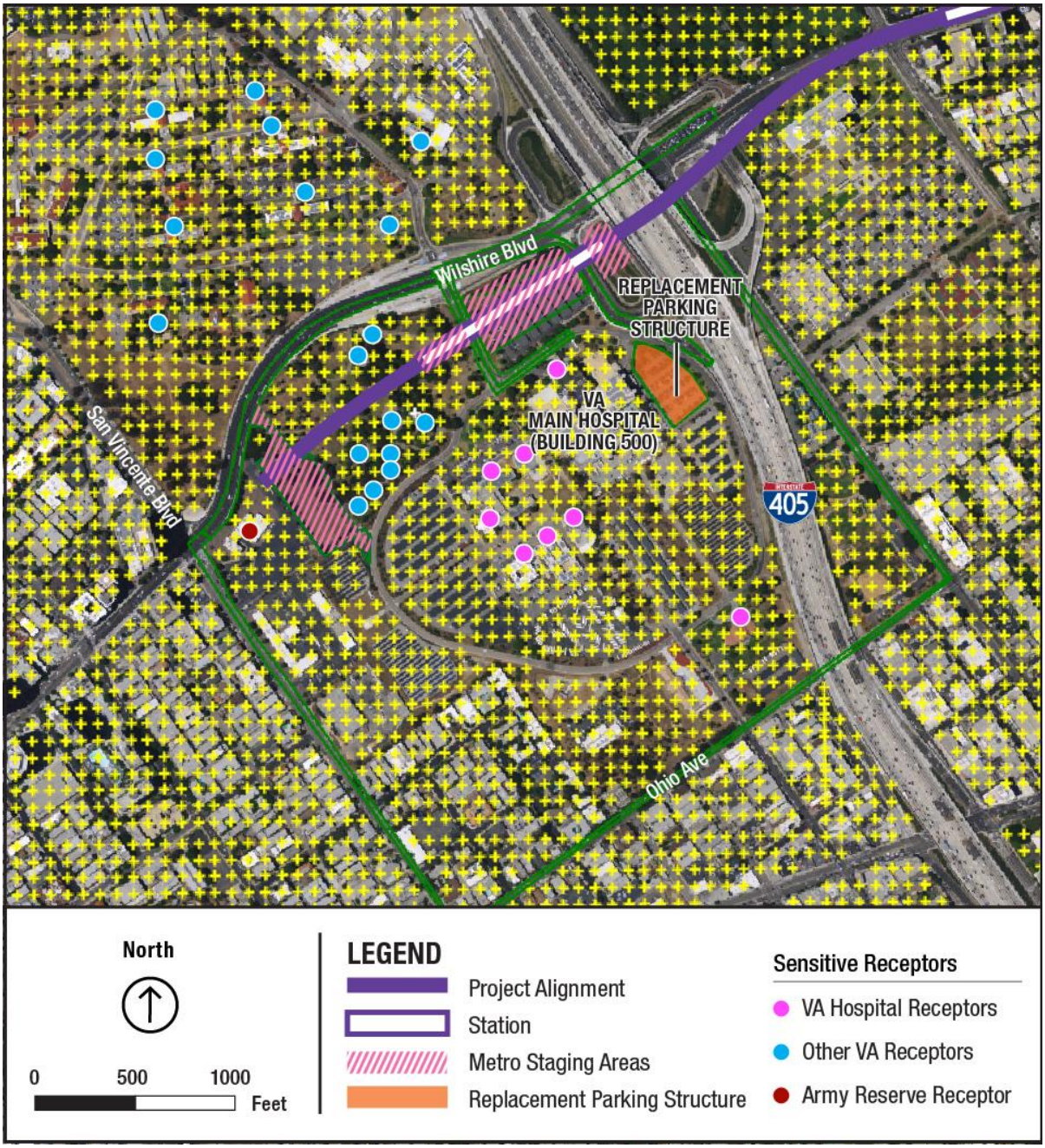


Table 3-5 presents the maximum levels modeled in the microscale analysis. As shown, no exceedances of the NAAQS or CAAQS for CO, NO_2, or of the significant change threshold for $PM_{2.5}$. are predicted.

Table 3-5: Estimated Maximum Localized Pollutant Levels (VA WLA Campus)

Pollutant	Averaging Period	Background	On-Site Increment (Modeled Result)	Proposed Action (Modeled Result + Background)**	NAAQS	CAAQS
NO_2 ($\mu g/m^3$)	1-hour	95.6 NAAQS 127.1 CAAQS	62.9 66.0	158.5 NAAQS 193.1 CAAQS	188	339
	Annual	25.0	6.8	31.8	100	57
CO (ppm)	1-hour	2.2	0.3	2.5	35	20
	8-hour	1.4	0.2	1.6	9	9.0
PM_{10} ($\mu g/m^3$)	24-hour	88	8.4	96.4	150	50
$PM_{2.5}$* ($\mu g/m^3$)	24-hour	N/A	3.5	N/A	10.4 (incremental)	10.4 (incremental)

Note: * As per SCAQMD email on October 10, 2016, since the SCAQMD is in nonattainment for $PM_{2.5}$ and background values already exceed both the NAAQS for the 24-hour and annual time periods, the $PM_{2.5}$ increment should be compared to the SCAQMD significant change threshold for 24-hour $PM_{2.5}$ for construction only.
**Numbers may not add up exactly due to rounding.
CAAQS = California Ambient Air Quality Standards; CO = carbon monoxide; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; PM_{10} = particulate matter smaller than or equal to 10 microns in size; $PM_{2.5}$ = particulate matter smaller than or equal to 2.5 microns in size; ppb = parts per billion; ppm = parts per million; µg/m3 = micrograms per cubic meter

Violations of the CAAQS for PM_{10} are predicted, but no violations of the NAAQS for PM_{10} are predicted to occur. The violations of the CAAQS for PM_{10} are anticipated at all receptors modeled because the background conditions already exceed the CAAQS. Because background conditions already exceed the CAAQS for PM_{10}, it would not be possible to reduce impacts to below the CAAQS. It should be noted, however, that the project increment is below the 10.4 $\mu g/m^3$ significance threshold, as established by SCAQMD for both PM_{10} and $PM_{2.5}$ incremental impacts, and is therefore not considered to be a significant impact.

The estimated maximum localized pollutant levels are based on expected production rates and equipment utilization. The contractor would be required to keep a log of construction equipment actually in use during construction along with hours of operation of each specific piece of equipment to ensure that construction activities are not in violation of applicable air quality standards.

Health Risk Analysis

A population-wide health risk assessment was conducted at the sensitive receptors identified in the previous section and in Figure 3-9 to determine the potential health risks caused by the construction of the Project. This analysis was specifically conducted to address concerns raised by representatives of the VA WLA Campus. This analysis accounts for construction activities on and near the VA WLA Campus where construction activity/hauling of material is planned to occur, specifically the construction staging areas at the Western VA construction staging area and in Lot 42. Construction activities at the other construction areas, such as Lot 43 and the Caltrans infiltration basins, would not occur during the peak period of construction emissions and were therefore not included in the analysis.

The Hotspots Analysis and Reporting Program Version 2 (HARP2) Risk Assessment Standalone Tool (RAST) was used to analyze cancer, chronic, 8-hour chronic, and acute health risks associated with inhalation of pollutants of concern. Other exposure pathways were not evaluated, as this analysis only considers air pollutants. The pollutants of concern analyzed in this health risk assessment were diesel particulate matter, CO, and NO_2. Each pollutant generated a risk value.

To account for sensitive receptors (such as disabled or health impaired veterans), the most conservative analysis (70-year exposure, accounting for sensitive individual residents) was performed along with a 30-year exposure analysis.

Non-carcinogenic chronic risk is determined by calculating hazard quotients and indices. A hazard quotient is calculated for each organ system affected by inhalation of a pollutant. Similarly, non-carcinogenic acute risk is calculated by HARP2 RAST using the maximum hourly concentration of a pollutant, affected organ systems, and the known non-carcinogenic acute inhalation reference exposure level for the pollutant.

The analysis used the latest version of the HARP2 RAST. Cancer risk assessments were conducted for diesel particulate matter. Annual average emission concentrations calculated through AERMOD modeling at sensitive receptors were used in the HARP2 analysis, along with the appropriate exposure (i.e., receptors where people would sleep have longer exposure than offices that are only used during the workday). Using these values along with a 7-year conservative exposure of 20 hours per day, 365 days a year at the VA Hospital, other VA receptors, and the U.S. Army Reserve receptors, the calculated excess cancer risk did not exceed the SCAQMD excess cancer risk threshold of 10 in a million. The results of this analysis are summarized in Table 3-6.

Table 3-6: Excess Cancer Risk Assessment (VA WLA Campus)

Pollutant	VA Hospital Receptors Excess Cancer Risk 70 year/30 year (in a million)	Other VA Receptors Excess Cancer Risk 70 year/30 year (in a million)	U.S. Army Reserve Receptors Excess Cancer Risk 70 year/30 year (in a million)	Excess Cancer Risk Threshold (in a million)
Diesel Particulate Matter	1.4 / 1.2	6.0 / 5.1	2.8 / 2.4	10

Non-carcinogenic chronic risk assessments were conducted for diesel particulate matter. Non-carcinogenic acute risk assessments were conducted for CO and NO_2. Each pollutant generated hazard indices. The hazard indices did not exceed the SCAQMD threshold of 1.0. These results are summarized in Table 3-7. Moving construction activities and staging areas away from the VA Main Hospital (Building 500) benefits veterans, as the predicted risk values are generally lower at the VA Hospital receptors as compared to the other VA receptors and the U.S. Army Reserve receptors.

Table 3-7: Acute and Chronic Non-Carcinogenic Risk Assessment (VA WLA Campus)

Location	Pollutant	Risk Assessment Type	Hazard Index	Hazard Index Threshold
VA Hospital Receptors	Diesel Particulate Matter	Chronic (non-carcinogenic)	0.004	1.0
	Nitrogen Dioxide	Acute (non-carcinogenic)	0.26	1.0
	Carbon Monoxide	Acute (non-carcinogenic)	0.12	1.0
Other VA Receptors	Diesel Particulate Matter	Chronic (non-carcinogenic)	0.02	1.0
	Nitrogen Dioxide	Acute (non-carcinogenic)	0.23	1.0
	Carbon Monoxide	Acute (non-carcinogenic)	0.12	1.0
U.S. Army Reserve Receptors	Diesel Particulate Matter	Chronic (non-carcinogenic)	0.01	1.0
	Nitrogen Dioxide	Acute (non-carcinogenic)	0.28	1.0
	Carbon Monoxide	Acute (non-carcinogenic)	0.12	1.0

3.9.2.3 Odor Assessment

The Final EIS/EIR describes the potential for construction activities to generate objectionable odors. As stated in the Final EIS/EIR, the potential for objectionable odors could be significant but would be limited to the duration of construction. The Final EIS/EIR stated that hydrogen sulfide odors could be released from groundwater containing hydrogen sulfide. Vehicle exhaust would also result in odors. The Final EIS/EIR included the following mitigation measures to address impacts related to odors:

- CON-8 (Monitoring and Recording of Air Quality at Worksites)
- CON-51 (Techniques to Lower the Risk of Exposure to Hydrogen Sulfide)
- CON-52 (Measures to Reduce Gas Inflows)

With implementation of these measures, impacts related to odors would be less than significant.

The only difference in identified impacts for the construction analysis of the project refinements compared to the Final EIS/EIR is the timing of the potential odor impacts, as the construction schedule has been refined since issuance of the Final EIS/EIR.

While offensive odors rarely cause physical harm, they can be considered unpleasant. They may also be a trigger for those suffering from post-traumatic stress disorder. Any temporary odor impacts during construction would be directly related to the exhaust from diesel-fueled construction equipment. As such, many of the mitigation measures proposed in the Final EIS/EIR for the reduction of air quality emission impacts would also be effective in limiting odor impacts from the construction equipment.

One such mitigation measure is CON-8 (Monitoring and Recording of Air Quality at Worksites). Consistent with this mitigation measure, Metro would investigate other potential measures, if practicable, to mitigate the impacts. Other mitigation measures identified in the Final EIS/EIR that would be effective in limiting odor impacts include:

- CON-9 (No Idling of Heavy Equipment)
- CON-10 (Maintenance of Construction Equipment)

- CON-11 (Prohibit Tampering of Equipment)
- CON-12 (Use of Best Available Emissions Control Technologies)
- CON-13 (Placement of Construction Equipment)

Furthermore, the placement of temporary noise barriers as described in Section 3.11.2 could be optimized to break the line-of-sight from exhaust sources to sensitive receptors near construction areas, thereby deflecting direct exposure to any potential odorous emissions from construction equipment.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to air quality than those previously addressed in the Final EIS/EIR.

3.10 Greenhouse Gases

3.10.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts, Climate Change Benefits
- Addendum Finding: No Significant Impacts, Climate Change Benefits

Greenhouse gas impacts during operation of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.5.5 of the Final EIS/EIR under the heading "Climate Change." Impacts were considered significant if the Project:

- Generates greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs

The Final EIS/EIR stated that the Project would reduce VMT and, therefore, GHG associated with roadway VMT would decrease compared to conditions without the Project. The Project is predicted to increase power requirements and, therefore, GHGs associated with power usage would increase compared to conditions without the Project. By combining the emission reductions from reduced roadway VMT with the emission increases due to power usage, the existing year with the Project is predicted to slightly increase the regional carbon dioxide equivalent (CO_2e) emission burden compared to existing year conditions. This increase is very slight, however, and can be considered less than significant.

While the Final EIS/EIR did not identify significant impacts to climate change as a result of the Project, the following measures were included to further ensure beneficial effects:

- CC-1 (Implement Pedestrian and Transit-Oriented Development at Stations)
- CC-2 (Energy Conservation)
- CC-3 (Promote Transit Ridership)
- CC-4 (Green Power)

The project refinements described in Section 2.0 of this addendum are minor changes and would not affect overall operations of the Project or VMT, which the Final EIS/EIR GHG estimates were based upon. Therefore, these beneficial GHG effects identified in the Final EIS/EIR remain unchanged with implementation of the project refinements.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to greenhouse gases than those previously addressed in the Final EIS/EIR.

3.10.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Impacts to climate change during construction of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.15.3 of the Final EIS/EIR under the heading "Climate Change." Impacts were considered significant if the Project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

The Final EIS/EIR stated that construction of Section 3 of the Project would generate approximately 102 metric tons of CO_{2e} per day, which is approximately 66,000 metric tons of CO_{2e} over the construction duration for Section 3. This would not result in a significant impact. However, the Final EIS/EIR included the following measures to further minimize impacts related to GHG:

- CON-6 (Meet Mine Safety Standards)
- CON-7 (Meet SCAQMD Standards)
- CON-8 (Monitoring and Recording of Air Quality at Worksites)
- CON-9 (No Idling of Heavy Equipment)
- CON-10 (Maintenance of Construction Equipment)
- CON-11 (Prohibit Tampering of Equipment)
- CON-12 (Use of Best Available Emissions Control Technologies)
- CON-13 (Placement of Construction Equipment)

In the long run, operation of the Project would reduce emissions of greenhouse gases, thereby offsetting the short-term increase during construction. The mitigation measures identified in Section 3.9.2 for air quality impacts during construction would also reduce climate change effects during construction.

The energy use and resulting greenhouse gas emission burdens associated with construction of all of Section 3 of the Project have been estimated based upon the latest construction schedule and equipment. Construction activities associated with all of Section 3 (including the Westwood/VA Hospital Station, Westwood/UCLA Station, and associated tunneling and hauling) would require approximately

289 billion British thermal units (BTUs) of energy and result in approximately 96,000 metric tons of CO_2e. Therefore, construction of Section 3 of the Project would not result in significant impacts related to greenhouse gases during construction.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to greenhouse gases than those previously addressed in the Final EIS/EIR.

3.11 Noise and Vibration

3.11.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Noise and vibration impacts during operation of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.6.5 of the Final EIS/EIR. Impacts were considered significant if the Project would result in the following:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the Project Area to excessive noise levels
- For a project within the vicinity of a private airstrip, exposure of people residing or working in the Project Area to excessive noise levels

The Final EIS/EIR stated that noise from rail operations, including the interaction of wheels on tracks, signaling and warning systems, and traction power substations, would occur well below ground and would not be audible at ground level. At ground level, ventilation system fans and emergency ventilation system fans at the Westwood/UCLA and Westwood/VA Hospital Stations would be audible. The ventilation system fan would be designed to comply with Metro Design Criteria. With application of the design criteria, the fan noise would not exceed the Federal Transit Administration (FTA) Noise Impact Criteria at sensitive receivers near the stations. The emergency ventilation fan would be tested during the time of day when the existing ambient noise is at the maximum level.

The Final EIS/EIR stated that ground-borne vibration and ground-borne noise during operation of the Project are not predicted to exceed FTA criteria at any of the vibration-sensitive receivers along Section 3 of the Project. Therefore, operation of Section 3 of the Project would not result in significant impacts and mitigation would not be required.

The Final EIS/EIR also concluded that Section 3 of the Project:

- Would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies
- Would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels
- Would not result in a substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project
- Would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project
- The Project is not located within the vicinity of public or private airports or airstrips

Operational noise and vibration could differ from the conditions evaluated in the Final EIS/EIR as a result of the refinements to the alignment at the VA Medical Center and Westwood/VA Hospital Station entrances (Section 2.2) and at the Westwood/UCLA Station entrances (Section 2.6). The other project refinements would not substantially alter the operational noise or vibration compared to the Project as evaluated in the Final EIS/EIR. Noise from fixed sources, such as ventilation equipment and traction power, would meet City and County of Los Angeles requirements. The FTA detailed vibration assessment procedure (FTA 2006) was used to estimate vibration levels and associated groundborne noise at sensitive receivers near the project refinements. Force density levels, which characterize the vibration forced from a moving train, for Metro Breda subway vehicles were used to predict vibration levels. The predicted levels were compared to the FTA vibration and groundborne noise impact criteria that were used in the Final EIS/EIR. The following sections present the operational evaluation for the refinements with the potential to affect noise and vibration. Noise- and vibration-sensitive receivers are shown in Figure 3-10.

3.11.1.1 Alignment at VA Medical Center and Westwood/VA Hospital Station Entrances

The predicted train vibration and groundborne noise related to the shift in the alignment and station box, approximately 50 feet south from Wilshire Boulevard, is presented in Table 3-8 at the buildings located in the WLA VA Historic District. The shift in the alignment and station box would not result in vibration or groundborne noise levels that exceed the FTA vibration criterion of 72 vibration decibels (VdB) or groundborne noise criterion of 35 A-weighted decibels (dBA). No new or worsened significant operational vibration or groundborne noise impacts would occur in the vicinity of the Westwood/VA Hospital Station. Mitigation is not required.

The predicted groundborne noise and vibration from the new location of the crossover east of the Westwood/VA Hospital Station, which would be connected to the station platform, is predicted to be less than 53 VdB and 18 dBA at the VA Main Hospital (Building 500), which is the nearest receiver to the crossover. These levels are below the FTA groundborne noise and vibration thresholds for a hospital. Mitigation is not required. The predicted groundborne noise and vibration levels at this receiver presented in the Final EIS/EIR are 20 dBA and 53 VdB, respectively.

Table 3-8: Groundborne Vibration and Noise Levels near Alignment at VA Medical Center and Westwood/VA Hospital Station—Predicted Train Passby

Site ID	Receiver	Predicted GBV (VdB)	Predicted GBN (dBA)	FTA Land Use Category	FTA GBV Threshold – VdB	FTA GBN Threshold – dBA
A	Wadsworth Theater	56	23	Special Buildings	72	35
B	Wadsworth Chapel	56	23	Category 3	75	40
E	Building 90	63	30	Category 2	72	35
F	Building 91	63	30	Category 2	72	35
I	Building 23 Quarters (unoccupied)	63	30	Category 2	72	35

Notes: Predicted vibration levels include a 10-dB increase for the No. 645R crossover.
Refer to Figure 3-10 for the location of the receivers by Site ID.
dBA = decibels; FTA = Federal Transit Administration; GBV = groundborne vibration; GBN = groundborne noise; VdB = vibration decibels

3.11.1.2 Westwood/UCLA Station Entrances

The Final EIS/EIR characterized operational vibration and groundborne noise in the vicinity of the Westwood/UCLA Station at the Armand Hammer Museum, a Category 3 noise- and vibration-sensitive receiver. The Final EIS/EIR predicted levels at this receiver of 63 VdB and 34 dBA, which would not change as a result of the project refinements and would not exceed the FTA thresholds of 75 VdB and 40 dBA. The Final EIS/EIR did not include the predicted vibration and groundborne noise at the Linde (Westwood) Medical Plaza building. This building has a MRI machine on the second floor of the building, which is a Category 1 vibration-sensitive use with a vibration criterion of 65 VdB. The groundborne noise criterion for the MRI is 40 dBA because vibration-sensitive equipment such as an MRI is not sensitive to noise.

Table 3-9 shows the FTA thresholds and the predicted vibration and groundborne noise levels for a train passby at the first and second floors of the Linde (Westwood) Medical Plaza. The first floor is commercial space and the second floor contains medical offices, including the MRI. The predicted maximum operational vibration and groundborne noise levels would be less than the FTA impact criteria; therefore, operational vibration and groundborne noise impacts would not occur at the Linde (Westwood) Medical Plaza, including to the MRI. Mitigation is not required.

Table 3-9: Predicted Train Passby Groundborne Vibration and Noise Levels near Westwood/UCLA Station (Site R)

Receiver	Predicted GBV (VdB)	Predicted GBN (dBA)	FTA Land Use Category	FTA GBV Threshold –VdB	FTA GBN Threshold –dBA
Ground-Floor Medical Tower Occupied Spaces	58	31	Category 3	75	40
Second-Floor Linde (Westwood) Medical Plaza MRI Facility	56	29	Category 1 for GBV, Category 3 for GBN	65	40

Source: FTA 2006 for thresholds
Notes: dBA = A-weighted decibels; FTA = Federal Transit Administration; GBN = groundborne noise; GBV = groundborne vibration; MRI = magnetic resonance imaging; VdB = vibration decibels

In conclusion, the analysis determined implementation of the project refinements:

- Would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies
- Would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels
- Would not result in a substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project
- Would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project
- As stated previously, the Project is not located within the vicinity of public or private airports or airstrips

Therefore, implementation of the project refinements would result in less-than-significant impacts and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to noise and vibration than those previously addressed in the Final EIS/EIR.

3.11.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: Temporary Unavoidable Significant Impacts After Mitigation (Noise), Less Than Significant Impacts After Mitigation (Vibration)
- Addendum Finding: Less than Significant Impacts After Mitigation (Noise and Vibration)

Impacts from noise during construction were considered significant if construction of the Project would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the Project Area to excessive noise levels
- For a project within the vicinity of a private airstrip, exposure of people residing or working in the Project Area to excessive noise levels

According to the Final EIS/EIR, the greatest noise impacts during construction would occur near stations, tunnel access portals, and construction laydown areas where construction activities at the surface are concentrated. For Section 3 of the Project, noise impacts would be concentrated in the vicinity of the Westwood/UCLA and Westwood/VA Hospital Stations as well as the GSA crossover. The slurry plant, if used, would be located at the Westwood/VA Hospital Station.

The Final EIS/EIR included the following mitigation measures to minimize construction-related noise impacts:

- CON22 (Hire or Retain the Services of an Acoustical Engineer)
- CON-23 (Prepare a Noise Control Plan)
- CON-24 (Comply with the Provisions of the Nighttime Noise Variance)
- CON-25 (Noise Monitoring)
- CON-26 (Use of Specific Construction Equipment)
- CON-27 (Noise Barrier Walls for Nighttime Construction)
- CON-28 (Comply with Local Noise Ordnances)
- CON-29 (Signage)
- CON-30 (Use of Noise Control Devices)
- CON-31 (Use of Fixed Noise-Producing Equipment for Compliance)
- CON-32 (Use of Mobile or Fixed Noise-producing Equipment)
- CON-33 (Use of Electrically Powered Equipment)
- CON-34 (Use of Temporary Noise Barriers and Sound-Control Curtains)
- CON-35 (Distance from Noise-sensitive Receivers)
- CON-36 (Limited Use of Horns, Whistles, Alarms, and Bells)
- CON-37 (Requirements on Project Equipment)
- CON-38 (Limited Audibility of Project Related Public Addresses or Music)
- CON-39 (Use of Haul Routes with the Least Overall Noise Impact)
- CON-40 (Designated Parking Areas for Construction-Related Traffic)
- CON-41 (Enclosures for Fixed Equipment)
- TCON-2 (Designated Haul Routes)

However, with implementation of mitigation, construction-related noise impacts would remain significant during the time the station box is excavated.

Impacts from vibration during construction were considered significant if construction of the Project results in the following criteria:

- For structural building damage – 2.0 peak particle velocity (PPV) or 12 root mean square (RMS)
- For architectural building damage – 0.5 PPV or 108 RMS
- For damage risk to historic buildings and cultural resource structures – 0.12 to 0.20 PPV or 95 to 100 RMS

The Final EIS/EIR concluded that impact pile driving at the station boxes would result in vibration impacts. Additionally, equipment used for underground construction, such as the TBM and mine trains, could generate vibration levels that could result in audible ground-borne noise levels in buildings at the surface depending on the depth of the tunnel and soil conditions. The Final EIS/EIR included the following mitigation measures to minimize impacts from vibration during construction:

- CON-42 (Phasing Ground Impacting Operations)
- CON-43 (Alternatives to Impact Pile Driving)
- CON-44 (Alternative Demolition Method)
- CON-45 (Restriction on Use of Vibratory Rollers and Packers)
- CON-46 (Metro Ground-born Noise and Ground-born Vibration Limits)

With implementation of these measures, impacts from vibration during construction were found to be less than significant.

Since the Final EIS/EIR, the slurry plant is no longer proposed and the GSA crossover has been eliminated.

The Final EIS/EIR committed to meeting the construction noise limits for the County of Los Angeles and the City of Los Angeles during construction; therefore, detailed evaluation of noise and vibration associated with the construction approach and staging areas for Section 3 of the Project was not conducted. Additional and updated information is available to supplement the Final EIS/EIR construction plan for the Project and to incorporate the project refinements described in Section 2.0. Refinements of construction staging areas (Section 2.1), alignment at the VA Medical Center and Westwood/VA Hospital Station entrances (Section 2.2), construction method for the Westwood/VA Hospital Station west crossover (Section 2.5), and construction of the Westwood/UCLA Station entrances (Section 2.6) would generate construction noise and vibration. Additionally, vibration generated by truck haul activity could affect the murals along the Bonsall Avenue underpass. Construction activities and the construction staging area at Lot 36 remain unchanged from the Final EIS/EIR; however, construction noise and vibration from this staging area is also evaluated because of the staging area's proximity to the Los Angeles National Cemetery, which is a historic property.

As discussed in the Final EIS/EIR, City and County of Los Angeles noise ordinances are applicable for assessing construction noise impacts. The County of Los Angeles noise ordinance applies to the area between the centerline of Veteran Avenue and Federal Avenue; the VA WLA Campus is located within this area. Metro recognizes that the VA WLA Campus is under the jurisdiction of the Department of VA and that the County of Los Angeles noise ordinance may not apply to the campus.

The City of Los Angeles criteria apply to the other noise- and vibration-sensitive receivers located outside these limits. The Los Angeles County Code of Ordinance Title 12, Chapter 12.08 Noise Control, Part 4 Specific Noise Restrictions (§ 12.08.440. Construction Noise) lists specific levels for construction noise under different circumstances.

The determination of significance for construction-related noise was in the Final EIS/EIR was based on the analysis included in the *Westside Subway Extension Project Construction and Mitigation Technical Report* (Metro 2010e). The technical report identified City of Los Angeles Chapter 9 Noise Regulations and County of Los Angeles Chapter 12.08 Part 2 General Provisions as applicable local jurisdiction ordinances and codes. The technical report also concluded that noise and vibration impacts during construction would be significant. A summary of the City and County of Los Angeles construction noise limits is presented in Table 3-10.

Table 3-10: Construction Noise Limits

Construction Activity	Noise Limit[1], dBA		
Receiver Type	SFR	MFR	SR/C
County of Los Angeles daytime (Saturday and weekdays from 7:00 a.m. to 8:00 p.m.) for mobile equipment (less than 10 days)	75 dBA	80 dBA	85 dBA
County of Los Angeles nighttime (Sunday and holidays all day and all times from 8:00 p.m. to 7:00 a.m.) for mobile equipment (less than 10 days)	60 dBA	64 dBA	70 dBA
County of Los Angeles daytime (Saturday and weekdays from 7:00 a.m. to 8:00 p.m.) for stationary equipment (more than 10 days)	60 dBA	65 dBA	70 dBA
County of Los Angeles nighttime (Sunday and holidays all day and all times from 8:00 p.m. to 7:00 a.m.) for stationary equipment (more than 10 days)	50 dBA	55 dBA	60 dBA
County of Los Angeles business structures, all times	85 dBA		
City of Los Angeles daytime (7:00 a.m. to 9:00 p.m.), general activities	75 dBA		
City of Los Angeles daytime (7:00 a.m. to 9:00 p.m.), steady high-pitch noise or repeated impulsive noises	70 dBA		
City of Los Angeles daytime (7:00 a.m. to 9:00 p.m.), less than 15-minute duration in a period of 60 consecutive minutes	80 dBA		
City of Los Angeles nighttime (9:00 p.m. to 7:00 a.m.), all activities	Nighttime Ambient + 5dB		

Notes: dB = decibel; dBA = A-weighted decibel; SFR = single-family residence; MFR = multi-family residence; SR/C = semi-residential/commercial
[1]Noise limit applies to the facade of the closest noise-sensitive property.

Construction noise and vibration levels were predicted following FTA guidance. Noise- and vibration-sensitive receivers, including residential uses, historic properties, medical facilities, and sensitive equipment and structures near the project refinements, were identified. These receivers are shown in Figure 3-10 and idetnified in Table 3-11. Noise levels for construction equipment, as documented in the *Federal Highway Administration (FHWA) Roadway Construction Noise Model* (FHWA 2006), were used along with information on anticipated construction activities and equipment to predict construction-period noise and vibration levels near the project refinements.

Figure 3-10: Noise- and Vibration-Sensitive Receivers

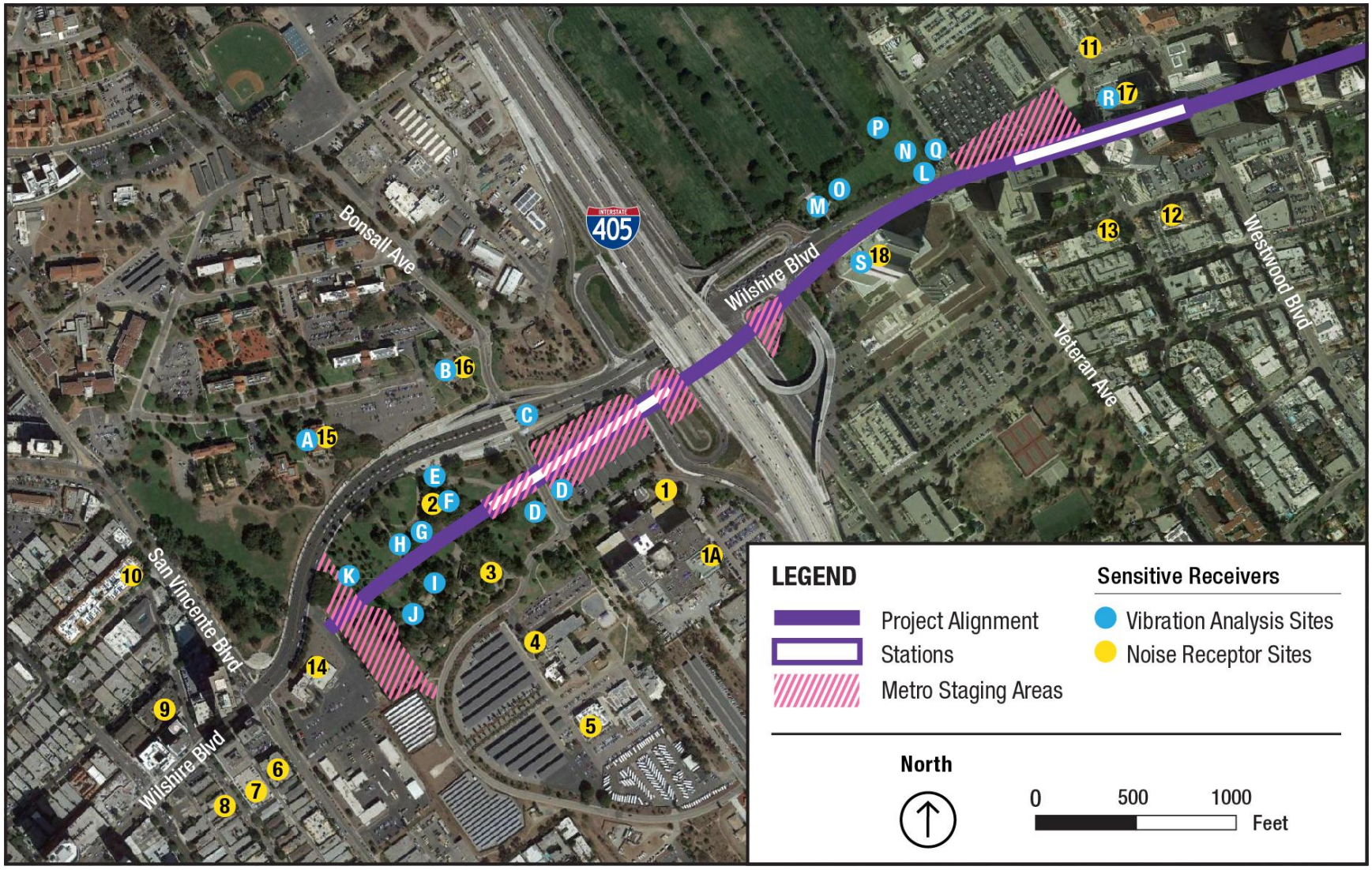


Table 3-11: Noise- and Vibration-Sensitive Receivers

Site ID	Location and Description
1	VA Main Hospital (Wadsworth Hospital), Building 500
2	VA Buildings 90 and 91 (multi-family residences)
3	VA Buildings 307 through 312, 14, 23, 522, and 318 (includes single-family residences)
4	VA Medical Buildings 304 and 507
5	VA Medical Buildings 400, 401, and 402
6	SE 1223 Federal Ave
7	SE 11620 Wilshire Blvd
8	SW 11620 Wilshire Blvd
9	SE 11666 Goshen Ave
10	11500 San Vicente Blvd
11	Apartments at 1122 Gayley Ave
12	Apartments at 10916 Ashton Ave
13	Apartments at 1255 Midvale Ave
14	U.S. Army Reserve Center
15	Building 226: Wadsworth Theater
16	Building 20: Wadsworth Chapel
17	Linde (Westwood) Medical Plaza
18	(Westwood) Federal Building
A	Building 226: Wadsworth Theater
B	Building 20: Wadsworth Chapel
C	Bonsall Avenue Underpass Murals
D	Bonsall Palm Rows
E	Building 90: Duplex
F	Building 91: Duplex
G	Building 23: Landscape
H	Fence with Stone Piers
I	Building 23: Quarters and Outbuilding
J	Fireplace Structure
K	Palm Tree Grid
L	Spanish-American War Monument
M	Wilshire Boulevard Gatehouses
N	Burial Section with Markers
O	Cemetery Entrance Plaza
P	Roads/Curbs/Walkways
Q	Cemetery Perimeter Trees
R	Linde (Westwood) Medical Plaza
S	(Westwood) Federal Building

Numbered sites refer to noise receptor sites and lettered sites to vibration analysis sites.
Refer to Figure 3-10 for the locations of each site by Site ID.

3.11.2.1 Construction On and Adjacent to VA WLA Campus, including Los Angeles National Cemetery

Construction noise and vibration associated with the construction staging areas (Section 2.1), alignment at the VA Medical Center and Westwood/VA Hospital Station (Section 2.2), and construction of the Westwood/VA Hospital Station west crossover (Section 2.5) have the potential to result in noise and vibration that could affect nearby sensitive receivers. Additionally, haul truck activity would generate vibration that could affect murals at the Bonsall Street underpass. The evaluation of these activities is summarized in the following sections.

Underground construction activities from operation of the TBM and the material handling trains are not predicted to exceed the FTA damage risk criteria or the Metro groundborne noise criteria or construction vibration annoyance criteria; therefore, there would not be noise or vibration impacts during underground tunneling.

Noise

The predicted construction-phase noise levels at noise-sensitive receivers closest to the work sites associated with the project refinements are presented in Table 3-12 for nighttime and daytime hours. These levels are the highest predicted levels for all types and major phases of work that would occur within the staging and station areas, inclusive of tunnel, station platform and entrance, and crossover construction. The analysis also included haul truck activity. Without mitigation, the applicable nighttime noise limits would be exceeded in the range of 1 to 6 dB at three locations:

- Site 1: VA Main Hospital (Building 500)
- Site 2: VA buildings 90 and 91, which are multi-family residences
- Site 3: VA buildings 307 through 312, 14, 23, 522, and 318, which include residences

To offset the loss of parking during construction, Metro would construct a replacement parking structure in Lot 43, located east of the VA Main Hospital (Building 500) (Site 1); the location of this replacement structure is consistent with the Final EIS/EIR. Noise levels at each floor of the Main Hospital (Building 500) were predicted during the different phases of construction of the parking structure, as shown in Table 3-13. During demolition of asphalt in Lot 43, noise levels at the hospital would exceed the Los Angeles County daytime construction noise limit of 70 dBA by 4 dBA on the fourth and fifth floors and 3 dBA on the sixth floor. Demolition is expected to occur for about one month, and measures can be provided to reduce the noise to acceptable levels, such as the addition of localized sound curtains to the area, consistent with Final EIS/EIR Mitigation Measure CON-34 (Use of Temporary Noise Barriers and Sound-Control Curtains). Construction of the parking structure would be limited to the daytime hours of 8:00 a.m. to 5:00 p.m. but may be extended from 7:00 a.m. to 8:00 p.m. as a result of scheduling constraints. These expanded hours of construction would still be considered as daytime by Los Angeles County.

Table 3-12: Maximum Predicted Construction Noise Levels

Site ID	Noise Prediction Location	Nighttime Predicted Level Leq, dBA	Nighttime Noise Limit, dBA	Nighttime Noise Exceedance, dBA	Daytime Predicted Level Leq, dBA	Daytime Noise Limit, dBA	Daytime Noise Exceedance, dBA
1	VA Main Hospital (Wadsworth Hospital), Building 500	61	60	**1**	63	70	-7
2	VA Buildings 90 and 91 (multi-family residences)	66[1]	60	**6**	64	65	0
3	VA Buildings 307 through 312, 14, 23, 522, and 318 (includes single-family residences)	61	55	**6**	61	60	**1**
4	VA Medical Buildings 304 and 507	56	60	2	56	60	-10
5	VA Medical Buildings 400, 401, and 402	59	60	-6	59	70	-11
6	SE 1223 Federal Ave	53	64	-11	53	75	-22
7	SE 11620 Wilshire Blvd	40	59	-19	40	75	-35
8	SW 11620 Wilshire Blvd	39	61	-22	39	70	-36
9	SE 11666 Goshen Ave	39	64	-25	39	75	-36
10	11500 San Vicente Blvd	53	67	-14	53	75	-22
11	Apartments at 1122 Gayley Ave	57	73	-16	59	75	-16
12	Apartments at 10916 Ashton Ave	35	61	-26	37	75	-38
13	Apartments at 1255 Midvale Ave	39	63	-24	41	75	-34
14	U.S. Army Reserve Center	61	N/A	N/A	61	70	-9
15	Building 226: Wadsworth Theater	56	N/A	N/A	56	65	-9
16	Building 20: Wadsworth Chapel	62	N/A	N/A	62	65	-1

Notes: [1] Site 2 reports the noise level predicted at building 90, which is nearer to construction than building 91. Nighttime noise levels at building 91 are predicted not to exceed the nighttime limit.
Noise levels in **bold** indicate an exceedance of the Los Angeles County nighttime noise limit.
dBA = A-weighted decibels; Leq = equivalent noise level; VA = Veterans Affairs
N/A – There are no nighttime activities at this receiver.
Refer to Figure 3-10 for the locations of each site.

Table 3-13: Predicted Construction Noise at VA Main Hospital (Building 500)

VA Hospital Building Noise Prediction Location	Demolition		Construction and Restoration		Los Angeles County Daytime Construction Noise Limit, dBA
	Daytime Predicted Level - Leq, dBA	Daytime Predicted Level with 20-foot-Noise Barrier Leq, dBA	Daytime Predicted Level - Leq, dBA	Daytime Predicted Level with 20-foot Noise Barrier Leq, dBA	
Ground Floor	72	60	68	56	70
Second Floor	74	64	70	60	70
Third Floor	74	69	70	65	70
Fourth Floor	74	**74 (+ 4 over limit)**	70	70	70
Fifth Floor	74	**74 (+ 4 over limit)**	70	70	70
Sixth Floor	73	**73 (+ 3 over limit)**	70	70	70

Notes: Noise levels in **bold** indicate an exceedance of the Los Angeles County daytime noise limit.
VA = Veterans Affairs

The closest historic properties to the Westwood/UCLA Station construction site in UCLA Lot 36 is the Los Angeles National Cemetery, which is part of the WLA VA Historic District. Predicted noise from the construction at UCLA Lot 36 at the Los Angeles National Cemetery historic receiver locations are presented in Table 3-14. The Los Angeles County daytime construction noise limits are predicted not to be exceeded at these sites. Because there are no activities after 9:00 p.m. and before 7:00 a.m. at the Los Angeles National Cemetery, the effects of nighttime construction noise are not considered.

Table 3-14: Predicted Construction Noise – UCLA Lot 36, Leq (dBA)

Site ID	Receiver	Daytime Predicted Level with 20-foot Noise Barrier Wall Leq, dBA	Los Angeles County Daytime Noise Level Limit, dBA	Daytime Noise Exceedance, dB
L	Spanish-American War Monument	58	70[1]	-12
M	Wilshire Boulevard Gatehouses	56	70[1]	-14
N	Burial Section with Markers	58	70[1]	-12
O	Cemetery Entrance Plaza	56	70[1]	-14
P	Roads/Curbs/Walkways	58	70[1]	-12
Q	Cemetery Perimeter Trees	58	70[1]	-12
S	(Westwood) Federal Building	56	70	-14

Notes: Cemeteries are classified as commercial receivers
dB= decibel; dBA = A-weighted decibels; Leq = equivalent noise level

Consistent with Mitigation Measure CON-27 (Noise Barrier Walls for Nighttime Construction) from the Final EIS/EIR, a 20-foot-high perimeter noise barrier wall would be constructed at the following construction staging areas and work areas (a gate of the same construction and design as the noise barrier wall would be used at access roads into the staging area):

- Lot 36 on UCLA Campus (located east of the Los Angeles National Cemetery)
- Westwood/VA Hospital Station work sites, which include construction staging areas in the Caltrans infiltration basin located west of I-405 and south of Wilshire Boulevard, Lot 42, and in the grassy area west of Bonsall Avenue
- Western VA construction staging area
- Lot 43

Nighttime construction is not anticipated at the surface of the Westwood/VA Hospital Station site and for the Westwood/VA Hospital Station west crossover; however, if nighttime construction occurs, mitigation measures in addition to the noise barrier wall would be required to reduce the noise levels by between 1 and 6 dBA to meet the Los Angeles County Noise Limits at the VA Main Hospital (Building 500) and VA buildings 14, 23, 90, 91, 307 through 312, 318, and 522. This can be achieved by implementation the following mitigation measures from the Final EIS/EIR:

- Moveable noise barriers at the source of the construction noise, consistent with Final EIS/EIR Mitigation Measure CON-34 (Use of Temporary Noise Barriers and Sound-Control Curtains)
- Changes in equipment or operating procedures, consistent with Final EIS/EIR Mitigation Measure CON-31 (Use of Fixed-Noise Producing Equipment), CON-32 (Use of Mobile or Fixed Noise-Producing Equipment), CON-33 (Use of Electrically Powered Equipment), and CON-37 (Requirements on Project Equipment)
- Increasing the height of the 20-foot noise barrier wall (CON-27) around the construction site

Movable noise barriers or sound-control curtains would be required to shield VA Building 90 from the noise from nighttime construction of underground conduits on Wilshire Boulevard. The use of moveable noise barriers is consistent with Mitigation Measure CON-34 (Use of Temporary Noise Barriers and Sound-Control Curtains) from the Final EIS/EIR.

Short-term noise monitoring, consisting of weekly (1 hour or more) daytime and nighttime measurements to verify that noise levels during construction do not exceed the Los Angeles County and City of Los Angeles noise level limits, would also occur.

As stated above, impacts to the upper floors of the VA Main Hospital (Building 500) during demolition of asphalt in Lot 43 would be mitigated with the addition of localized sound curtains.

With implementation of the committed mitigation measures from the Final EIS/EIR of CON-34 and use of CON-31, 32, 33, and 37 as needed, construction noise from the construction staging areas and work areas would not cause new significant noise impacts or increase the severity of impacts. With mitigation, noise impacts during construction would be less than significant, which is an improvement compared to the conclusions in the Final EIS/EIR.

Vibration

The predicted vibration levels from the construction activities at UCLA Lot 36 construction staging area and on the VA WLA Campus, including the work in Lot 43 for the replacement parking structure, are presented in Table 3-15, Table 3-16, and Table 3-17. Vibration levels from haul truck activity along Wilshire Boulevard are presented in Table 3-18. These levels are the highest predicted levels for all types and phases of work that would occur within the construction staging and work areas, inclusive of tunnel, station platform and entrance, and crossover construction. The predicted vibration levels from construction do not exceed the damage risk criteria for the evaluated structures.

Proposed haul truck activity along Wilshire Boulevard is closest to the Wadsworth Chapel (Site B) and Wadsworth Theater (Site A). Vibration levels from haul truck activity along Wilshire Boulevard at these receivers and the other historic receiver sites, presented in Table 3-18, are substantially lower than the damage risk criteria.

The construction staging area on the UCLA Lot 36 remains unchanged since the Final EIS/EIR; however, as this staging area is in proximity to the Los Angeles National Cemetery, which is a historic property, a consideration of groundborne vibration (GBV) during construction is included in this Addendum. Predicted GBV levels from activities at the UCLA Lot 36 on the historic properties of the Los Angeles National Cemetery (Figure 3-10) are presented in Table 3-15. The maximum GBV levels are predicted to be less than .01 in/sec PPV, which are substantially lower than damage risk thresholds of 0.50 in/sec PPV and 1.0 in/sec PPV.

Short-term vibration measurements would be conducted at the historic buildings and resources closest to the haul truck routes and construction activities during periods of construction when equipment that generate a substantial amount of groundborne vibration are in use. Vibration levels at the VA Main Hospital (Building 500) during construction within Lot 43 was also evaluated and it was determined that these activities would not exceed the 0.5 in/sec PPV damage risk criteria for this building. Construction vibration from the construction staging areas, including the tail track exit shaft, would not result in significant construction vibration impacts and the impact conclusions in the Final EIS/EIR remain unchanged.

Table 3-15: Predicted GBV from UCLA Lot 36 Construction Staging Area

Site ID	Receiver	Damage Risk Criteria, in/sec PPV	Distance to Historic Receivers (feet)	Predicted GBV, in/sec PPV
L	Spanish American War Memorial	0.5	440	0.00121
M	Wilshire Boulevard Gatehouses (2)	0.5	1000	0.00035
N	Burial Section with Markers	0.5	460	0.00113
O	Cemetery Entrance Plaza	0.5	990	0.00036
P	Roads/Curbs/Walkways	0.5	650	0.00067
Q	Cemetery Perimeter and Trees	1.0	420	0.00129

Notes: GBV = groundborne vibration; ppv = peak particle velocity

Table 3-16: Predicted Maximum Vibration Levels from Western VA Construction Staging Area Construction Activities – PPV in/sec

Site ID	Location	Damage Risk Criteria[1]	Maximum Vibration Level
A	Building 226: Wadsworth Theater	0.12	0.0027
B	Building 20: Wadsworth Chapel	0.12	0.0009
C	Bonsall Avenue Underpass Murals	0.5	0.0012
D	Bonsall Palm Rows	1.0	0.0011
E	Building 90: Duplex	0.2	0.0019
F	Building 91: Duplex	0.2	0.0025
G	Building 23: Landscape	1.0	0.0029
H	Fence with Stone Piers	1.0	0.0055
I	Building 23: Quarters and Outbuilding	0.12	0.0135
J	Fireplace Structure	0.12	0.0148
K	Palm Tree Grid	1.0	0.2400

Notes: [1] Damage risk criteria for buildings are based on the FTA Construction Damage Risk Criteria for buildings extremely susceptible to vibration (0.12 in/sec PPV), and non-engineered timber and masonry buildings (0.20 in/sec PPV). Damage risk criteria for palm trees, fences, stone piers, and other structures are estimated based on their condition.
Notes: PPV = peak particle velocity
Refer to Figure 3-10 for the locations of each site.

Table 3-17: Predicted Maximum Vibration Levels from Westwood/VA Hospital Station and Lot 43 Parking Structure Construction Activities – PPV in/sec

Site ID	Location	Damage Risk Criteria	Maximum Vibration Level
A	Building 226: Wadsworth Theater	0.12	0.00127
B	Building 20: Wadsworth Chapel	0.12	0.00233
C	Bonsall Avenue Underpass Murals	0.5	0.00555
D	Bonsall Palm Rows	1.0	0.94868
E	Building 90: Duplex	0.2	0.01000
F	Building 91: Duplex	0.2	0.01077
G	Building 23: Landscape	1.0	0.00527
H	Fence with Stone Piers	1.0	0.00524
I	Building 23: Quarters and Outbuilding	0.12	0.00299
J	Fireplace Structure	0.12	0.00209
K	Palm Tree Grid	1.0	0.00253

Notes: Damage risk criteria for buildings are based on the FTA Construction Damage Risk Criteria for buildings extremely susceptible to vibration (0.12 in/sec PPV), and non-engineered timber and masonry buildings (0.20 in/sec PPV). Damage risk criteria for palm trees, fences, stone piers, and other structures are estimated based on their condition.
PPV = peak particle velocity; VA = Veterans Affairs
Refer to Figure 3-10 for the locations of each site.

Table 3-18: Predicted Maximum Vibration Levels from Haul Vehicles on Wilshire Boulevard – PPV in/sec

Site ID	Location	Damage Risk Criteria	Maximum Vibration Level
A	Building 226: Wadsworth Theater	0.12	0.005
B	Building 20: Wadsworth Chapel	0.12	0.008
C	Bonsall Avenue Underpass Murals	0.5	0.32 to **0.89**
D	Bonsall Palm Rows	1.0	0.00326
E	Building 90: Duplex	0.2	0.00943
F	Building 91: Duplex	0.2	0.00289
G	Building 23: Landscape	1.0	0.00114
H	Fence with Stone Piers	1.0	0.00114
I	Building 23: Quarters and Outbuilding	0.12	0.00070
J	Fireplace Structure	0.12	0.00073
K	Palm Tree Grid	1.0	0.02828
L	Spanish American War Memorial	0.5	0.02600
M	Wilshire Boulevard Gatehouses	0.5	0.00500
N	Burial Section with Markers	0.5	0.04000
O	Cemetery Entrance Plaza	0.5	0.00900
P	Roads/Curbs/Walkways	0.5	0.02600
Q	Cemetery Perimeter and Trees	1.0	0.02600

Notes: Damage risk criteria for buildings are based on the FTA Construction Damage Risk Criteria for buildings extremely susceptible to vibration (0.12 in/sec PPV), and non-engineered timber and masonry buildings (0.20 in/sec PPV). Damage risk criteria for palm trees, fences, stone piers, and other structures are estimated based on their condition.
Vibration levels in **bold** indicate a possible exceedance of the damage risk criteria.
PPV = peak particle velocity
Refer to Figure 3-10 for the locations of each site.

3.11.2.2Murals

Construction haul truck traffic could generate vibration levels that exceed the vibration risk threshold at the murals along the Bonsall Avenue underpass. Vibration levels from haul trucks on Wilshire Boulevard are predicted to occur in the range of 0.32 in/sec PPV to 0.89 in/sec PPV, which may exceed the threshold of 0.50 in/sec PPV (Table 3-18). This is not a change in impact intensity relative to the Final EIS/EIR.

Consistent with Mitigation Measure CON-46, vibration monitoring would be conducted at the Bonsall Avenue underpass to determine vibration levels at the locations of the murals. If the monitored levels from the haul truck movements on Bonsall Avenue exceed the 0.5 in/sec PPV threshold, Metro would take necessary action to avoid damage to the murals, which could include reducing the speed of haul trucks or repairing potholes in proximity to the murals.

3.11.2.3 (Westwood) Federal Building

The construction activities at the staging areas in the Caltrans infiltration basin located east of I-405 and south of Wilshire Boulevard are closest to the (Westwood) Federal Building. The maximum predicted construction noise levels at this building with a 20-foot noise barrier wall around the staging area would be 70 dBA between the 11th and 13th floors. The predicted noise levels do not exceed the City of Los Angles daytime noise limit of 75 dBA.

The construction activities at the staging areas in the Caltrans infiltration basin located east of I-405 and south of Wilshire Boulevard are closest to the (Westwood) Federal Building (Receiver S). Groundborne vibration levels from these activities are predicted to be 0.00143 in/sec PPV, which is substantially lower than the building damage risk threshold of 0.20 in/sec PPV for this type of building.

3.11.2.4Westwood/UCLA Station Entrances

The following sections summarize noise and vibration during construction of the Westwood/UCLA Station entrances.

Noise

The construction noise that would affect the Linde (Westwood) Medical Plaza would be generated from activities and equipment located at the northeast station staging and laydown area on the northwest corner of Wilshire and Westwood Boulevards. The range of predicted construction noise levels for major construction phases is presented in Table 3-19 with and without a 20-foot-high noise barrier wall between the construction site and the Linde (Westwood) Medical Plaza building.

Table 3-19: Predicted Construction Noise at Linde (Westwood) Medical Plaza (Site 17)

Construction Phase	Range of Predicted Noise Level	Range of Predicted Noise Level with a 20-Foot-High Noise Barrier Wall	City of Los Angeles Daytime Noise Limit, dBA	Noise Limit Exceedance, dBA
Deconstruction of Chase Bank Building	81 dBA to 85 dBA	66 dBA to 70 dBA	75	-9 to -5
Excavation	85 dBA to 89 dBA	70 dBA to 74 dBA	75	-5 to -1
Restoration	85 dBA to 89 dBA	70 dBA to 74 dBA	75	-5 to -1

Note: dBA = A-weighted decibels

Without a barrier wall, noise from construction activities adjacent to the Linde (Westwood) Medical Plaza would exceed the daytime Los Angles construction noise limit of 75 dBA. Therefore, consistent with Mitigation Measure CON-27, a 20-foot-high noise barrier wall would be included around this construction site. If nighttime construction activity occurs at this construction area, Metro would be required to obtain and comply with a noise variance as specified in CON-24 of the Final EIS/EIR.

The construction staging area on UCLA Lot 36 remains unchanged since the Final EIS/EIR; however, construction noise has been evaluated as this staging area is in proximity to the Los Angeles National Cemetery, which is a historic property. A 20-foot-high noise barrier wall would also be included around the perimeter of this construction staging area. With this wall, there would not be an exceedance of the City of Los Angeles nighttime or daytime construction noise limits. Therefore, with the committed Mitigation Measure CON-27 from the Final EIS/EIR, construction noise from the Westwood/UCLA

Station would not result in significant construction noise impacts and the impact conclusions in the Final EIS/EIR remain unchanged.

Vibration

An assessment of potential effects from tunneling activities and surface construction activities has been prepared to evaluate potential impacts to the Linde (Westwood) Medical Plaza as well as to the MRI located on the second floor of the building. There would not be exceedances of the thresholds during TBM mining and haul/supply train activities.

Vibration-generating equipment and activities would be used during the deconstruction of the Chase Bank building, excavation, reconstruction, and restoration of the Westwood/UCLA Station site. Except for roller compactors, none of the equipment would exceed the damage risk criteria of 0.2 in/sec PPV at distances of 15 feet or greater from the Linde (Westwood) Medical Plaza building. If a roller compactor is operated closer than 30 feet from the building, vibration monitoring would be conducted at the closest façade of the building to determine if the damage risk vibration criteria of 0.20 in/sec PPV would be exceeded, consistent with Mitigation Measure CON-46 (Metro Ground-Borne Noise and Ground-Borne Vibration Limits). If exceeded, the contractor will be required to use an alternative method of compacting with lower ground vibration levels.

Temporary construction vibration levels could exceed operating criteria for the MRI equipment on the second floor of the Linde (Westwood) Medical Plaza building. There would be no long-term effect on the MRI equipment as a result of construction, and recalibration is unlikely to be needed. If the MRI is not relocated as part of the real estate agreement (as described in Section 3.7.2), the office operating the MRI would be notified of planned high-vibration activities so that MRI use can be scheduled appropriately. Based on coordination conducted with the property owner, the MRI is generally used Monday through Saturday from 6:30 a.m. to 8:00 p.m., with hours varying on Sundays. Construction vibration levels from activities associated with deconstruction of the existing Chase Bank building and the installation of the piling for the support of excavation within the Chase Bank site will be monitored at the closest face of the Linde (Westwood) Medical Plaza building to the construction activities to verify that the 65 VdB threshold is not exceeded. Coordination with the building owner and MRI operator will be conducted during construction to minimize impacts to the MRI operation. If exceedance of the vibration threshold occurs, this will be discussed with the building owner and MRI operator to determine the impacts and work schedule.

Therefore, with mitigation, construction vibration from the Westwood/UCLA Station would not result in significant construction vibration impacts or increase the severity of impacts, and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to noise and vibration during construction than those previously addressed in the Final EIS/EIR.

3.12 Energy

3.12.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Energy impacts during operation of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.7.5 of the Final EIS/EIR. Impacts to energy were considered significant if operation of the Project would:

- Require new (off-site) energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities
- Conflict with adopted energy conservation plans
- Use of nonrenewable resources in a wasteful and inefficient manner
- Result in a need for new systems or substantial alterations to power or natural gas

The Final EIS/EIR stated that under existing conditions plus Project, the Project would decrease per capita energy consumption by removing automobile VMT and increasing transit ridership compared to existing conditions without the Project. The evaluation considered the energy needs for the entirety of the Project (all three sections).

The project refinements described in Section 2.0 are minor changes and would not affect overall operations of the Project or VMT in the region or Study Area. Additionally, the project refinements would not increase energy demands for the Project. Therefore, the energy beneficial effects remain and there is no change to the impact conclusions presented in the Final EIS/EIR.

New underground conduits (Section 2.9) would be required from the existing SCE Sawtelle substation to the permanent Westwood/VA Hospital Station site via Ohio Avenue, Federal Avenue, and Wilshire Boulevard; these cables were not specifically identified in the Final EIS/EIR. The route would be a combination of new power lines on existing overhead lines and new underground conduits within public rights-of-way. SCE would install the new overhead lines, and construction of the new underground conduits would be performed by Metro. Appendix E Section E.2.4 of the Final EIS/EIR stated that new utilities would be installed to accommodate construction needs, including electrical duct banks. Therefore, the requirement for new distribution infrastructure, such as conduits and power lines, was already evaluated as part of the Final EIS/EIR. The project refinements do not change the need for distribution infrastructure, but rather clarify where that infrastructure is required. Therefore, the underground conduits would not result in a significant impact.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to energy than those previously addressed in the Final EIS/EIR.

3.12.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

The Final EIS/EIR stated that per Appendix F (Energy Conservation) of the CEQA Guidelines, the goal of conserving energy implies the wise and efficient use of energy. The construction phase evaluation in the Final EIS/EIR considered:

- The effects of the Project on existing energy resources
- The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

According to Chapter 4, Section 4.15.3 of the Final EIS/EIR, energy consumption during construction of Section 3 of the Project would be 671 billion BTUs, which would not lead to a wasteful, inefficient, or unnecessary usage of energy. The contractor would be required to implement energy-conserving BMPs, including, but not limited to, using energy-efficient equipment and maintaining equipment and machinery in good working condition. In the long-run, the Project would reduce regional mobile source energy consumption, off-setting the short-term increase in energy consumption during construction. The Final EIS/EIR concluded construction of the Project would result in less-than-significant impacts during construction.

With the construction refinements described in Section 2.0, the overall construction methods, approach, and schedule remain consistent with those analyzed in Section 4.15.3 of the Final EIS/EIR in terms of energy demand. An updated energy analysis was conducted for construction activities associated with Section 3 of the Project, including with implementation of the project refinements. The analysis was based on the construction schedule presented in Figure 2-1 and summarized in the introduction of Section 2.0. Based on the latest construction information, it is estimated that 289 billion BTUs of energy would be required, which is a decrease from the energy requirements reported in the Final EIS/EIR.

As stated in Section 2.1.1, Metro proposes shifting major construction activity as far west from the Main Hospital (Building 500) as feasible. The alternate construction staging area identified in the Final EIS/EIR would have resulted in the loss of solar panels that had been added to the VA WLA Campus since the Final EIS/EIR. In coordination with the VA, Metro revised the footprint of what is referred to in this Addendum as the Western VA construction staging area to avoid displacing the solar farm. It should be noted that the construction staging area in Lot 42 would displace the solar panels located in the parking lot, which were also added subsequent to the Final EIS/EIR. Metro is coordinating with the VA regarding the displacement of the solar panels as part of the real estate agreement.

Construction of the Project would not lead to a wasteful, inefficient, or unnecessary use of energy and the impact conclusions in the Final EIS/EIR remain unchanged during construction of the project refinements.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to energy during construction than those previously addressed in the Final EIS/EIR.

3.13 Geologic Hazards

3.13.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: Impacts reduced to less than significant with engineered design and/or adherence to Metro's operating procedures (Seismic Ground Shaking, Fault Rupture: Tunnel Crossing, Liquefaction and Seismic Settlement, Hazardous Subsurface Gas)
- Addendum Finding: Impacts reduced to less than significant with engineered design and/or adherence to Metro's operating procedures (Seismic Ground Shaking, Fault Rupture: Tunnel Crossing, Liquefaction and Seismic Settlement, Hazardous Subsurface Gas)

Geologic and seismic conditions during operation of the Project were evaluated pursuant to CEQA in Section 4.8.6 of the Final EIS/EIR. Impacts were considered significant if the Project would result in the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault
  - Strong seismic ground shaking
  - Seismic-related ground failure, including liquefaction
  - Landslides
  - Result in substantial soil erosion or the loss of topsoil
- Be located on a geologic unit or soil that is unstable or that will become unstable as a result of the LPA and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse
- Be located on expansive soil, creating substantial risks to life or property
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Additionally, Metro considered exposure to toxic gases, including methane and hydrogen sulfide, in the CEQA analysis.

Of the geologic hazards included in the CEQA thresholds above, the Project would be considered to have no impact on loss of topsoil, expansive soil, or soils not capable of supporting the use of septic tanks given the project setting or geologic conditions identified in the Final EIS/EIR and subsequent geotechnical investigations.

- Soil erosion and loss of topsoil are not considered a hazard to the Project, including with implementation of the refinements, as the Project would be constructed substantially underground in a developed urban area. In locations where there would be surface disturbance, the surface would be restored for entrance structures, pavement, or landscaped areas.

- Expansive soils have been identified in proximity to some portions of the project alignment and refinements based on geotechnical studies conducted since the Final EIS/EIR. Although the majority of the soils within the Project Area are granular and not susceptible to expansion, significant deposits of clayey soils are known to exist. The clayey soils tested have exhibited a low expansion potential based on laboratory testing performed. In addition, the tunnels and stations are typically constructed or founded below the zone of seasonal moisture variation. However, should expansive soils be identified during Final Design, risks would be minimized using standard measures, including removal and replacement, or treatment of soil in the zone of moisture variation.
- Soils incapable of adequately supporting the use of septic tanks is not considered a hazard in the urban environment. No existing septic tanks drain in the Project Area and no new tanks are planned to be constructed in the Study Area.

The following sections describe the Final EIS/EIR findings for each geologic hazard and the findings with implementation of the project refinements.

3.13.1.1 Fault Rupture and Seismic Ground Shaking

As stated above, the CEQA thresholds considered whether the Project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking. The Final EIS/EIR stated that the Santa Monica fault zone is known to cross the project alignment. The Final EIS/EIR stated that the Project, as with most sites in Southern California, is susceptible to strong ground shaking generated during earthquakes by nearby faults. However, experience in California and worldwide shows that tunnels perform well during earthquake ground shaking, exhibiting no significant damage or collapse. Since they are embedded in the ground, they move with the ground and, thus, their motion is not magnified by the pendulum effect that occurs when an aboveground structure is shaken by an earthquake.

The Final EIS/EIR included the following mitigation measures to minimize significant impacts from seismic ground shaking:

- GEO-1 (Seismic Ground Shaking)
- GEO-3 (Operational Procedures during Earthquake)
- GEO-7 (Tunnel Advisory Panel Design Review)

With implementation of these measures, the Project would be designed to meet specific criteria and would be thoroughly reviewed by experts to ensure safe performance during an earthquake. Additionally, operating procedures during an earthquake would be put in place similar to those used on other Metro projects. Therefore, with implementation of mitigation, impacts would be less than significant as a result of seismic ground shaking.

The project refinements described in Section 2.0 would not increase the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking compared to the Project as evaluated in the Final EIS/EIR. Subsequent to publication of the Final EIS/EIR, further explorations were conducted to refine the fault zone locations specific to the selected tunnel alignment. The conclusions of this analysis are documented in the *Westside Purple Line Extension Santa Monica Fault Investigation Report, Tunnel Reach 6* (Metro 2017a).

The refinements near the Westwood/VA Hospital and Westwood/UCLA Stations are not in the vicinity of known active faults. Even with the refinement of the location of the Westwood/VA Hospital station box and the station entrances for the Westwood/UCLA Station, no known active fault zones cross the stations. The mitigation measures included in the Final EIS/EIR would continue to be implemented with the project refinements. These mitigation measures include application of Metro's Structural and Seismic Design Criteria for Operating and Maximum Design Earthquakes. Therefore, the impact conclusions presented in the Final EIS/EIR for fault rupture and seismic ground shaking remain unchanged.

3.13.1.2 Fault Rupture: Tunnel Crossing

As stated above, the CEQA thresholds considered whether the Project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault. Based on information contained in the Final EIS/EIR, at least one segment of the Santa Monica Fault, possibly a northern extension of the Newport-Inglewood Fault, crosses the project tunnel in the vicinity of Century City. Impacts could occur along Section 3 of the Project.

The Final EIS/EIR included the following mitigation measures to minimize significant impacts from fault rupture:

- GEO-2 (Fault Crossing Tunnel, Fault Rupture, Tunnel Crossing)
- GEO-7 (Tunnel Advisory Panel Design Review)

With implementation of mitigation, impacts from fault rupture: tunnel crossing would be less than significant.

Subsequent to publication of the Final EIS/EIR, further explorations were conducted to refine the fault zone locations specific to the selected tunnel alignment. The conclusions of this analysis are documented in the *Westside Purple Line Extension Santa Monica Fault Investigation Report, Tunnel Reach 6* (Metro 2017a). With implementation of design requirements, hazards from surface fault rupture along the tunnel would be minimized, including with the larger tunnel size. Therefore, none of the project refinements described in Section 2.0 change the impact conclusions of the Final EIS/EIR related to fault rupture risks associated with tunnel crossing.

3.13.1.3 Liquefaction, Lateral Spreading, and Seismic Settlement

As stated above, the CEQA thresholds considered whether the Project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. A separate CEQA threshold also considered whether the Project would be located on a geologic unit or soil that is unstable or that will become unstable as a result of the LPA and potentially result in lateral spreading, liquefaction, or collapse.

Based on information in the Final EIS/EIR, lateral spreading is not anticipated in the vicinity of Section 3 of the Project. The Final EIS/EIR concluded that because of the presence of shallow groundwater and young surficial alluvial deposits, there may be potential liquefaction adjacent to the upper portions of some station walls in the Westwood/UCLA and Westwood/VA Hospital Stations. Additionally, some

areas beneath the station entrance structures or other shallow ancillary structures at the Westwood/UCLA and Westwood/VA Hospital Stations could be susceptible to seismic settlement. Based on the magnitude of evaluated liquefaction and seismic settlement, either structural design or ground improvement techniques or deep foundations to minimize these hazards would be selected.

The Final EIS/EIR included the following mitigation measures to minimize impacts from liquefaction and seismic settlement:

- GEO-4 (Liquefaction and Seismic Settlement)
- GEO-7 (Tunnel Advisory Panel Design Review)

With implementation of mitigation, impacts from liquefaction and seismic settlement would be less than significant.

Although the Westwood/VA Hospital station box and the station entrances of the Westwood/UCLA Station have shifted slightly, these refinements do not result in increased liquefaction or seismic settlement risk. The mitigation measures included in the Final EIS/EIR would continue to apply to the project refinements because the entrances, refined alignment, and tail tracks would be in similar soil conditions (Metro 2017d and Metro 2017e). Consistent with the Final EIS/EIR design, the tail tracks would be below the potentially liquefiable zone with implementation of the project refinements. Therefore, the conclusions in the Final EIS/EIR related to liquefaction and seismic settlement remain unchanged.

3.13.1.4 Subsidence

As stated above, the CEQA thresholds considered whether the Project would be located on a geologic unit or soil that is unstable or that will become unstable as a result of the LPA and potentially result in subsidence.

The Final EIS/EIR stated that no current substantial subsidence problems related to petroleum or groundwater extraction by other projects have been identified in the vicinity of the Project and, therefore, subsidence was not considered a hazard to the Project. The project refinements are proposed in locations that were evaluated as part of the Final EIS/EIR. Further geotechnical studies completed since the Final EIS/EIR have not identified new risks related to subsidence, including for locations where project refinements are proposed. Therefore, the impact conclusions in the Final EIS/EIR remain unchanged for subsidence.

3.13.1.5 Landslides

As stated above, the CEQA thresholds considered whether the Project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Additionally, a separate threshold considered whether the Project would be located on a geologic unit or soil that is unstable or that will become unstable as a result of the LPA and potentially result in on- or off-site landslide.

Chapter 4.0, Section 4.8.2 of the Final EIS/EIR stated that the subsurface geology within the Study Area does not indicate the presence of historic landsliding activity and the proposed grading along the alignment is relatively flat. As such, landslides are not expected to occur and are not considered a significant geologic hazard for the LPA. This conclusion remains unchanged with the project refinements and, as such, the impact conclusions in the Final EIS/EIR remain unchanged for landslides.

3.13.1.6 Hazardous Subsurface Gas

The CEQA evaluation in the Final EIS/EIR considered exposure to toxic gases, including methane and hydrogen sulfide. The Final EIS/EIR concluded that subsurface gases (methane and hydrogen sulfide) pose a hazard during construction and operation of Section 3 of the Project. However, tunnels and stations would be designed to provide a redundant protection system against gas intrusion hazard. Specific requirements would be determined according to the actual methane levels and pressure detected on site. The Final EIS/EIR included the following mitigation measures to minimize impacts related to hazardous subsurface gas:

- GEO-5 (Hazardous Subsurface Gas Operations)
- GEO-6 (Hazardous Subsurface Gas Structural Design)
- GEO-7 (Tunnel Advisory Panel Design Review)

With implementation of mitigation, impacts from hazardous subsurface gas would be less than significant.

The project refinements described in Section 2.0 would continue to be designed in a similar manner to protect against gas intrusion hazard. The mitigation measures included in the Final EIS/EIR would continue to apply to the project refinements. Therefore, implementation of the project refinements would not change the impact conclusions of the Final EIS/EIR related to subsurface gases.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to geologic hazards than those previously addressed in the Final EIS/EIR.

3.13.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts (Seismic and Liquefaction), Less Than Significant Impacts after Mitigation (Subsidence and Settlement due to Tunneling and Hazardous Subsurface Gas)
- Addendum Finding: No Significant Impacts (Seismic and Liquefaction), Less Than Significant Impacts after Mitigation (Subsidence and Settlement due to Tunneling and Hazardous Subsurface Gas)

Geological hazards impacts were considered significant if construction of the Project would result in the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault
  - Strong seismic ground shaking
  - Seismic-related ground failure, including liquefaction
  - Landslides

- Result in substantial soil erosion or the loss of topsoil
- Be located on a geologic unit or soil that is unstable or that will become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse
- Be located on expansive soil, creating substantial risks to life or property
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Existing and abandoned oil wells have been mapped in the Project Area. Given the age of some wells and the accuracy of mapping, California's Department of Oil Gas and Geothermal Resources suggests a mapping accuracy of 100 to 200 feet. However, there are no mapped oil wells within 200 feet of the project refinements, including the alignment on the VA WLA Campus. Therefore, there would not be significant impacts from existing oil wells during construction.

3.13.2.1 Seismic and Liquefaction

The Final EIS/EIR stated that construction within the Project Area would be susceptible to surface fault rupture and seismic ground shaking. Construction would be performed in accordance with Metro Design Criteria that include national standards and codes to protect workers and work under construction considering seismic conditions.

The areas identified as having potentially liquefiable soils are around the Westwood/VA Station entrance. The project refinements do not significantly change the area of soil that may need to be treated to reduce seismic settlement due to liquefaction. Designs to minimize risk of liquefaction-related damage to the excavation support system include increasing the depth of solider piles to reach non-liquefiable zones or ground improvement to densify the soil provided prior to the installation of the excavation support system. As a result, the impact conclusions in the Final EIS/EIR remain unchanged for seismic and liquefaction.

3.13.2.2 Subsidence and Ground Settlement due to Tunneling

As stated above, the CEQA thresholds considered whether the Project would be located on a geologic unit or soil that is unstable or that will become unstable as a result of the LPA and potentially result in subsidence. The Final EIS/EIR stated that no current significant subsidence problems related to petroleum or groundwater extraction have been identified in the vicinity of the project alignment and, therefore, subsidence is not considered a significant hazard to the Project. This conclusion remains unchanged with the project refinements.

Ground settlement may occur from construction activities such as tunneling and detwatering at station areas along the alignment. Additionally, dewatering of excavations made during construction could result in potentially damaging subsidence adjacent to the construction area. As described in Chapter 4, Section 4.15 of the Final EIS/EIR, dewatering is usually not necessary when tunneling with pressure-face TBMs, which creates a "hole" that is continuously supported by the TBM pressurized face, shield, and pre-cast concrete tunnel liners that are installed as the machine progresses. This method creates a tunnel with little or no disruption and reduces risk of settlement. However, the groundwater table and/or perched groundwater would be encountered during construction of the station and exit shaft. Dewatering may be required to complete the cut-and-cover construction in some areas. However,

experience in much of the corridor is that the soils have previously undergone numerous cycles of ground-water fluctuation, and have therefore previously experienced the settlements associated with lowering of the groundwater. To minimize these significant impacts, the Final EIS/EIR included the following mitigation measures:

- CON-47 (Use of Pressurized-Face TBMs for Tunnel Construction)
- CON-48 (Preconstruction Survey, Instrumentation, and Monitoring)
- CON-49 (Additional Geotechnical Exploration)
- CON-50 (Additional Methods to Reduce Settlement

Analysis conducted during Preliminary Engineering of Section 3 of the Project, including the refinements, confirms that impacts to adjacent property due to dewatering would not be significant. The potential for settlement resulting from the enlarged tunnel diameter (Section 2.7) was studied in the *Westside Purple Line Extension Project Section 3, Building, Utility and Adjacent Structure Protection – Tunnels* (Metro 2017b), which concluded that with use of pressure-face TBM technology (earth pressure balance or slurry shield), ground loss and associated settlement can be controlled to meet Metro's criteria. Exceptions were identified for the area under Sepulveda Boulevard where multiple utilities exist above the tunnels and the area near the Westfield Mall. Grout injection has been specified in these areas to further reduce settlement related to tunneling, as described in Section 2.8. The mitigation measures listed above would continue to apply to construction of the project refinements. Therefore, consistent with the impact conclusions in the Final EIS/EIR, construction-related impacts associated with ground settlement would be less than significant with mitigation.

3.13.2.3 Hazardous Subsurface Gas

The Final EIS/EIR stated that hazardous subsurface gases would pose a significant hazard for construction of the Project. The contractor would have to comply with specific requirements for underground construction in areas classified "Gassy" by the California Occupational Safety and Health Administration (California Code of Regulations, Title 8, Tunnel Safety Orders). The Final EIS/EIR included the following mitigation measures to address impacts from hazardous subsurface gas:

- CON-51 (Techniques to Lower to Risk of Exposure to Hydrogen Sulfide)
- CON-52 (Measures to Reduce Gas Inflows)
- CON-53 (Further Research on Oil Well Locations)
- CON-54 (Worker Safety for Gassy Tunnels)

With mitigation, impacts from hazardous subsurface gas during construction would be less than significant. The project refinements do not increase risks associated with hazardous subsurface gas nor do the refinements change implementation of the mitigation measures.

Geotechnical investigations have continued since the Record of Decision, and design has been revised as needed. Construction of the project refinements described in Section 2.0 would still be performed in accordance with Metro Design Criteria. The other project refinements do not change the construction means and methods. Metro will continue to implement the mitigation measures identified in the Final EIS/EIR as applicable during construction of the project refinements. Therefore,

the impact conclusions of the Final EIS/EIR related to geologic hazards remain unchanged during construction of the project refinements.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to geologic hazards than those previously addressed in the Final EIS/EIR.

3.14 Hazardous Waste and Materials

3.14.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Hazardous waste and materials during operation of the Project were evaluated pursuant to CEQA in Section 4.9.5 of the Final EIS/EIR. Impacts were considered significant if the Project:

- Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Creates a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Is located on a site that is included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or the environment
- Emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Results in a safety hazard for people residing or working in the Project Area (applies to a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport)
- For a project within the vicinity of a private airstrip, results in a safety hazard for people residing or working in the Project Area
- Impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan
- Exposes people or structures to a significant risk of loss, injury, or death involving wild-land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

The Final EIS/EIR stated that operations and maintenance would require routine transport, use, or disposal of hazardous materials, including fuel, oil, solvents, cleansers, and other materials, which are not considered acutely hazardous. Operation of the Project is not anticipated to result in exposure to acutely hazardous materials. The potential exists for hazardous materials/waste spills to occur during operation of Section 3 of the Project; however, it was assumed that the storage and disposal of hazardous materials/waste would be conducted in accordance with all federal and state regulatory requirements that are intended to prevent or manage hazards. Additionally, it was assumed that if a spill does occur, it would be remediated accordingly. As such, significant impacts would not be anticipated.

The Project is not located within 2 miles of a public or private airport or airstrip. Additionally, the Final EIS/SEIR stated that while there are schools within one-quarter-mile of stations, impacts on schools are not expected. Operation of the Project would not impair or interfere with adopted emergency response plans or evacuation plans. The Project is also set in an urban area and would not expose people or structures to a significant risk of loss, injury, or death involving wild-land fires.

The Final EIS/EIR included two mitigation measures to minimize impacts from hazardous materials associated with facilities along the alignment:

- HAZ-1 (Disposal of Ground Water)
- HAZ-2 (Emergency Response Procedure)

The project refinements described in Section 2.0 would not increase the risk for hazardous materials/waste spills or require the transport of hazardous materials during operation of the Project beyond what was identified in the Final EIS/EIR. There is no history of known contaminated soils near the project refinements. As stated in Section 3.2, the project refinements would not result in significant impacts to streets and highways and, therefore, the project refinements would not interfere with adopted emergency response plans or emergency evacuation plans. As a result, the impact conclusions of the Final EIS/EIR related to hazardous waste and materials remain unchanged with implementation of the project refinements and no long-term hazardous materials impacts are anticipated during operations of Section 3 of the Project.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to hazardous waste and materials than those previously addressed in the Final EIS/EIR.

3.14.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: Less Than Significant Impacts After Mitigation
- Addendum Finding: Less Than Significant Impacts After Mitigation

Construction-related hazardous waste and materials impacts of the Project were considered significant if construction of the Project:

- Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Creates a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Is located on a site that is included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or the environment
- Emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Results in a safety hazard for people residing or working in the Project area (applies to a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport)

- For a project within the vicinity of a private airstrip, results in a safety hazard for people residing or working in the Project Area
- Impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan
- Exposes people or structures to a significant risk of loss, injury, or death involving wild-land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

Chapter 4, Section 4.15.3 of the Final EIS/EIR evaluated the risk presented by hazardous wastes and materials during construction. As stated previously, the Project is not within the vicinity of a public or private airport or airstrip. The Project is also located in an urban environment and would not expose people or structures to risks associated with wild-land fires. The Final EIS/EIR stated that the tunnel would be under the lowest point of most contaminated soils, although risks could result from hazardous materials extracted by the TBMs and at station sites. Construction activity would involve routine transport, use, or disposal of hazardous materials, namely contaminated soils and groundwater; however, these materials are not expected to be acutely hazardous. All hazardous materials would be removed and disposed of in accordance with state and federal regulatory guidelines. The following mitigation measures were identified to minimize construction-related impacts related to hazardous materials:

- CON-55 (Site Assessments)
- CON-56 (Soil Reuse)
- CON-57 (Sampling during Construction)
- CON-58 (Soil Testing)
- CON-59 (Personal Protection)
- CON-60 (Contaminated Ground Water)
- CON-61 (Health and Safety Plan)
- CON-62 (Storage of Contaminated Materials)
- CON-63 (Monitoring the Environment)
- CON-64 (Equipment Repair and Maintenance)
- CON-65 (Removal of Chemical Residue)

With implementation of mitigation, impacts related to hazardous materials during construction would be less than significant.

The project refinements described in Section 2.0 do not require the use of new hazardous materials during construction from those evaluated in the Final EIS/EIR. Geotechnical investigations undertaken for the project refinements indicate that the general soil conditions in the areas of excavation remain consistent with those identified in the Final EIS/EIR. There is no history of known contaminated soils near the project refinements. The mitigation measures identified in the Final EIS/EIR would continue to apply to construction of the refinements. Therefore, the impact conclusions in the Final EIS/EIR related to hazardous materials remain unchanged during construction of the project refinements.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to hazardous wastes and materials than those previously addressed in the Final EIS/EIR.

3.15 Ecosystems/Biological Resources

3.15.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Impacts to ecosystems/biological resources during operation of the Project were evaluated pursuant to CEQA in Section 4.10.5 of the Final EIS/EIR. Impacts were considered significant if the Project would result in the following:

- Loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, or candidate species or a species of special concern or a federally listed critical habitat
- Loss of individuals, the reduction of existing habitat of a locally designated species, or a reduction in a locally designated natural habitat or plant community
- Interference with habitat such that normal species behaviors are disturbed (e.g., from introducing noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species

The Final EIS/EIR stated that the Project is located in a developed urban land area with limited ecosystem/biological resources. No special status species, sensitive vegetation communities, significant wildlife habitats or corridors, or wetlands were observed within the Study Area. Mitigation for impacts to ecosystems and biological resources was not required for the Project as evaluated in the Final EIS/EIR.

Consistent with the Final EIS/EIR, the project refinements would be located in a developed urban area and are not located near sensitive ecosystems or biological resources. As stated in Section 3.15.2, it is anticipated that trees and palms removed at the VA WLA Campus would be replaced upon the completion of construction and, therefore, there would not be a long-term impact to biological resources at the VA WLA Campus. The palms and other vegetation adjacent to the Chase Bank that would be removed during construction would not be replaced when construction is complete. However, other trees that would provide suitable habitat would remain on the Linde (Westwood) Medical Plaza property and adjacent properties. Therefore, implementation of the project refinements would result in less-than-significant impacts and the impact conclusions of the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to ecosystems and biological resources than those previously addressed in the Final EIS/EIR.

3.15.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: Temporary Unavoidable Significant Impacts After Mitigation
- Addendum Finding: Less Than Significant Impacts After Mitigation, No Increase in Severity

Construction-related impacts to ecosystems and biological resources were considered significant if construction of the Project would result in the following:

- The loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, or candidate species, or a species of special concern, or federally-listed critical habitat
- The loss of individuals, the reduction of existing habitat or plant community
- Interference with habitat such that normal species behaviors are disturbed (e.g., from introducing noise, light) to a degree that may diminish the chances for the long-term survival of a sensitive species

Chapter 4, Section 4.15.3 of the Final EIS/EIR evaluated the impacts of construction on ecosystems and biological resources. Construction of Section 3 of the Project may require the removal or disturbance (including trimming) of mature trees located at the construction sites. A significant impact could occur if an active migratory bird nest located in any of these trees is disturbed during construction. Because the majority of the Study Area provides only low quality habitat for migratory birds, indirect impacts are not expected to be substantial, as only a small number of migratory birds would be displaced, if any. Tree removal would require compliance with all applicable local tree protection codes, including the City of Los Angeles's Native Tree Protection Ordinance, to ensure impacts are reduced. The Final EIS/EIR identified the following measures to mitigate impacts related to biological resources during construction:

- CON-66 (Biological Survey)
- CON-67 (Compliance with City Regulations)
- CON-68 (Tree Pruning)
- CON-69 (Avoidance of Mitigatory Bird Nesting Season)

With implementation of these measures, impacts to ecosystems or biological resources during construction would be less than significant.

The project refinements associated with construction staging areas (Section 2.1), the construction method for the Westwood/VA Hospital Station west crossover (Section 2.5) and the Westwood/UCLA Station entrances (Section 2.6) would result in the removal of trees. However, no trees protected under the Native Tree Protection Ordinance were identified in these station areas. An arborist has identified a nest in a Canary palm that would need to be removed to accommodate the Western VA construction staging area. Other Canary palms would remain in this location, and it is anticipated that a nest could be built in one of the remaining trees. The Canary palm with the nest would not be removed while the nest is active. The mitigation measures identified in the Final EIS/EIR and listed above would be implemented during construction of the refinements. Construction on the VA WLA Campus would require the removal of trees and palms; however, Metro is coordinating with representatives of the VA to determine requirements for the replacement of these trees and palms when construction is complete. It is anticipated that the trees and palms removed during construction would be replaced when construction is complete. Consistent with Mitigation Measure CON-66, Metro would conduct biological surveys prior to the removal of any trees on the VA WLA Campus and on the Linde (Westwood) Medical Center property.

Consistent with the Final EIS/EIR, impacts to ecosystems and biological resources during construction of the project refinements would be less than significant with mitigation.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to ecosystems and biological resources than those previously addressed in the Final EIS/EIR.

3.16 Water Resources

3.16.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Impacts to water resources during operation of the Project were evaluated pursuant to CEQA in Section 4.11.5 of the Final EIS/EIR. Impacts were considered significant if the Project would:

- Violate any applicable water quality standards or waste discharge requirements, including those defined in Section 13050 of the Clean Water Act
- Affect the rate or change the direction of movement of existing groundwater contaminants or expand the area affected by contaminants
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table
- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Otherwise substantially degrade water quality
- Place structures that would impede or redirect flood flows within a 100-year flood hazard area
- Expose people to a significant risk of loss, injury, or death involving flooding

The Final EIS/EIR concluded that operation of Section 3 of the Project would not result in significant impacts to hydrology or water resources. The Project would be located in a dense urban environment with extensive impervious surfaces, and any added runoff would be minor. Additionally, the Project would not substantially alter drainage patterns and would comply with Title III and Title IV of the Clean Water Act and National Pollutant Discharge Elimination System. The Final EIS/EIR included the following measures to further minimize impacts to water resources: WQ-1 (Drainage Control Plan) and WQ-2 (Runoff Treatment).

The project refinements described in Section 2.0 do not change the impact conclusions of the Final EIS/EIR related to water resources because they do not add new impervious surface or affect the rate or substantially alter the existing drainage pattern of the site or area. The passenger drop-off area (Section 2.3) would be located in a portion of parking Lot 42, which is an existing impervious area. The Western VA construction staging area (Section 2.1) and cut-and-cover construction area for the Westwood/VA

Hospital west crossover (Section 2.6) would be located in a grassy area. Upon the completion of construction, the area would be restored to existing conditions or as otherwise approved by the VA; therefore, the drainage pattern on the site would not be affected. In addition, in accordance with the City of Los Angeles Best Management Practice, new construction, including Metro entrance portals and the passenger drop-off area, is required to incorporate water management control to prevent all initial runoff from discharging into the public storm drain system. The refinements would not deplete groundwater supplies, degrade water quality, or create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. Therefore, the project refinements would result in no significant impacts to water resources and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to water resources than those previously addressed in the Final EIS/EIR.

3.16.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts (Water Supply); Less Than Significant Impacts after Mitigation (Groundwater, Drainage, Water Quality)
- Addendum Finding: No Significant Impacts (Water Supply); Less Than Significant Impacts after Mitigation (Groundwater, Drainage, Water Quality)

Impacts to hydrology and water resources during construction of the Project were evaluated pursuant to CEQA in Chapter 4, Section 4.15.3 of the Final EIS/EIR under the heading "Hydrology and Water Resources." The analysis considered water supply, surface and groundwater, drainage, and water quality resources. Impacts were considered significant if the Project would:

- Water supply: Substantially deplete water resources
- Groundwater: Substantially deplete groundwater supplies or interfere substantially with groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level
- Drainage: Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Drainage: Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site
- Water Quality: Violate any applicable water quality standard or waste discharge requirement, including those defined in Section 13050 of the Clean Water Act

Chapter 4, Section 4.15.3 of the Final EIS/EIR evaluated the potential impacts of construction of Section 3 of the Project on water resources in terms of water supply, groundwater, drainage, and water quality.

3.16.2.1 Water Supply

The Final EIS/EIR stated that construction of the Project would not result in significant impacts to the water supply. During construction of the Project, field offices, the TBM, and associated cooling towers would require water use. Water would also be required for various uses, including to mix concrete and

other construction materials, for dust control, and for personnel use, but these uses would not significantly affect the water supply. Water used in support of the TBM would be recycled. The Final EIS/EIR anticipated that construction water use will be approved during design and that the Los Angeles Department of Water and Power has the capacity to supply the water. Therefore, the construction of the Project would not significantly impact the municipal water supply.

The project refinements would not increase water supply requirements during construction because the refinements do not change construction means or methods compared to the Project as evaluated in the Final EIS/EIR. Therefore, consistent with the Final EIS/EIR, construction of the project refinements would result in no significant impacts to the water supply.

3.16.2.2 Groundwater

In terms of groundwater, the Final EIS/EIR stated that construction would require dewatering during station construction. A dewatering permit would be obtained from the Los Angeles Regional Water Quality Control Board. If contaminated groundwater is encountered, it would be managed in compliance with applicable permits and regulations. The Final EIS/EIR identified the following mitigation measures to avoid and minimize impacts to groundwater:

- CON-70 (Methods to Control Contaminated Groundwater)
- CON-71 (Plan if Contaminated Groundwater is Encountered)

With mitigation, construction-related groundwater impacts would be reduced to a less than significant level.

The tail track exit shaft at the Western VA construction staging area (Section 2.1) would be constructed with water-tight walls; however, some temporary dewatering may be required at the shaft bottom. None of the other project refinements would change the construction means and methods from the Final EIS/EIR and, therefore, would not increase dewatering requirements compared to the Final EIS/EIR. The mitigation measures identified in the Final EIS/EIR related to groundwater would also be implemented during construction of the project refinements, as applicable. Therefore, consistent with the Final EIS/EIR, impacts to groundwater during construction of the project refinements would remain less than significant with mitigation.

3.16.2.3Drainage

The Final EIS/EIR evaluated whether construction of the Project would contribute to runoff that would exceed the capacity of existing or planned stormwater drainage systems or alter the existing drainage pattern of the site or area. The Final EIS/EIR stated that tunnel construction is deep enough to avoid impacts to existing drainage structures; however, construction of the stations would affect drainage structures. Structures would be resized or relocated to prevent flooding or ponding. The Final EIS/EIR included the following mitigation measures related to drainage:

- CON-72 (Erosion and Sediment Control Plan)
- CON-73 (Landscape and Construction Debris)
- CON-74 (Use of Non-Toxic Herbicides or Fertilizers)
- CON-75 (Use of Temporary Detention Basins)

- CON-76 (Water Quality Monitoring)
- CON-77 (Use of Stormwater Runoff BMPs)
- CON-78 (Measures to Reduce the Tracking of Sediment and Debris)
- CON-79 (Cleaning of Equipment)
- CON-80 (Construction Site Water Collection)
- CON-81 (Soil and Building Material Storage)

With implementation of these measures, impacts to drainage during construction would be less than significant.

As stated in Section 2.1, a Caltrans infiltration basin located north of Wilshire Boulevard and west of I-405 would be modified to replace the water quantity volume displaced by construction within the south basin. This modification would offset potential impacts to drainage that could result from construction in the south infiltration basin.

3.16.2.4 Water Quality

In terms of water quality, the Final EIS/EIR stated that the Project is not near surface water and construction would be conducted in accordance with applicable regulatory requirements and permits. BMPs would be implemented to minimize impacts to water quality. Therefore, there would not be significant impacts to surface-water hydrology or water quality. Additionally, disposal would be in compliance with applicable permits and requirements and, therefore, the handling and disposal of wastewater would not result in significant impacts to water quality. However, surface construction, such as grading and excavation, could result in water quality impacts from increases in erosion and sedimentation. The Final EIS/EIR included the following mitigation measures to minimize impacts to water quality:

- CON-72 (Erosion and Sediment Control Plan)
- CON-73 (Landscape and Construction Debris)
- CON-74 (Use of Non-Toxic Herbicides or Fertilizers)
- CON-75 (Use of Temporary Detention Basins)
- CON-76 (Water Quality Monitoring)
- CON-77 (Use of Stormwater Runoff BMPs)
- CON-78 (Measures to Reduce the Tracking of Sediment and Debris)
- CON-79 (Cleaning of Equipment)
- CON-80 (Construction Site Water Collection)
- CON-81 (Soil and Building Material Storage)

With implementation of these measures, impacts to water quality during construction would be less than significant.

The project refinements described in Section 2.0 would not increase impacts to water quality during construction compared to the Project as evaluated in the Final EIS/EIR. BMPs would continue to be implemented to minimize impacts to water quality, including for the Western VA construction staging area (Section 2.1) and the staging area associated with the Westwood/VA Hospital Station west crossover (Section 2.1). The mitigation measures identified in the Final EIS/EIR (listed above) would continue to apply to construction of the project refinements. Therefore, impacts to water quality during construction of the project refinements would be less than significant with mitigation and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant construction-related impacts related to water resources than those previously addressed in the Final EIS/EIR.

3.17 Safety and Security

- Final EIS/EIR Finding for Section 3: Less than Significant Impacts after Mitigation
- Addendum Finding: Less than Significant Impacts after Mitigation

Impacts to safety and security during construction and operation of the Project were evaluated pursuant to CEQA in Section 4.12.5 of the Final EIS/EIR. Impacts were considered significant if the Project would:

- Create the potential for increased pedestrian or bicycle safety risks
- Create substantial adverse safety conditions, including station, boarding, and disembarking accidents, right-of-way accidents, collisions, fires, and major structural failures
- Substantially limit the delivery of community safety services, such as police, fire, or emergency services, to locations along the proposed alignment
- Create the potential for adverse security conditions, including incidents, offenses, and crimes

Based on information contained in the Final EIS/EIR, the Project could affect the pedestrian environment, passenger safety, worker safety, and emergency response times for emergency service providers during construction or operation of the Project.

The following mitigation measures were identified to minimize impacts to safety and security during construction and operation:

- SS-1 (Implement Public Safety Awareness and Employee Training Program)
- SS-2 (Develop and Implement a Project-specific Safety Certification Plan that would Result in Safety Certification of all Certifiable Project Elements)
- SS-4 (Design in Accordance with Metro Fire/Life Safety Criteria, CBC, and other Applicable Federal, State, and Local Rules and Regulations)
- SS-5 (Design in Accordance with Metro Fire/Life Safety Criteria, Metro Ventilation Criteria, Findings in the *Westside Subway Extension Geotechnical and Hazardous Materials Technical Report* (Metro 2010b) and with Special Design, Construction, and Operational Attention to the Gassy Ground Tunnels and Stations)

- SS-6 (Incorporate Security Features, including Lighting, Communication Devices (e.g., Passenger Telephones), Closed Circuit Television, Signs and other Design Features, and Law Enforcement Officers to Reduce Criminal Activities)
- SS-7 (Implement Security Features, including Security Education and Employee Training Specific to Terrorism Awareness, Lighting, Communication Devices (e.g., Passenger Telephones), Closed Circuit Television, Signs, and Other Design Features to Reduce Terrorism Activities)
- SS-8 (Develop and Implement a Comprehensive Emergency Preparedness Plan, Employee and Emergency Responders Training, and System Design Features)

The Final EIS/EIR concluded that with mitigation, safety and security impacts would be less than significant during construction and operation.

The project refinements described in Section 2.0 do not introduce new project elements that would pose a new (previously unidentified) risk to safety or security. The VA has expressed concerns about the potential for safety and security to arise as a result of transit patrons utilizing the VA WLA Campus to access the transit system. Mitigation Measure SS-6 requires inclusion of security features and law enforcement at stations; with this measure safety and security issues would not arise at the VA WLA Campus.

Additionally, the project refinements described in Section 2.0 would not introduce new safety concerns during construction. Rather, the elimination of the GSA crossover (Section 2.2) would reduce the construction activities located aboveground adjacent to the Federal Building (GSA Building), which would provide benefits in terms of construction safety. Metro would continue to follow the risk assessment processes performed by federal agencies for federal sites for the tunneling work required in this location.

Construction of the project refinements would still be in accordance with applicable federal and state policies and regulations, and the Construction Safety and Security Plan (Mitigation Measure SS-3) would be implemented prior to the start of work. Therefore, the impact conclusions of the Final EIS/EIR related to safety and security remain unchanged during construction of the project refinements.

The mitigation measures identified in the Final EIS/EIR would continue to be applicable to the project refinements, both during construction and operation. Therefore, the project refinements would result in less-than-significant impacts with mitigation during operation and construction and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to safety and security during construction or operation than those previously addressed in the Final EIS/EIR.

3.18 Parklands and Community Services and Facilities

3.18.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts
- Addendum Finding: No Significant Impacts

Impacts to parklands and community facilities during operation of the Project were evaluated pursuant to CEQA in Section 4.13 of the Final EIS/EIR. Impacts were considered significant if the Project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any public services

The Final EIS/EIR concluded that operation of the Project would not result in significant impacts because the Project would not increase regional population or result in the need for the Los Angeles Fire Department and the Los Angeles County Fire Department to expand their fire protection and paramedic services. Additionally, the Project would not increase the demand for police protection services. The Project would increase accessibility to parks near the alignment, which would result in a nominal increase in their use. Therefore, operation of the Project would result in no significant impacts.

Consistent with the Final EIS/EIR, none of the project refinements would increase regional population or result in the need for the Los Angeles Fire Department and the Los Angeles County Fire Department to expand their fire protection and paramedic services. The project refinements would not increase the demand for police protection services or increase demand for parks compared to the Project as evaluated in the Final EIS/EIR. Therefore, the project refinements would have no significant impacts under this threshold and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to parklands and community services and facilities during operation than those previously addressed in the Final EIS/EIR.

3.18.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: Less-Than-Significant Impacts with Mitigation
- Addendum Finding: Less-Than-Significant Impacts with Mitigation

Impacts to parklands and community facilities during operation of the Project were evaluated pursuant to CEQA in Section 4.13 of the Final EIS/EIR. Impacts were considered significant if the Project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any public services

The Final EIS/EIR stated that construction of the Project could affect parklands and community facilities for limited durations due to street and sidewalk closures and traffic detours and when on-street parking is temporarily impacted, especially in areas of station construction. Construction and traffic detours

would temporarily reduce access to businesses and communities. Metro's construction policy for the Project is to ensure that streets and alleys remain accessible to residences, businesses, and other uses. Implementation of this policy would ensure that access to parks, recreation centers, and museums are maintained during construction. In addition, noise and emissions from haul trucks and construction equipment could disrupt community activities. Access to police and fire stations, hospitals, and medical care facilities would be maintained during construction. Hospitals and medical care facilities located near proposed construction sites that may be impacted due to emissions, noise, and vibration include the VA Hospital. Police and fire emergency response routes to businesses and residences could be disrupted within the vicinity of construction areas. To minimize disruptions, the Los Angeles Police Department and the Los Angeles Fire Department would be informed of lane closures and detours prior to construction so that emergency routes can be adjusted accordingly.

The following measures were included in the Final EIS/EIR to mitigate impacts to parks and community facilities during construction of the project refinements:

- CON-82 (Soil and Building Material Storage)
- CON-83 (Work with Transportation, Police, Public Works, and Community Service Departments)
- CON-84 (Instructional Rail Safety Programs for Schools)
- CON-85 (Informational Program to Enhance Safety)
- CON-86 (Traffic Control)
- CON-87 (Designation of Safe Emergency Vehicle Routes)

With implementation of mitigation, construction of the Project would result in less than significant impacts to parks or community facilities.

As stated in Sections 3.2.2 and 3.6.1 of this Addendum, construction of the project refinements would not change the roadway closures or access to businesses in a manner that would introduce new significant impacts or increase the severity of previously identified significant impacts. Further, as described in Section 3.4.2, construction of the project refinements would not result in new sidewalk closures or increase detour routes. The construction specifications for the Project require that a portion of Bonsall Avenue and the sidewalks remain open at all times, thereby maintaining access between the north and south sides of the VA WLA Campus for both vehicular and pedestrian traffic. Construction of the project refinements would result in the temporary loss of on-street parking along Ohio and Federal Avenues during construction of the underground conduits (Section 3.3.2). However, this parking is not in proximity to parklands or other community services. With advance notification, the temporary parking loss would not result in significant impacts.

Impacts related to land use during construction of the project refinements are described in Section 3.5.2 of this Addendum. Refinements to the construction staging areas (Section 2.1) would shift a substantial portion of heavy construction activities, such as those in support of the TBM, from the construction staging area in Lot 42 located in front of the VA Main Hospital (Building 500) to a construction staging area on the western portion of the campus (referred to as the Western VA construction staging area). The relocation of heavy construction activities from an area near the VA Main Hospital (Building 500) to this staging area would provide a benefit to the VA WLA Campus. As described in Section 3.6.1, construction of the project refinements would not displace community facilities.

The mitigation measures identified in the Final EIS/EIR would continue to apply during construction of the project refinements. Therefore, construction of the project refinements would result in less-than-significant impacts with mitigation and the impact conclusions in the Final EIS/EIR remain unchanged.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to parklands and community services and facilities during construction than those previously addressed in the Final EIS/EIR.

3.19 Historic, Archaeological, and Paleontological Resources

3.19.1 Operational Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts (Historic Resources, Archaeological Resources. Paleontological Resources)
- Addendum Finding: No Significant Impacts (Historic Resources, Paleontological Resources, Historic Archaeological Resources)

Impacts to historic, archaeological, and paleontological resources during construction and operation of the Project were evaluated pursuant to CEQA in Section 4.14.8 of the Final EIS/EIR. Impacts to historical, archaeological, or paleontological resources were considered significant if the Project:

- Causes a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Causes a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
- Directly or indirectly destroys a unique paleontological resource or site or unique geologic feature
- Disturbs any human remains, including those interred outside of formal cemeteries

3.19.1.1 Historic Resources

The Final EIS/EIR did not identify adverse effects to historic properties in Section 3 of the Project. No Adverse Effect determinations were made for the Linde (Westwood) Medical Plaza and the WLA VA Historic District. The project's only adverse effect was located in Section 2 and resulted from the demolition of the Ace Gallery.

The following minimization measure was identified in the Final EIS/EIR to avoid adverse effects to the Linde (Westwood) Medical Plaza, (Westwood) Federal Building, and WLA VA Historic District:

- HR-1 (Treatment to Avoid Adverse Effects)

Metro has completed additional analysis to determine whether the project refinements addressed in this addendum would have effects on historic resources during operation of the system.

The Linde (Westwood) Medical Plaza was determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion C and in the California Register of Historic Places under Criterion 3. The Chase Bank space associated with the Linde (Westwood) Medical Plaza has undergone multiple interior, exterior, and landscaped plaza alterations in the time since its construction based on a permit and records search. The Chase Bank space and landscaped plaza with trees have been substantially

altered so much that they no longer retain integrity of design, materials, workmanship, feeling, or association and retain only a moderate degree of integrity of setting. Project refinements in the vicinity of the Linde (Westwood) Medical Plaza include locating the northeastern entrance of the Westwood/UCLA Station in the space currently occupied by Chase Bank. This would require reconstruction of the one-story space while retaining and reinstalling original materials where feasible. The proposed station entrance would be of similar dimensions and massing compared to the footprint currently occupied by the Chase Bank. Additionally, the station entrance design would replicate and replace the building's original design characteristics and details removed since the building's construction in 1960-61 to the extent feasible. Where possible, materials would be replaced in-kind or with materials of a similar appearance so that the overall appearance of the Chase Bank space remains consistent with the original design.

Four raised planters containing trees and located within the altered landscaped plaza fronting the Chase Bank retail space would be permanently removed. The planters have been altered since they were originally installed. These landscaped elements were determined to no longer contribute to the property due to a loss of integrity resulting from numerous alterations. Metro has consulted with the California Department of Parks and Recreation Office of Historic Preservation (the State Historic Preservation Office, or SHPO) and determined that, considering the lack of integrity of the Chase Bank retail space, it would no longer be considered a contributing element to the Linde (Westwood) Medical Plaza. A revised Department of Parks and Recreation form with this finding is currently being updated and will be submitted to confirm this finding and receive formal SHPO concurrence. Therefore, once this noncontributing status is confirmed, Metro believes that locating the station entrance, including context-sensitive design considerations, within the current Chase Bank retail space would not detract from the greater complex and would have no adverse effect on the Linde (Westwood) Medical Plaza. Therefore, the Project, including refinements, would have no significant impact to the Linde (Westwood) Medical Plaza.

Built in 1968-1969, the (Westwood) Federal Building at 11000 Wilshire Boulevard is a federal office complex designed by Charles Luckman and Associates comprising an 18-story tower along Wilshire Boulevard; a central, single-story lobby on the tower's south-facing facade elevation; and two single-story buildings joined by covered walkways that form a courtyard in front of the lobby. Collectively, these buildings form a symmetrically arranged complex with an H-shaped footprint located within a designed landscape. The buildings are constructed of reinforced steel covered with smooth concrete. The Formalist-style complex occupies the south side of Wilshire Boulevard between Veteran Avenue and Sepulveda Boulevard across from the Los Angeles National Cemetery and is oriented south away from Wilshire Boulevard. The complex appears largely unaltered since its construction in 1968-1969. In 2010, the (Westwood) Federal Building was determined eligible under Criterion C and Criteria Consideration G for listing in the NRHP as part of the WPLE Project. SHPO concurred with that determination in 2011. In 2016, the GSA determined the (Westwood) Federal Building was eligible for listing in the NRHP under Criteria A and C. SHPO also concurred with this determination of eligibility.

The tunnel crosses into the (Westwood) Federal Building complex's historic property boundary on its northwest corner; however, none of the complex's built elements are located above the tunnel, and the nearest complex built element, the 18-story tower, is approximately 120 feet from the tunnel at its closest point and 60 feet below ground. No aboveground project elements are in its immediate vicinity. The complex is located between the Westwood/VA Hospital Station, which is approximately 1,130 feet to the west, and the Westwood/UCLA Station, which is approximately 460 feet to the east. In addition to

the tunnel, the complex would be approximately 110 feet east to the historic property boundary and approximately 365 feet from the building of a construction staging area and grouting activities located between the I-405 on-ramp and Sepulveda Boulevard and approximately 125 feet from the construction staging area at Wilshire Boulevard and Veteran Avenue. Construction-related visual effects and permanent project elements would not be visible from the complex because of the distances of the proposed work. Views toward construction staging and grouting activities located between the I-405 on-ramp and Sepulveda Boulevard are completely screened by the on-ramp and existing vegetation. Therefore, the Project, including refinements, would have no significant impact to the (Westwood) Federal Building.

The WLA VA Historic District was listed in the NRHP in 1981 as a collection of multiple, discrete historic districts comprising buildings, landscapes, and burials. In 2014, the districts were reevaluated as a single historic district, the WLA VA Historic District. The property is listed under NRHP Criterion A for its association with Second Generation Veterans Hospital national context for the period 1923-1952. The only permanent project elements within the historic district are an access hatch located on a slightly widened portion of Hadley Lane and a series of six small vent grilles that would be placed approximately 100 feet apart in the grassy area above the station box. These elements would be unobtrusive and flush with the ground or pavement. No significant views or character-defining features would be affected. Other permanent project components, including station features associated with the alignment at the VA Medical Center and Westwood/VA Hospital Station entrances, murals, and the Westwood/VA Hospital Station access are located outside the historic district boundaries where urban development, including elevated I-405 and Wilshire Boulevard, have permanently altered the historic district's setting in the vicinity of project activities. Underground conduits and grouting proposed as project refinements would be located in public right-of-way underground or on existing poles and along the historic district boundary and would not affect the historic district or its contributing elements. Although several permanent project elements may be visible from locations within the historic district, areas with these views represent a small percentage of the approximately 400-acre district. The integrity of setting in those areas is marginal, particularly in the direction of the permanent project elements. Previous changes to the setting include the addition of modern buildings within and adjacent to the VA WLA Campus, construction of the elevated Wilshire Boulevard and I-405, and the removal or alteration of historic buildings. No significant or historic viewsheds or vistas would be affected by the Project. The Project would not affect the character-defining features of any contributing resources and would not diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association. Therefore, the Project, including refinements, would have no significant impact to the WLA VA Historic District.

3.19.1.2 Archaeological Resources

The Final EIS/EIR concluded that operation of the Project would not result in significant impacts to archaeological resources. All ground disturbance associated with the project refinements would occur during construction; therefore, there would be no operational effect of the Project or refinements on archaeological resources.

3.19.1.3 Paleontological Resources

The Final EIS/EIR stated that the Project may encounter fossil localities at all stations, but discoveries would be most likely at the Wilshire/La Brea and Wilshire/Fairfax Stations, which are in Section 2 of the Project. All subsurface disturbance for the project refinements would occur during construction; therefore, there would be no operational effect of the Project or refinements on paleontological resources.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to historic, archaeological, or paleontological resources than those previously addressed in the Final EIS/EIR.

3.19.2 Construction Phase Evaluation

- Final EIS/EIR Finding for Section 3: No Significant Impacts (Historic Resources, Archaeological Resources); Less than Significant Impacts after Mitigation (Paleontological Resources)
- Addendum Finding: No Significant Impacts (Historic Resources, Archaeological Resources); Less than Significant Impacts after Mitigation (Paleontological Resources)

During construction, impacts to archaeological, historical, or paleontological resources were considered significant if construction would:

- Demolish or materially alter a significant archaeological, historic, or paleontological resource

3.19.2.1 Historic Resources

The Final EIS/EIR stated that subsurface easements would be required for up to six historic properties within Section 3 of the Project. Additionally, construction would occur in the vicinity of the contributing elements of the WLA VA Historic District. The following mitigation measure was included in the Final EIS/EIR to minimize impacts:

- HR-4 (Geotechnical Pre-construction Survey and Historic Landscape Protection)

Metro has evaluated noise and vibration levels at the Linde (Westwood) Medical Plaza associated with construction of the project refinements. The vibration levels would not exceed the damage risk criteria, and TBM tunneling activities and haul train groundborne vibration levels would not exceed the established risk thresholds or Metro construction criteria for construction of the project alignment and tunnel size refinement. Project construction, including construction of the refinements, would have no significant impact on the Linde (Westwood) Medical Plaza.

Similarly, Metro has evaluated noise and vibration levels at the (Westwood) Federal Building. The vibration levels would not exceed the damage risk criteria for construction associated with the project refinements, and TBM tunneling activities and haul train groundborne vibration levels would not exceed the established risk thresholds or Metro construction criteria for construction of the project alignment and tunnel size refinement. Project construction, including construction of the refinements, would have no significant impact on the (Westwood) Federal Building.

Of the WLA VA Historic District's approximately 400 acres, approximately 3.8 acres would temporarily be used as construction staging areas for the Project. The TBMs would be launched within the historic district at the area that contains the Palm Grid, which is a contributing landscape feature. The Palm Grid currently contains three dead trees that would be replaced; other trees that are healthier would be stored and replanted after construction is complete. Maintaining the grid configuration with mature palms would result in a no adverse effect assessment. The area of the historic district comprising the temporary cut-and-cover construction method for the Westwood/VA Hospital Station west crossover and station box cavern activities previously included buildings on the sites proposed for work according to historic mapping. This area has only appeared in its current state as a green space since the 1990s. As

a result, the area has diminished integrity. However, to maintain the current distinct vegetated character, the area would be returned to its current verdant condition. In consultation with the VA, trees and landscape features would be selected to maintain the current character, although some trees may not be replaced in kind if the VA prefers a different species. This would not create an adverse effect because the landscape is not historic in that area. The temporary work area within the historic district boundary would be returned to its prior or an improved condition as determined through consultation.

The palm trees that flank the western side of Bonsall Avenue are within the historic district boundary; however, the 2014 NRHP nomination does not include the palm trees on the eastern side. In consultation with VA staff, Metro has agreed to consider the eastern row of palms as contributing for the purposes of the Project. At this time, project plans call for two palms within each row that flanks Bonsall Avenue to be removed. Consultation is underway regarding potential in-kind replacement of the palms, which would avoid an adverse effect to the design of the historic district.

Metro has evaluated noise and vibration levels associated with construction of the project refinements. The vibration levels would not exceed the damage risk criteria, and TBM tunneling activities and haul train groundborne vibration levels would not exceed the established risk thresholds or Metro construction criteria for construction of the project alignment and tunnel size refinement.

The proposed project work would not affect the character-defining features of any contributing resources and would not diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association. Work would be executed according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Therefore, project construction would have no significant impact on the WLA VA Historic District.

3.19.2.2 Archaeological Resources

The Final EIS/EIR concluded that construction of the Project would not result in significant impacts to archaeological resources, although there was a potential to encounter subsurface archaeological deposits during construction given the historic period nature of the built environment. Although significant impacts were not anticipated, the Final EIS/EIR included the following measure to ensure there would not be significant impacts to unknown and undocumented archaeological resources, including human remains, during construction:

- AR-1 (Unanticipated Discoveries and Consultation with Native American Individuals, Tribes and Organizations and Treatment of Cultural Remains and Artifacts)

Per AR-1, Metro committed to notifying FTA, the Advisory Council on Historic Preservation, and SHPO of proposed actions to avoid, minimize, or mitigate adverse effects should unanticipated archaeological resources be discovered during construction.

Metro has completed additional analysis to review whether the project refinements addressed in this addendum would have effects on archaeological resources during construction of the system. Specifically, Metro conducted additional record searches at the South Central Coastal Information Center and coordination with the Native American Heritage Commission (NAHC). The supplemental record searches with the South Central Coastal Information Center were negative for previously recorded archaeological resources within the expanded archaeological APE. However, a portion of the expanded archaeological APE is located within Subarea 2 of the WLA VA Historic District, a NRHP listed property.

The NAHC responded that the Sacred Lands file indicated that a sacred land had been recorded within the expanded APE and suggested contacting Chief Anthony Morales of the Gabrieleno Tongva San Gabriel Band of Mission Indians. On November 15, 2017, Chief Morales reported that he did not know of any sacred lands within the APE but did indicate the presence of sacred village site Kuruvungna (also known as Serra Springs) located outside the APE. He also stated that the project footprint may be sensitive for cultural resources since Wilshire Boulevard was used as a tribal trading route. Chief Morales requested Native American monitoring for any excavation conducted during any extended archaeological identification and during project construction. The NAHC indicated that since Chief Morales had no concerns regarding potential impacts to the sacred land, Metro's due diligence was fulfilled and no further action was necessary.

Consultation also occurred with representatives of Native American tribes identified by the NAHC. Mr. Robert Dorame spoke with representatives of the FTA on January 9, 2018, and stated there are major Indian burial sites near Kuruvungna (Serra Springs) located southwest of the VA WLA Campus outside the Project's APE. Mr. Dorame also identified a potential for artifacts west of I-405 and the presence of a dry creek bed near the helipad on the VA WLA Campus. Mr. Dorame also requested to be a cultural monitor during project construction. The Gabrieleno Band of Mission Indians – Kizh Nation provided information about tribal use of the general WPLE Project area, but did not provide specific information about archaeological sites, features, or resources meeting the definition of tribal cultural resources known to be present within the expanded APE. The Kizh requested a tribal monitor be present during construction of Section 3.

Based on coordination with representatives of the VA, supplemental historical research was conducted to identify potential subsurface archaeological resources. Two construction staging areas (the area west of Bonsall Avenue associated with the cut-and-cover area for the Westwood/VA Hospital Station west crossover and referred to as construction staging area 2A in this section) and the Western VA construction staging area (referred to as Construction Staging Area 1) and the underground alignment are located within Subarea 2 of the WLA VA Historic District. The construction staging areas located east of Bonsall Avenue and within Lot 42 (Construction Staging Area 2B), within the Caltrans infiltration basin south of Wilshire Boulevard and west of I-405 (Construction Staging Area 3), and the work area for the parking structure in Lot 43 (Parking Structure and Construction Staging Area 4) are located outside the historic district.

A 1910 map depicts the location of the original National Home for Disabled Veteran Soldiers hospital as just east of Bonsall Avenue, where the Construction Staging Area 2B, the WPLE alignment, and the Westwood/VA Hospital station box are proposed (Santa Monica Land and Water Board Company 1910). It is estimated that the original hospital existed in this location from 1888 to around 1925. The Wadsworth Hospital that was in use in 1930 was located outside of the expanded archaeological APE; however, several barracks and quarters were in use at that time within the expanded APE. The historic map information suggests that subsurface building foundations may exist within this construction staging area and the related WPLE alignment and station box. Extensive ground disturbance has occurred within this construction staging area as well as Construction Staging Area 2A located west of Bonsall Avenue with the installation of various utilities and solar panels. Further, 26 geotechnical bores were completed to a depth of 50 feet within or in close proximity to Construction Staging Areas 2A and 2B; no evidence of intact archaeological deposits was encountered.

Beneath the paved surface of Construction Staging Area 1, the remains of the Los Angeles Pacific Railroad tracks may exist, as well as associated historic debris. One geotechnical bore was completed to a depth of 50 feet within this construction staging area; no evidence of intact archaeological deposits was encountered.

There is no evidence of buildings or structures within Construction Staging Area 3 as far back as 1894. The current stormwater facility appears to have been constructed around 2011 and included substantial excavation and grading. This area was surveyed three times prior to the grading with no cultural resources observed and none were reported during the grading.

In 1910, a group of seven buildings, identified as the O.T. Shop, stood at the very northern boundary of the proposed Parking Structure and Construction Staging Area 4. Five buildings (Buildings 71-74 and 89, Duplex Quarters) were located along the western edge in 1930. By 1950, only one small building was extant. No buildings were present by 1966.

Based on the results of this analysis, subsurface historic deposits may be encountered in Construction Staging Areas 1, 2A, 2B, and Parking Structure and Construction Staging Area 4. To respond to the findings of the supplemental research and identify potential archaeological resources within the expanded APE that have not been previously documented, pedestrian and ground-penetrating radar (GPR) surveys were conducted. On July 17, 2017, a pedestrian survey of the expanded APE on the VA WLA Campus was conducted by walking parallel transects, spaced at no greater than 15-meter intervals while closely inspecting the ground surface. Existing disturbances (e.g., rodent burrows, cut banks) were examined for artifacts or buried cultural deposits in areas that were not hardscaped or covered in dense vegetation.

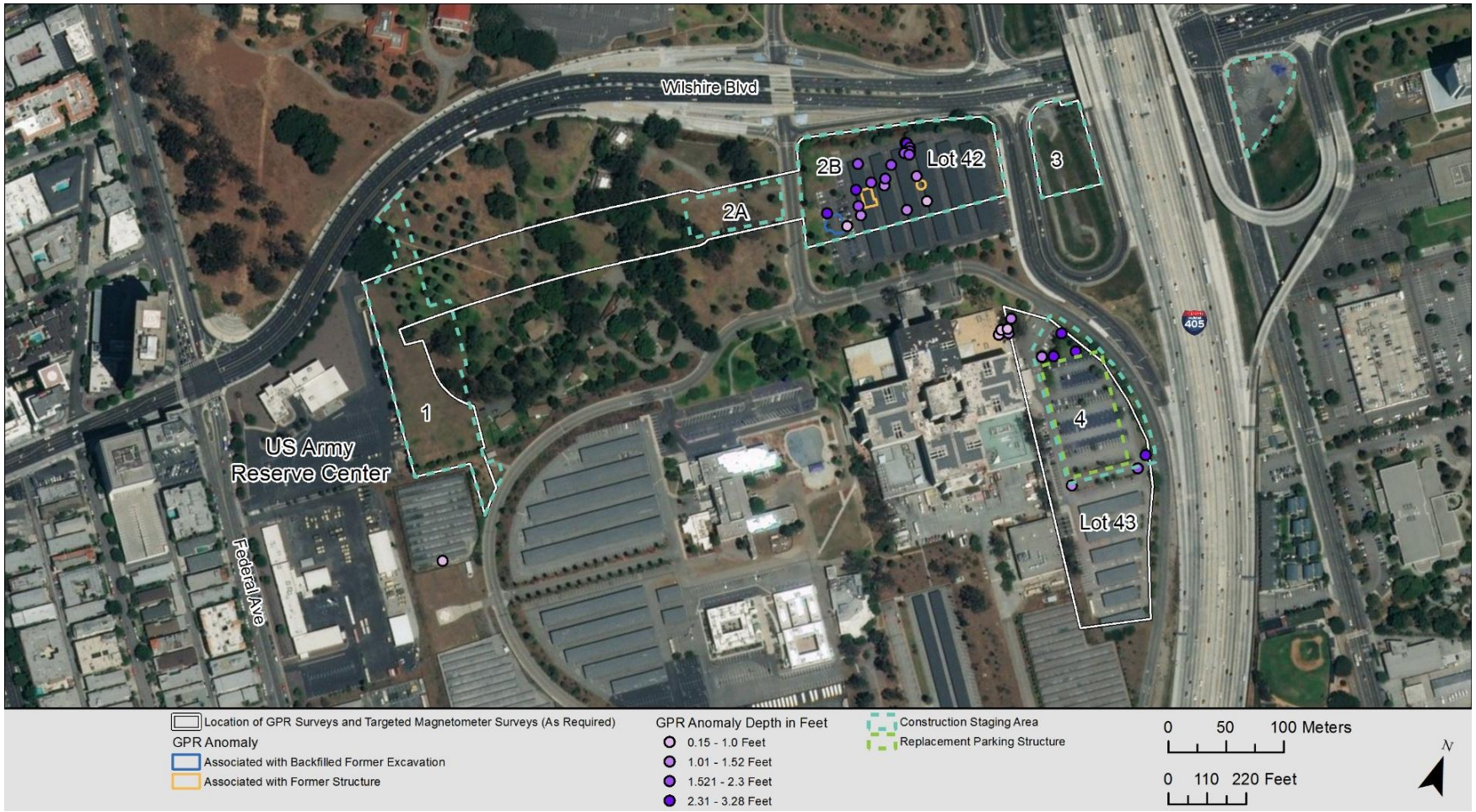
In consultation with the VA and FTA, GPR surveys were conducted in areas of direct impact as well as construction staging areas (Figure 3-11) on the VA WLA Campus. GPR surveys were conducted from December 13 to 19, 2017, from January 4 to 7, 2018, and on January 12, 2018, and the resulting data were processed.

A number of areas were not surveyed due to the inability to completely clear vehicles, dense ground cover, landscaping, buildings, and concerns for equipment and personnel safety in steep areas. No GPR surveys were performed near active electrical conduits or significant metallic objects, including solar panels and pipeline areas. Electrical activity and interaction between the GPR equipment and the facilities could have damaged both. While these areas could not be subjected to direct GPR survey, they were considered to have undergone prior soil disturbance from pipeline instillation as well as the electrical conduits and subgrade supports for the solar panel array; therefore, archaeological resources would not be anticipated within these areas.

Pedestrian surveys were conducted within a total of 17.95 acres of the expanded APE. No cultural resources were observed. A total of 12.54 acres were surveyed with GPR. A total of 35 anomalies were identified as potential subsurface archaeological resources (Figure 3-12). All of the anomalies range in depth from 0.15 feet to 3.28 feet below ground surface. Three are shallow, refilled pits and the remainder appear to be small non-linear metallic objects. All anomalies are within the disturbance zone of prior ground disturbance. Based on these factors, none appear to have data potential. Twenty-five are located within Construction Staging Area 2B; 12 are located within Parking Structure and Construction Staging Area 4; and 1 is located within Construction Staging Area 1. When compared to the 1910 and 1934 maps, 17 anomalies are co-located within or in close proximity to known buildings that are no longer extant. No GPR anomalies were identified within the WLA VA Historic District.

Figure 3-11: GPR Survey Location

Figure 3-12: Overview Map Showing GPR Anomalies Identified



The additional research and surveys did not identify any significant archaeological resources or differing conditions from what was previously documented in the Final EIS/EIR. The project may affect undocumented cultural resources. Mitigation Measure AR-1 (Unanticipated Discoveries and Consultation with Native American Individuals, Tribes and Organizations and Treatment of Cultural Remains and Artifacts) would continue to apply during construction of the project refinements. Implementation of this measure would reduce construction impacts to undocumented archaeological resources, including human remains. Project construction, including construction of the refinements, would continue to have no significant impact on archaeological resources during construction.

3.19.2.3 Paleontological Resources

The Final EIS/EIR stated that fossils from non-asphaltic deposits may be recovered during construction of Section 3 of the Project based on known paleontological resources at Wilshire Boulevard and Thayer Avenue. The following mitigation measures were included in the Final EIS/EIR to minimize significant impacts to paleontological resources during construction of the Project:

- PA-2 (Early Fossil Recovery)
- PA-3 (Retain the Services of a Qualified Principal Paleontologist)
- PA-3 (Development of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP)
- PA-5 (Required Activities for Recovered Fossils in the PRMMP)
- PA-6 (Preparation of a Report on Paleontological Resources Recovered)
- PA-7 (Curation of Identified and Prepared Fossils)

With implementation of these measures, impacts would be less than significant.

These findings remain valid during construction of the project refinements. Metro will continue to comply with Mitigation Measures PA-2, PA-3, PA-4, PA-5, PA-6, and PA-7; therefore, there would be no change in the Final EIS/EIR finding of less than significant impacts after mitigation for paleontological resources during construction.

The proposed project refinements to Section 3 of the WPLE Project would not cause new or substantially more significant impacts related to historic, archaeological, or paleontological resources during construction than those previously addressed in the Final EIS/EIR.

3.20 Growth Inducing Impacts

Chapter 4, Section 4.16 of the Final EIS/EIR considered growth-inducing impacts of the Project. Section 3 of the Project would not induce growth beyond that already anticipated in the regional plans and projections for the Southern California Association of Governments region or in local land and community plans; therefore, the Project would not result in significant growth inducing impacts. Section 3 of the Project is located within a densely developed urban area and would not extend into previously undeveloped areas. The Final EIS/EIR stated that growth could occur near stations from implementation of local and state land use policies or local planning objectives. However, such growth would be consistent with adopted plans and policies. The land acquired for the Project is for the explicit use of the transit project and would not be used for joint development.

One refinement would result in an increase or extension of utilities—the underground conduits (Section 2.9). However, the conduits are for the exclusive use of Metro and, therefore, the conduits would not result in growth inducing impacts. The Westwood/VA Hospital Station entrances are located on the VA WLA Campus, and development on the campus is at the discretion of the VA. The VA is currently undertaking updates to its Master Plan; it is anticipated that the Master Plan would consider the provision of a new subway station on the campus. The Westwood/UCLA Station entrance in Lot 36 is on the UCLA Campus, and new growth in this location is at the discretion of the Regents of the University of California. Therefore, the impact conclusions of the Final EIS/EIR remain unchanged with implementation of the project refinements.

3.21 Cumulative Impacts

Chapter 4, Section 4.17.4 of the Final EIS/EIR summarized the cumulative impacts resulting from operation and construction of the Project for the transportation and environmental topics evaluated in Chapters 3 and 4 of the Final EIS/EIR.

Since the completion of the Final EIS/EIR, new development projects have been planned or programmed within and adjacent to Section 3 station areas of Westwood/VA Hospital and Westwood/UCLA. This cumulative impact analysis accounts for anticipated growth within these areas, including growth from approved projects that are planned but not yet built in the City of Los Angeles, and planned and/or programed projects identified in the GLA DMP (VA 2016) and the *University of California 2015-25 Capital Financial Plan* (UC Capital Financial Plan) (University of California 2015). The programmed projects identified in the GLA DMP and UC Capital Financial Plan are major projects that have been planned for each respective campus.

Implementation of the projects may change compared to what is identified in the previously described plans depending on the needs of the VA WLA Campus and the UCLA Campus. In addition, funding status for these programmed projects is currently unknown. Therefore, the following cumulative impact analysis is based on information gathered and known as of May 2018. Although the circumstances of development conditions may change as details about the related projects continue to develop, the impacts identified in this analysis are not anticipated to worsen or change such that a new cumulatively considerable impact not previously disclosed in the Final EIS/EIR would result.

3.21.1 Related Projects

3.21.1.1 Projects within the City of Los Angeles

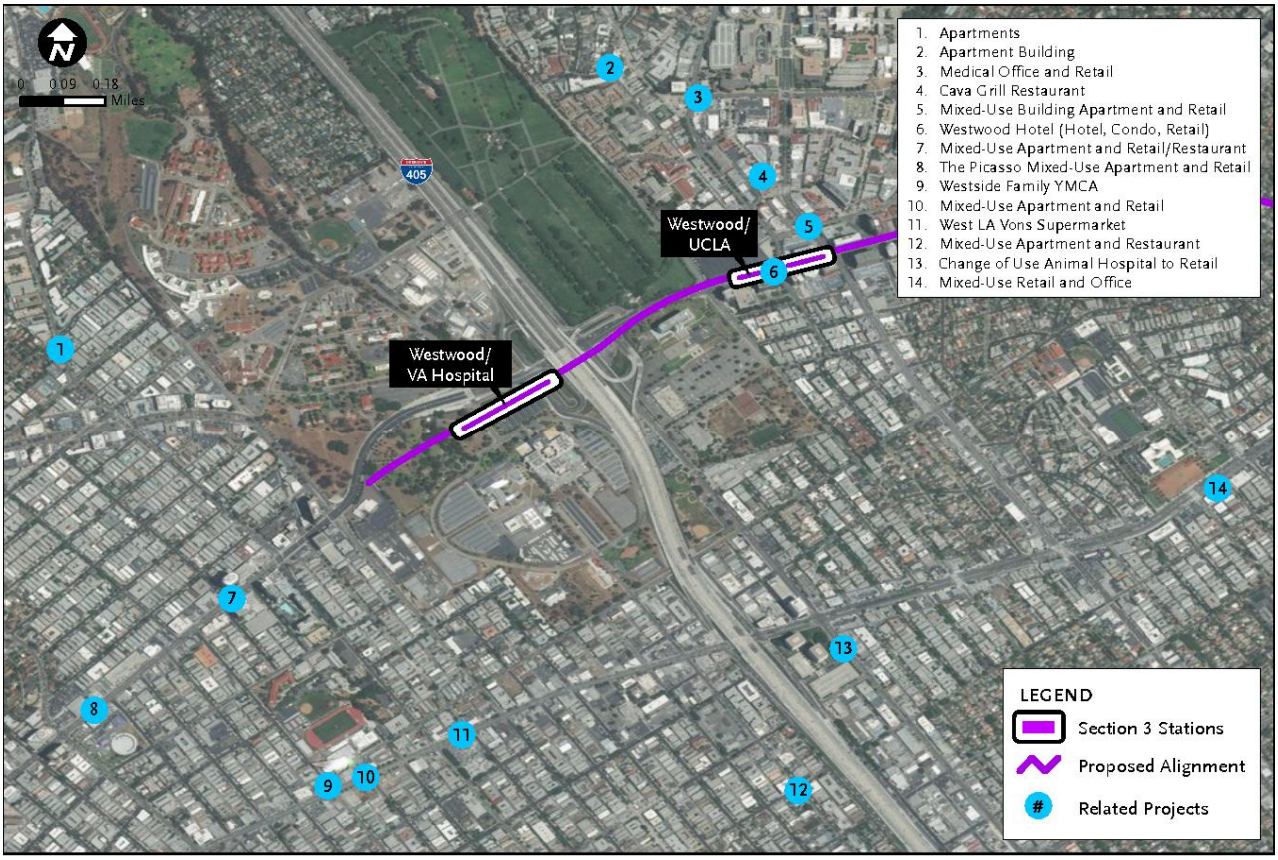
Table 3-20 lists the nearby development projects in the City of Los Angeles located approximately 1.0 mile from the Westwood/VA Hospital Station and Westwood/UCLA Station areas (Figure 3-13). In general, the related projects include multi-family apartments, mixed-use, hotel, office, and commercial uses. In total, the related projects would consist of up to approximately 258,000 square feet of new development, up to 134 new hotel rooms, and up to 831 new multi-family dwelling units.

Table 3-20: Related Projects within One Mile of Station Areas

	Project	Description	Land Use Designation	Address	Distance to Station Area (mile)
1.	Apartments	24 DU to 46 DU	Medium Residential	625 S. Barrington Ave.	0.9 Westwood/VA Hospital Station
2.	Apartment Building	31 DU	High Medium Residential	11024 W. Strathmore Dr.	0.6 Westwood/UCLA Station
3.	Medical Office and Retail	38,539 SF	Community Commercial	10970 Le Conte Ave.	0.4 Westwood/UCLA Station 0.8 Westwood/VA Hospital Station
4.	Cava Grill Restaurant	2,328 SF	Community Commercial	1073 S. Broxton Ave.	0.2 Westwood/UCLA Station 0.7 Westwood/VA Hospital Station
5.	Mixed-Use Building Apartment and Retail	33 DU	Neighborhood Commercial	1855 S. Westwood Blvd.	0.9 Westwood/UCLA Station 1.0 Westwood/VA Hospital Station
6.	Westwood Hotel (Hotel, Condo, Retail)	134 Room 10 DU 16,500 SF	Regional Commercial	10955 W. Wilshire Blvd.	0.1 Westwood/UCLA Station 0.6 Westwood/VA Hospital Station
7.	Mixed-Use Apartment and Retail/Restaurant	376 DU 5,000 SF	General Commercial	11750 W. Wilshire Blvd.	0.6 Westwood/VA Hospital Station
8.	The Picasso Mixed-Use Apartment and Retail	108 DU 13,000 SF	Community Commercial	12029 W. Wilshire Blvd.	0.9 Westwood/VA Hospital Station
9.	Westside Family YMCA	65,000 SF	Public Facility	1466 S. Westgate Ave.	0.8 Westwood/VA Hospital Station
10.	Mixed-Used Apartment and Retail	175 DU 45,000 SF	General Commercial	11800 W. Santa Monica Blvd.	0.8 Westwood/VA Hospital Station
11.	West Los Angeles Vons Supermarket	53,000 SF	Neighborhood Commercial	11660 W. Santa Monica Blvd.	0.7 Westwood/VA Hospital Station
12.	Mixed-Use Apartment and Restaurant	52 DU 3,300 SF	Neighborhood Commercial	1900 S. Sawtelle Blvd.	0.9 Westwood/VA Hospital Station
13.	Change of Use Animal Hospital to Retail	7,600 SF	Light Manufacturing	1736 S. Sepulveda Blvd.	0.8 Westwood/UCLA Station 0.7 Westwood/VA Hospital Station
14.	Mixed-Use Retail and Office	9,235 SF	General Commercial	10700 W. Santa Monica Blvd.	0.9 Westwood/UCLA Station

Source: Los Angeles Department of Transportation, Correspondence Regarding Related Projects for the Metro Purple Line Project, April 4, 2018. Zone Information and Map Access System (ZIMAS), City of Los Angeles, City Planning Department, May 16, 2018.
Notes: DU = dwelling units; SF = square feet; UCLA = University of California, Los Angeles; VA = Veterans Affairs

Figure 3-13: Related Projects within One Mile of Station Areas

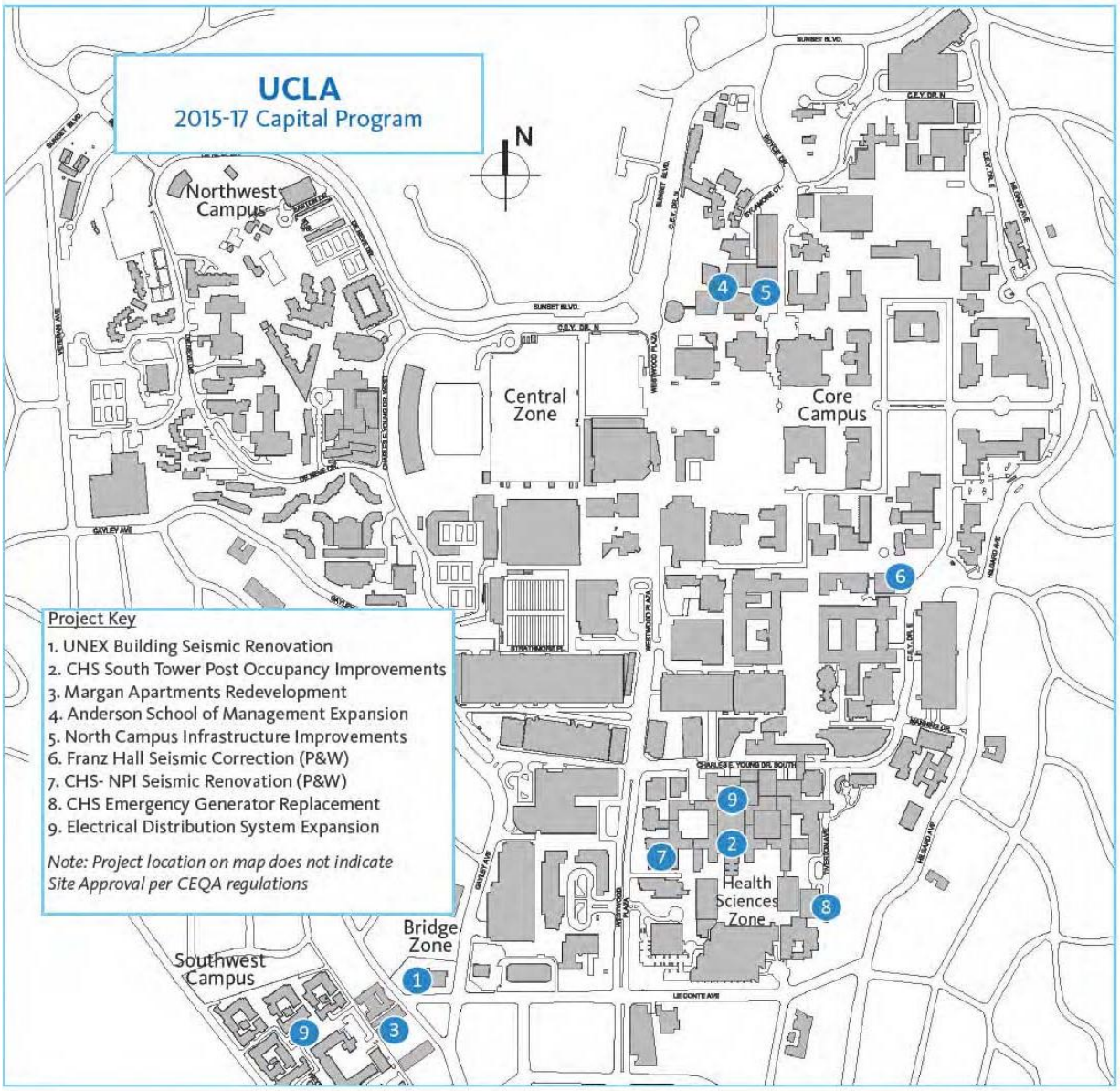


Source: TAHA, 2018

3.21.1.2 University of California, Los Angeles Campus

The UC Capital Financial Plan delineates the University's multi-year program of proposed capital construction projects and renovations throughout University of California (UC) campuses. The UC Capital Financial Plan framework guides UC campuses in prioritizing capital investments in support of long-range development plans. Programmed projects under the UC Capital Financial Plan are not yet approved, may not have secured funding, and are described in a program manner. Capital program projects on the UCLA Campus may include seismic building upgrade projects; campus infrastructure and expansion projects; student housing projects; and medical health center expansion, renovation, and structure improvements. The approximately 30 capital-funded projects are anticipated to be developed through 2025 and would occur primarily in the core campus, health sciences zone, and southwest campus of UCLA (Figure 3-14). The nearest capital-funded project to the Westwood/UCLA Station entrance in Lot 36 would be the Margan Apartments Redevelopment located approximately 0.36 mile north.

Figure 3-14: UCLA Capital Program Projects



Source: UCLA 2016

3.21.1.3VA West Los Angeles Campus

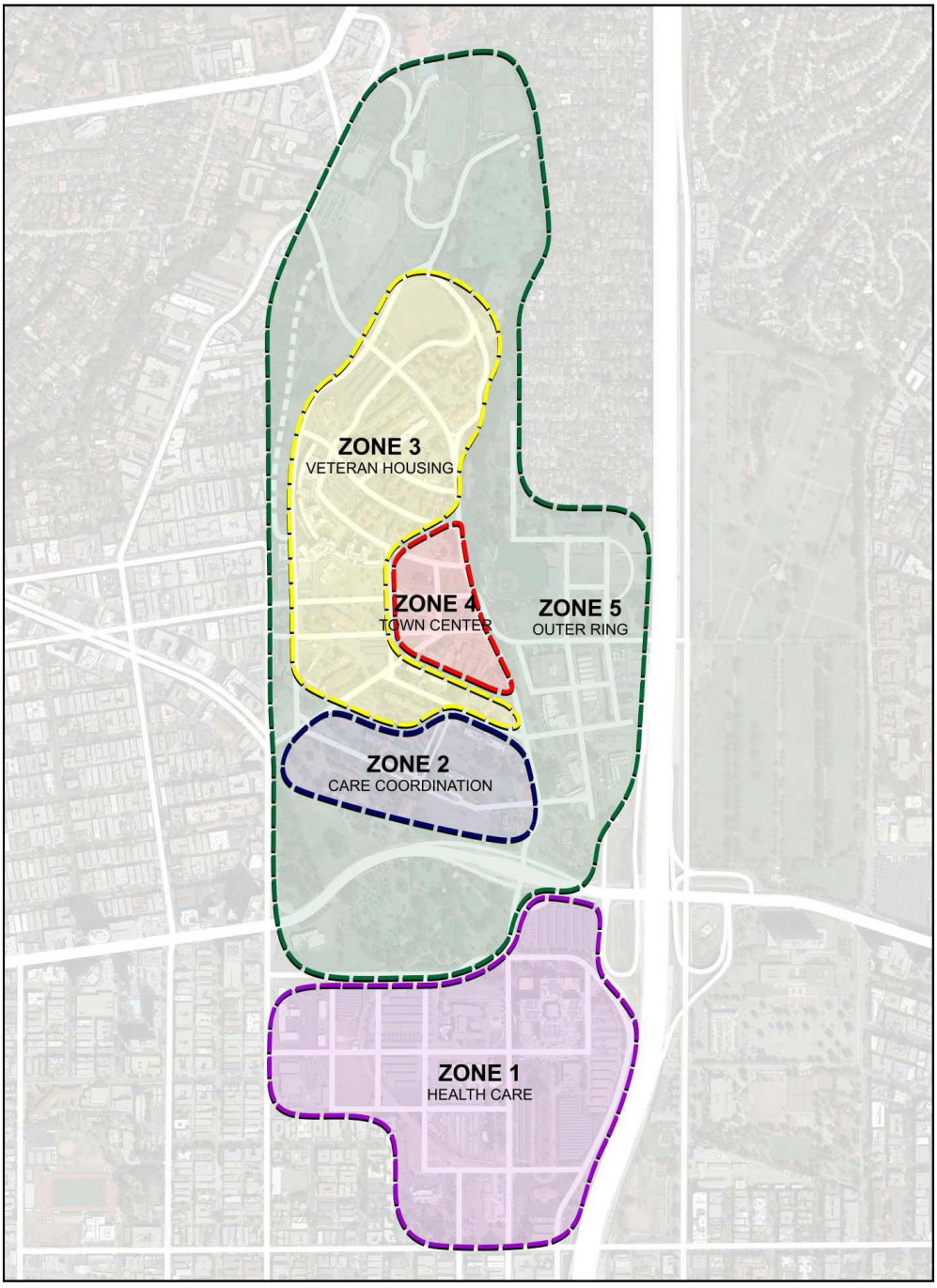
The GLA DMP is a framework to assist the VA in determining the most effective use of the VA WLA Campus for veterans, including chronically homeless veterans; severely disabled veterans; veterans with physical and mental disabilities, such as post-traumatic stress disorder or traumatic brain injuries; substance abusers; veteran families; female veterans; and elderly veterans. With the adoption of the GLA DMP in 2016, the VA strives to create a 21st Century campus by renovating and protecting the property's historic features and functions as a home, expanding its resource offerings to meet current demands, enhancing its open spaces and natural features, improving its internal navigability and circulation, and optimizing its connection to the greater community.

The GLA DMP has identified five distinct planning zones that apply design concepts to advance the vision and objectives to transform the campus into a veteran-focused community where veterans can access housing and supportive resources and services as needed (Figure 3-15). A description of these zones and an overview of future planning are provided below:

- Zone 1 (Health Care), located in the southern campus, would be the medical science foci of the campus and may include building improvements that collaboratively integrate healthcare, food service, and comprehensive translational research facilities in support of veterans. Improvements may also meet all VA and California seismic mandates for medical center operations.
- Zone 2 (Care Coordination), located in the northern campus, would focus on coordinated care and may include development of a veteran and family resource center, therapeutic supportive services and facilities, and a memorial park.
- Zone 3 (Veteran Housing), located in the northern campus, would concentrate on increasing the housing supply for veterans through future development of short-term housing (i.e., bridge housing, community living center, domiciliary, and transitional housing) and long-term housing (i.e., permanent support housing).
- Zone 4 (Town Center), located in the northern campus, is identified as the "downtown" for the veterans with future plans of a fitness center, café, and a public square.
- Zone 5 (Outer Ring), considered the outer ring and primarily located in the northern campus, with the southern portion of Zone 5 located in the southern campus, is focused on serving as the green space of the VA WLA Campus.

In general, long-term projects identified in the GLA DMP are anticipated to meet the vision and goals of the VA to revive the campus in a veteran-focused manner that would include permanent supportive housing, including housing for chronically homeless veterans; severely disabled veterans; veterans with physical and mental disabilities, such as post-traumatic stress disorder or traumatic brain injuries; substance abusers; veteran families; female veterans; and elderly veterans. The vision also includes planning for significant and adequate levels of permanent supportive housing, time-limited "bridge" and transitional housing, along with short-term treatment services that can provide state-of-the-art primary care, mental health, and addiction services to veterans, particularly chronically homeless veterans. The VA plans to provide approximately 739 beds for time-limited and short-term treatment housing; 1,200 units for permanent supportive housing to meet current demand; and 900 units of permanent supportive housing to meet potential additional future needs at the VA WLA Campus. In June 2017, the VA completed 54 permanent supportive housing units in Building 209, located in the north campus. Future planned housing projects would be primarily in Zone 3, also located in the north campus.

Figure 3-15: VA WLA Campus Zones



Source: GLA DMP

3.21.2 Long-Term Operational Evaluation

The Final EIS/EIR stated that the Project combined with other transit and transportation improvement projects could result in cumulatively considerable impacts related to archaeological resources, geological hazards, and increases in parking demand. The Final EIS/EIR concluded that the Project would not contribute to cumulatively considerable impacts related to transit, air quality, climate change, noise and vibration, land use and development, community and neighborhoods, parklands and community facilities, visual effects, cultural and historic resources, energy, water quality, or hazardous materials. The Final EIS/EIR also concluded that the Project would have potentially beneficial effects related to an increase in transit and an improvement in traffic congestion; improved air quality and reaching climate change goals; an increase in compact and pedestrian-oriented growth; enhanced circulation and connectivity with the region; enhanced character and cohesion of communities and neighborhoods; and a reduction of wasteful energy consumption.

There is potential for the related projects in the City of Los Angeles, on the UCLA Campus, and the potential VA WLA projects outlined in the GLA DMP to result in increased demand for transportation, parking, energy, water resources, and parkland. Additionally, increases in population posed by the related projects in the Study Area would likely have some impact related to air quality, traffic, and noise. Regarding the potential projects on the VA WLA Campus identified in the GLA DMP, development of up to 739 beds for short-term treatment housing, up to 2,100 units for permanent supportive housing, expanded medical facility buildings, open space enhancements, and internal circulation improvements could also result in long-term effects on the visual character and pedestrian circulation on the VA WLA Campus. While the related projects may result in environmental impacts, it is anticipated that impacts would be mitigated by the respective project sponsors. Therefore, these projects are generally not anticipated to be cumulatively considerable. The Project and the related projects in the Study Area are not anticipated to result in new impacts beyond those identified in the Final EIS/EIR.

Through on-going discussion and coordination with the VA, several issues have been identified as areas of concern for the VA as they relate to potential conflicts between the WPLE Project and the GLA DMP projects. These issue areas include the long-term evaluation of streets and highways, parking, pedestrian circulation, and safety and security.

- Streets and highways: Long-term growth, including the related projects in the vicinity of the Westwood/VA Hospital station, could result in impacts on traffic circulation surrounding the VA WLA Campus. However, as shown in Section 3.2.1, the project refinements would not result in significant impacts at the Study Area intersections and it is anticipated that implementation of the Project would improve long-term traffic operations by reducing vehicle trips and VMT; therefore, the Project would not have a considerable contribution to any significant traffic impacts caused by other projects.
- Parking: While parking demand on the VA WLA Campus may increase as a result of the GLA DMP developments, the WPLE Project proposes a parking structure within VA Lot 43 to offset both temporary and permanent parking spaces lost as a result of the Project, and no Metro-related parking will be permitted in other VA lots. Therefore, the Project would not have a considerable contribution to significant parking impacts.
- Pedestrian circulation: The GLA DMP also contemplates improvements to pedestrian circulation within the VA WLA Campus, and the Project would have no effect on these potential improvements based on current plans.

- Safety and security: The GLA DMP proposes increases in housing density and expanded medical facilities that may lead to an increased need for safety and security provisions; however, the WPLE Project would include its own safety and security measures typically implemented as part of Metro subway projects and, therefore, would not contribute to any potential long-term safety concerns.

Accordingly, no new cumulative impacts associated with the issue areas of concern have been identified.

The project refinements would not result in new significant impacts, increase the severity of previously identified impacts, or require new mitigation measures beyond those already identified in the Final EIS/EIR. Mitigation measures identified in the Final EIS/EIR would be implemented uniformly throughout the Project and, with mitigation, impacts would remain less than significant. The project refinements would not result in an increase in impacts that would result in a new considerable contribution to a significant cumulative impact. Therefore, the cumulative impact conclusions of the Final EIS/EIR remain unchanged with implementation of the project refinements.

3.21.3 Construction Phase Evaluation

Chapter 4, Section 4.17.4 of the Final EIS/EIR considered cumulative impacts during construction of the Project. The Final EIS/EIR concluded that project construction would result in potentially cumulative impacts related to traffic, communities and neighborhoods, hazardous materials, and water quality. Cumulative analysis for the Final EIS/EIR considered construction impacts when combined with other transit and transportation improvement projects.

Section 3 of the Project is anticipated to begin construction in 2019 (Year 1) and is anticipated to be completed by 2025 (Year 7). This construction schedule is largely consistent with the construction timeline presented in the Final EIS/EIR. However, Metro proposes expediting the construction schedule of Section 3 in order to have the system in operation by the 2028 Olympic Games that will be held in Los Angeles. To meet this expedited schedule, Metro must advance contracts concurrently and, therefore, anticipates that the tunnel and station contracts would overlap. In comparison, the Final EIS/EIR did not assume that these contracts would overlap.

It is anticipated that construction of several of the related projects and Section 3 of the WPLE Project could occur at the same time. Construction schedules for related projects identified in the City of Los Angeles would vary project to project; the construction phasing is also currently unknown. In addition, new projects and plans may also be approved during the construction phase of the Project. Construction of the proposed capital-funded projects are not anticipated to conflict with the Project and its refinements as the capital-funded projects would be located primarily away from UCLA Lot 36 where WPLE Project construction would occur. Regardless, for purposes of providing a conservative analysis, it can be assumed that shared construction activities (e.g., demolition, construction truck routes, and noise impacts) may occur during the same time as Section 3 construction.

Coordination with the VA identified construction-related noise and traffic impacts as issue areas of concern when construction of the WPLE Project and VA WLA Campus improvements would overlap. Since multiple construction activities associated with the WPLE Project would likely overlap with one or more of the VA WLA Campus related projects, construction-related haul trucks and worker trips identified in this Addendum would combine with haul truck traffic associated with the VA WLA related projects. As stated in Section 2.1.1, construction truck trips associated with the WPLE Project and activities undertaken by the VA would share a driveway associated with the Western VA construction

staging area from Wilshire Boulevard. The shared driveway was added at the request of the VA to minimize the number of access points used by construction traffic on the southern campus.

Regarding air quality, as shown in Table 3-4, maximum daily construction emissions associated with the WPLE Project would occur in the year 2021 and would not exceed SCAQMD thresholds. Based on coordination with the VA, construction activities proposed on the VA WLA South Campus would take place in the years following the peak emissions, with the exception of site work and the start of construction of two buildings. As the peak emissions presented in Table 3-4 are well below the SCAQMD thresholds, it is not expected that the VA construction activities would contribute emissions to the point of exceeding the SCAQMD thresholds. Furthermore, the new new buildings would be located south of the VA Main Hospital, whereas the WPLE construction activities are north of the hospital. As such, VA construction activities are not expected to contribute to localized pollutant levels or health risks near the WPLE staging areas. Therefore, cumulative air quality impacts are not anticipated.

Section 4.17.4 of the Final EIS/EIR identified significant construction-related impacts, and the project refinements would not increase impacts related to construction period traffic; therefore, the conclusions in the Final EIS/EIR continue to be valid (refer to Section 3.2.2.1 for the construction-related evaluation of impacts to streets and highways).

Regarding construction-related noise impacts, noise from related projects could combine with noise from the WPLE Project when construction activities are within 500 feet of each other; beyond this distance, noise generally attenuates to a level that would not be cumulatively considerable. As shown in Figure 2-2, construction staging areas associated with WPLE construction are primarily south of Wilshire Boulevard on the VA WLA south campus, with the exception of several small work areas immediately north of Wilshire Boulevard adjacent to Bonsall Avenue. It is possible that multiple improvements contemplated in the GLA DMP could be under construction within 500 feet of these proposed construction staging and work areas. Accordingly, there is potential for project-related construction noise to combine with VA WLA Campus construction noise. The WPLE Project and all related projects would be required to comply with applicable noise and vibration thresholds and would implement project-specific design features and mitigation measures to minimize potential impacts. As shown in Section 3.11.2, construction of the WPLE Project would not result in significant impacts after implementation of mitigation, including the use of noise barrier walls. Accordingly, no new cumulative impacts associated with the issue areas of concern have been identified.

Project refinements related to construction activities and methods would result in fewer impacts to users of the VA WLA Campus, including veterans, as a substantial portion of heavy construction activities would be relocated from a staging area in front of the VA Main Hospital (Building 500) to a staging area located on the western portion of the VA WLA Campus. Construction activities would be short-term and impacts would be temporary. Metro is also actively coordinating with affected stakeholders to avoid impacts from simultaneous construction projects to the extent feasible. The project refinements would not result in an increase or otherwise contribute to more severe construction impacts compared to the Project as evaluated in the Final EIS/EIR. Therefore, the construction phase impact conclusions of the Final EIS/EIR remain unchanged with implementation of the project refinements.

4.0 AGENCY AND STAKEHOLDER COORDINATION

The Los Angeles County Metropolitan Transportation Authority (Metro) has coordinated with agencies and other stakeholders regarding the refinements to Section 3 of the Westside Purple Line Extension (WPLE) Project, which are described in Section 2.0 of this Addendum. This coordination is summarized in the following sections.

4.1 Federal Agencies

4.1.1 U.S. Department of Veterans Affairs

When the *Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report* (Final EIS/EIR) (Metro 2012a) was completed, it was anticipated that construction of Section 3 would begin in 2026. However, the November 2016 approval of Measure M, the one-half-cent sales tax, enables construction of Section 3 to occur sooner than originally planned. In support of the expedited construction timeframe, Metro reinitiated coordination with representatives of the U.S. Department of Veterans Affairs West Los Angeles Campus (VA WLA Campus). In July 2016, a meeting occurred with representatives of the VA regarding geotechnical coordination. Regular meetings and correspondence between Metro and representatives of the VA WLA Campus regarding the environmental reevaluation and property easements have been ongoing since May 2017 and are still ongoing as of June 2018. Coordination has focused on environmental clearance of the project refinements proposed on the VA WLA Campus pursuant to the National Environmental Policy Act (NEPA) and execution of a real estate agreement for the permanent and temporary easements needed to support the Project. Based on coordination with the VA, NEPA clearance of the project refinements is required for the VA to execute the real estate agreement. To assist with this coordination, various working groups were formed, including one focused on compliance with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA) (16 United States Code 470 et seq.).

During these meetings, Metro presented information on elements of the Project located on or adjacent to the VA WLA Campus, including the Los Angeles National Cemetery, and the construction activities and durations associated with these project elements. Specifically, the following project refinements are located on the VA WLA Campus: construction staging areas (Section 2.1), alignment and Westwood/VA Hospital Station locations (Section 2.2), access to the Westwood/VA Hospital Station (Section 2.3), and construction method for the Westwood/VA Hospital Station west crossover (Section 2.5). The murals (Section 2.4), located on property owned by Los Angeles County, are an important resource to the veteran community; thus, Metro coordinated with representatives of the VA regarding the proposed removal of the entire northeast mural wall and conveying the story in a reduced scale mosaic across from the current location.

4.1.1.1 Coordination in Support of NEPA

In support of advancing the project refinements, Metro is conducting a separate environmental reevaluation following accepted procedures pursuant to NEPA, 40 Code of Federal Regulations (CFR) § 1502.9 and 23 CFR § 771.129 and 130. The environmental reevaluation considered, for each environmental topic included in the Final EIS/EIR, whether the project refinements had the potential to result in new impacts or change the severity of previously disclosed impacts when compared to the impact conclusions in the Final EIS/EIR. This reevaluation also included updates to the existing conditions (e.g., population, employment) and determinations of whether new information existed that

could affect the impact conclusions in the Final EIS/EIR. When coordination with the VA began in May 2017, VA staff expressed the following concerns:

- Construction impacts on veterans, particularly related to air quality, noise, and light from construction activities
- Maintaining pedestrian and vehicular circulation on the campus, particularly between the north and south campus
- Parking impacts during construction related to a portion of Lot 42, located south of Wilshire Boulevard and east of Bonsall Avenue, being used during construction of the Project
- Locations of construction activities and equipment, particularly the location where the tunnel boring machine (TBM) would be launched, road closures, and the number of truck trips per day

The Final EIS/EIR included a commitment to build a parking structure in Lot 43 located east of the Main Hospital (Building 500) to offset temporary and permanent parking loss from Lot 42 during construction. Coordination efforts included discussions of the location and capacity of this structure. At this time, it is assumed that the parking structure would continue to be built in Lot 43 consistent with the Final EIS/EIR.

To address the items listed above, Metro presented detailed information on construction means and methods, including the project schedule and phasing at meetings held throughout 2017 and early 2018. These coordination efforts assumed that construction on the VA WLA Campus would occur from Lot 42, Lot 43 for the replacement parking structure, a cut-and-cover area west of Bonsall Avenue and south of Wilshire Boulevard, and from a staging area located partially on the western side of the VA WLA Campus and partially on the U.S. Army Reserve site. On July 17, 2017, Metro and VA personnel visited an active construction site on Section 1 of the Project to provide VA staff with an example of what is involved in Metro's station construction. Additionally, Metro incorporated specific measures into the contract specifications related to construction on the VA WLA Campus to ensure that construction impacts on veterans and the campus would be minimized to the extent feasible.

A meeting with the VA was also held on January 11, 2018, during which participants discussed construction activities on the VA WLA Campus and the U.S. Army Reserve site, outreach during construction, and real estate needs on both properties. Representatives of the U.S. Army also participated in this meeting. At this time, a construction staging area was assumed partially on the U.S> Army Reserve Site and partially on the western portion of the VA WLA Campus.

During meetings held in January with the FTA, the VA, and U.S. Army, the U.S. Army stated that temporary and permanent features associated with the WPLE Project could not be accommodated on the U.S. Army Reserve site unless the VA was unable to accommodate them on the VA WLA Campus. In response to this information, Metro proposed two alternatives on the VA WLA Campus:

- Alternative 1: The staging area for tunnel construction would be located on the westernmost portion of the VA WLA Campus adjacent to the U.S. Army Reserve site, including over a solar farm. Long-term, the aboveground exit shaft and Wayside Maintenance Access Building would remain adjacent to the U.S. Army Reserve site.
- Alternative 2: Tunnel construction would be staged from Lot 42 along with station construction. The tail tracks would be mined and an access shaft would be located approximately in the middle of the grassy area of the West Los Angeles Veterans Affairs Historic District (WLA VA Historic District),

south of Wilshire Boulevard and west of Bonsall Avenue. A staging area would be required in this area for construction of the access shaft.

These alternatives were presented to the VA in a letter dated February 6, 2018. The VA responded on February 12, 2018, stating a preference for Alternative 1 as long as the Wayside Maintenance Access Building was eliminated, leaving only a permanent aboveground access shaft, exit hatch, and surface ventilation plenums on the VA WLA Campus after construction is complete. The VA stated that it does not support staging tunnel construction from Lot 42.

The VA transmitted comments on the Draft 130(c) Environmental Technical Memorandum and supporting technical studies on February 21, 2018. A meeting was held with representatives of the FTA and the VA on February 22, 2018, during which the VA provided an overview of its comments on the 130(c) and supporting studies. Attendees also discussed the potential implications to the environmental analyses and documentation if the construction staging area and tail track exit shaft were relocated from the U.S. Army Reserve site to the western portion of the VA WLA Campus.

As described in Section 2.2, in a letter dated April 30, 2018, the U.S. Army stated that the construction staging area could not be located on the U.S. Army Reserve site. Metro reevaluated the Alternative 1 construction staging area presented to the VA in February 2018 and developed a second option (referred to as Alternative 2) that would avoid impacts to the solar farm and four 100-year old fig trees. In prior meetings, the VA indicated that the solar farm may be used as a construction staging area for construction of projects identified in the GLA DMP, including a new bed tower. Alternatives 1 and 2 were presented to the VA on May 10, 2018. In a letter dated May 14, 2018, the VA stated that it could accommodate Alternative 2 as long as the site was modified to include a two-way construction access road that would service the VA construction projects via Dowlen Drive. In response to this letter, Metro modified the site to provide a shared construction access road between Wilshire Boulevard and Dowlen Drive that would separate VA construction traffic from construction activities in support of the WPLE Project. The separation is required from a safety and security standpoint and to minimize potential disruption to construction of the WPLE Project. The modified site layout was presented to the VA on May 21, 2018. This is the construction staging area evaluated in this Addendum.

Metro also attended a Veterans Advisory Group quarterly meeting on October 18, 2017, to provide a presentation on the Project. Attendees at the meeting inquired about station parking, pedestrian access to the north side of Wilshire Boulevard, and Metro's veterans programs. Attendees generally indicated support for the Project.

It should be noted that when compared to the construction means and methods described in the Final EIS/EIR, the project refinements benefit veterans and others working or visiting the VA WLA Campus because heavy construction activities, such as launching and supporting the TBMs, were shifted from a staging area in Lot 42, which is approximately 300 feet from the VA Main Hospital (Building 500), to a staging area located on the western side of the VA WLA Campus, which is approximately 1,400 feet from the Main Hospital. As a result, truck trips were also reduced on the VA WLA Campus compared to what was described in the Final EIS/EIR.

4.1.1.2 Coordination in Support of a MOU for Real Estate

Metro coordinated extensively with representatives of the VA beginning in May 2017 related to execution of a MOU to obtain the temporary and permanent easements required for the Project. A separate working group was formed to focus on the MOU. A meeting was held on August 29, 2017, to brief the VA Real Estate team on the project refinements and outline the parcel easements required. A follow-up discussion was held on September 12, 2017. Coordination regarding the MOU is ongoing as of May 2018.

4.1.2 U.S. Department of the Army

Coordination occurred with the U.S. Department of the Army regarding a construction staging area located on the U.S. Army Reserve site and associated construction activities, including construction of the Wayside Maintenance Access Building and exit shaft. Meetings began on January 31, 2017, at which Metro presented the plan to launch and support the TBMs from the U.S. Army Reserve site. A follow-up meeting was held on May 8, 2017, in regard to further refinements. During a meeting on January 2, 2018, Metro provided an overview of the Project and details of the construction staging area and Wayside Maintenance Access Building. Representatives from the VA also attended this meeting. In addition, meeting attendees discussed the archaeological and topographic surveys required on the U.S. Army Reserve site, and Metro requested access to the property to conduct these surveys. Subsequent to the meeting, Metro provided additional details of the surveys to the U.S. Army. Representatives of the U.S. Army also participated in a meeting with representatives of the VA on January 11, 2018, during which participants discussed construction activities on the VA WLA Campus and the U.S. Army Reserve site, outreach during construction, and real estate needs on both properties.

In March 2018, Metro provided subsequent information to the U.S. Army regarding proposed uses on the U.S. Army Reserve site. Specifically, Metro proposed to maintain the construction staging area on the portion of the site identified to date; however, the Wayside Maintenance Access Building and aboveground exit shaft would no longer be constructed. A permanent subsurface easement would be required for the belowground shaft. In a letter dated April 30, 2018, the U.S. Army stated that the construction staging area could not be located on the U.S. Army Reserve site because the easement for underground facilities would constrain future development of a new, modern Reserve Center. Based on this letter, the portion of the staging area on the U.S. Army Reserve site was eliminated from consideration.

4.1.3 General Services Administration

The Final EIS/EIR included construction of a double crossover in front of and underneath property owned by the General Services Administration (GSA), referred to as the GSA crossover. As described in Section 2.2, this crossover has been eliminated so that only the tunnels are located beneath the GSA property, maintaining the same 100-foot clearance from the existing structures as originally requested by GSA. This reduction in construction activities in front of the GSA is considered beneficial to the property and the area. Metro met with the GSA on October 18, 2017, to provide an update on the status of Section 3 of the Project and discuss the changes to the Project relevant to the GSA building. GSA staff inquired about the provision of parking and rerouting of bus service during operation of the Project. Metro responded that parking would not be provided at stations, and that plans for rerouting buses would not be completed until approximately two years before revenue service begins. Metro agreed to share preliminary plans for bus services with the GSA.

4.2 State Agencies

4.2.1 California Department of Transportation

Metro met monthly with the California Department of Transportation (Caltrans) between mid-2016 and mid-2017 and then as needed to discuss the interface between the Project and Caltrans facilities. As part of these coordination efforts, a Project Study Report/Project Report (PSR/PR) was developed regarding impacts on Caltrans property associated with tunneling under Interstate 405 (I-405). The PSR/PR was approved by Caltrans in April 2017. The traffic study developed in support of the PSR/PR was reviewed and integrated into the traffic analysis completed for the refinement to the Westwood/VA Hospital Station passenger drop-off area.

Metro also coordinated with Caltrans in December 2017 and January 2018 regarding the archaeological surveys conducted within a best management practices (BMP) area located south of Wilshire Boulevard and west of I-405. Meetings in December 2017 and January 2018 also focused on design improvements for the BMP areas located north and south of Wilshire Boulevard and west of I-405.

A meeting was held on February 23, 2018, with Caltrans to discuss the Building Protection Report for the stations work. Caltrans had no further comments on the methods of construction and instrumentation proposed by the Project. Coordination with Caltrans has also focused on obtaining the necessary permits and agreements for construction of the Project. Concurrence has been reached on the steps required to obtain the permits. A Joint Permitted Used and Maintenance Agreement was in draft form as of April 2018 and is being reviewed by Caltrans. This agreement will set the framework for the final designers and contractors to obtain the necessary Encroachment Permits to undertake construction work and for Metro and Caltrans to agree on the joint uses of the property parcels for the purposes of the Project.

4.2.2 University of California, Los Angeles

Metro met with representatives of the University of California, Los Angeles (UCLA) on May 11, June 29, September 22, and November 2, 2017, regarding the Westwood/UCLA Station entrance located in Lot 36. Metro proposed relocating the station entrance to improve both pedestrian access and overall circulation on the site. The prior entrance location required underpinning the existing Los Angeles County storm drain. Underpinning would no longer be required; instead the storm drain would be relocated around the entrance plaza. Metro discussed these refinements with UCLA staff.

A meeting was held with UCLA representatives on April 16, 2018, to reacquaint the group with the Project and initiative the MOU between Metro and UCLA. This document will contain the agreement between parties and the scope and easements required for the Project.

4.3 Regional and Local Agencies

4.3.1 Los Angeles County and City of Los Angeles

Metro has coordinated monthly with the County of Los Angeles regarding work within County jurisdiction, specifically modifications to Bonsall Avenue and Wilshire Boulevard associated with the Westwood/VA Hospital Station. During these meetings, Metro was notified that the County plans improvements to Wilshire Boulevard, Bonsall Avenue, and Federal Avenue. Accordingly, the construction schedules of the two projects were discussed. The County is considering delaying its improvements until after Metro completes construction of the WPLE Project or transferring the scope to Metro's contractor. A Master Cooperative

Agreement is being circulated between the parties for signature as of April 2018. This will form the basis for the work Metro is undertaking within the County jurisdiction.

Coordination meetings with the City of Los Angeles Department of Transportation (LADOT) and the Traffic Section of Los Angeles County Public Works have occurred in support of the proposed traffic control plans required during construction of the Project. Section 3 includes various construction projects that would require review by LADOT and the Traffic Section of Los Angeles County Public Works. The following were discussed during coordination meetings:

- Traffic control plans for the proposed Southern California Edison (SCE) underground electrical distribution conduits and vaults on Ohio Avenue and a portion of Federal Avenue (City). Council District 11 has also been briefed on the proposed work plan for daytime hours (9:00 a.m. to 3:00 p.m.).
- Traffic control plans for the proposed SCE overhead and underground electrical distribution conduits on Federal Avenue north of Texas Avenue (County) and the south side of Wilshire Boulevard adjacent to the U.S. Army Reserve site.
- Traffic control plans for Metro's Advanced Utility Relocation Contract for the Los Angeles Department of Water and Power (LADWP) water and electrical relocation plans at the Westwood/UCLA Station (LADOT).
- Traffic control plans for relocation of private utilities, including telecommunication conduits and vaults, at the Westwood/UCLA Station (LADOT).
- Westwood/UCLA Station design/build construction contract requiring lane closures of Wilshire Boulevard between the northbound I-405 on/off-ramps and Selby Avenue The proposed traffic control plan would require multiple stages during daytime, nighttime, and weekend hours, including some full street closures on Wilshire Boulevard, Gayley Avenue, and Westwood Boulevard during nights and weekends. Council District 5 and LADOT have provided input on the proposed traffic control plans.
- Proposed traffic improvements at Wilshire Boulevard and Bonsall Avenue, including the new traffic signals described in Section 2.3 (County).
- Peak-hour exemption restrictions coordinated around the UCLA academic calendar when possible for construction of the Westwood/UCLA Station end wall piles to minimize disruptions on Wilshire Boulevard.
- Peak hour exemptions will be provided by the contractor for other work in the area. These exemptions are valid typically for six months and cannot be arranged in advance.

Coordination meetings with the City of Los Angeles Bureau of Engineering (LABOE) have occurred. In October 2016, a meeting was held with senior staff to inform LABOE of the general project scope. Further meetings were held with LABOE on April 25, 2017, to discuss the relocation of major City facilities in Westwood and on October 23, 2017, to discuss a sewer relocation proposal. A Master Cooperative Agreement is in place with the City of Los Angeles, dated January 21, 2003. The Special Permitting Process for Section 1 of the WPLE Project is in place with LABOE and is being adopted for Section 3 of the Project.

in addition to the meetings, the City and County agencies have been provided with copies of the relevant project definition drawings from the contracts to provide formal comments. A master database has been produced by the Project to respond to comments; all comments have been addressed.

Meetings have also occurred with Ls Angeles Bureau of Street Services and Los Angeles Bureau of Street Lighting regarding utility relocations.

4.4 Utility Companies

Coordination with relevant utility companies within Section 3 of the Project was established from the outset, many of which continued existing relationships developed for Sections 1 and 2 of the Project.

Coordination has been ongoing with representatives of LADWP regarding the provision of permanent power to the Westwood/UCLA Station. These meetings have occurred on an as-needed basis. Meetings with LADWP have also focused on a construction conflict with an existing LADWP access hatch, which has been largely resolved. Metro has also met with LADWP on an as-needed basis regarding relocation of its facilities. Meetings have also occurred with LADWP regarding utility relocations.

Metro has met with SCE at least monthly since June 2016. Meetings have focused on the provision of temporary power for construction activities at the U.S. Army Reserve site, including power for TBM operation, as well as the provision of permanent power for the Westwood/VA Hospital Station. The information presented in Section 2.9 is a result of these coordination efforts. A Method of Service study was prepared for the Project by SCE, at the Project's request, dated May 5, 2017. Further agreements are being discussed for the approved design, including California Public Utilities Commission Rule 14 – Shortage of Supply and Interruption of Delivery, for the new service that SCE is providing for both temporary and permanent power supply from the existing Sawtelle substation. Metro is reviewing this rule and will provide a response to SCE regarding its acceptance shortly.

Additionally, coordination meetings have occurred with AT&T; Frontier, Verizon, and other communications companies; and Southern California Gas regarding utility relocations. Meetings have also occurred with Metropolitan Water District regarding tunneling under a water main under Sepulveda Boulevard.

4.5 Other Outreach

4.5.1 Linde (Westwood) Medical Plaza

Coordination has been ongoing with representatives of the Linde (Westwood) Medical Plaza regarding the refinement to the Westwood/UCLA Station entrance proposed on their property. The first meeting occurred on February 13, 2017, at which time Metro proposed shifting the station entrance from the location shown in the Final EIS/EIR to the retail space occupied by Chase Bank. Metro also met with representatives of the property owner on September 22, 2017, to discuss various entrance options proposed for the space currently occupied by Chase Bank.

Additionally, on December 21, 2017, Metro met with representatives of the property owner to discuss construction required on the property. Specifically, Metro and the property owner discussed operating hours for a magnetic resonance imaging (MRI) machine located on the second floor of the Linde (Westwood) Medical Plaza. Vibration during construction of the station entrance and station box could affect operation of the MRI, and a portion of the MRI supporting equipment would need to be relocated

prior to deconstruction of the existing building. The property owner confirmed that the MRI is used Monday through Saturday from 6:30 a.m. to 8:00 p.m., with hours varying on Sundays. To avoid impacts to the MRI, construction activities that could generate vibration levels that affect operation of the MRI would, to the extent feasible, be scheduled for times when the MRI is not operational or as otherwise coordinated with the property owner.

A re-acquaintance meeting with the building owner and other representatives was held on March 27, 2018. An update was provided to the group that included a discussion of the impacts to the existing tenants, including LA Fitness and the MRI tenants. The owner noted that several existing leases were in the process of being negotiated, separate from the Project, and that some tenant relocations would be occurring that may also support the project refinements. The property owner reported that the Chase Bank has shown interest in moving to a current vacant space within the same building. Follow-up correspondence with the property owner stated that higher vibration levels would occur during demolition, piling, and compaction beginning in early 2022.

4.5.2 10900 Wilshire Boulevard

Coordination has occurred with representatives of 10900 Wilshire Boulevard regarding the southeast entrance of the Westwood/UCLA Station. In the Final EIS/EIR, a stair/escalator "half portal" was proposed within the building plaza area. Since this time, the plaza has been reconstructed and refurbished by Architect Michael Maltzan in 2015. The finishes, entrance stair, and ventilation of the basement were reconstructed, and a new metallic sculpture was added. The Final EIS/EIR scheme has been reconfigured to minimize the impact to the building basement, which includes parking and a transformer enclosure. In addition, the originally envisioned escalator has been replaced with two elevators to provide better Americans with Disabilities Act accessibility. A meeting was held with representatives of one of the owners, Tishman Speyer, on January 18, 2018, and the current station configuration was presented. This meeting was followed up with the release of electronic CADD files to this group in February 2018. Further meetings and a MOU are expected in 2018.

A rose sculpture located in front of 10900 Wilshire Boulevard would require relocation during construction; this relocation is being discussed with the property owner. The removal, storage, and relocation of the artwork are described in the construction specifications.

4.5.3 Outreach for Murals

As described in Section 2.4, the murals are United States property (i.e., VA) and painted on Los Angeles County property. The northeast mural wall would need to be removed to allow for construction of the vertical station circulation elements.

Metro began coordination with various stakeholders in July 2017 regarding potential relocation and/or refabrication of the northeast mural wall at the Bonsall Avenue underpass. The murals were painted in 1995 through the National Veterans Foundation but were never fully completed. Based on research, the original artist (Peter Stewart, now deceased) provided the outline for the murals with volunteer veterans filling in the areas; Mr. Stewart then added detail. Based on the current physical condition of the murals, issues such as fading and delamination of the murals would be highly visible by 2024 or 2026 when Section 3 of the WPLE Project would be in operation. Metro explained that when construction is complete, there would be insufficient room for both the northeast mural wall and the vertical circulation elements. Furthermore, the vertical circulation features would block views of the murals from the VA WLA north campus. Metro

identified the embankment where relocation of the mural wall is proposed. It was agreed that the murals are not historic properties and would not be included as part of the Section 106 efforts for the Project. Metro has proposed relocating that mural wall to an embankment and retaining wall, also on County-maintained property, directly across from the current location.

On July 26, 2017, Metro staff met with Shad Meshad of the National Veterans Foundation on the site where the murals are located. They discussed the murals' history and significance, construction impacts, and possible mitigation. During the meeting it was learned that Mr. Meshad and Mr. Stewart both served in Vietnam—Mr. Stewart in the U.S. Navy and Mr. Meshad as a Psych Medical Services Officer. In 1989, Mr. Meshad began treating Mr. Stewart for post-traumatic stress disorder. Together, Mr. Stewart and Mr. Meshad proposed to the VA WLA Campus the idea of a mural honoring all the men and women who served in the military. Mr. Meshad expressed support for Metro's proposal to preserve the murals.

Metro also met with the LA County Arts Commission on October 5 and 26, 2017; the first meeting was on-site. During the October 5, 2017 meeting, the murals' history and significance, construction impacts, and possible mitigation were discussed. On October 26, 2017, attendees discussed treatments for the murals and stakeholders discussed relocation on the embankment across the street from the current location.

On January 3, 2018, Metro met with staff of the LA County Arts Commission and LA County Public Works in regard to relocating the northeast mural wall to an embankment maintained by the County. The mural would be reconfigured in a mosaic format. The LA County Arts Commission staff were receptive to this approach. Relocating the mural and reconfiguring it into a mosaic are subject to the approval of the Los Angeles County Arts Commissioners and the Los Angeles County Board of Supervisors. The County would maintain the mural in perpetuity.

Metro Arts and Design had a follow up meeting with senior leadership at the County Arts Commission Civic Art Program on May 17, 2018 to discuss mosaic reinterpretation of the mural for relocation onto County controlled property. We have agreed to present the proposal for formal approval by the Commission in September. Approval by the County Board of Supervisors will follow accordingly.

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5.0 PUBLIC OUTREACH

5.1 Outreach Prior to Start of Construction

The Los Angeles County Metropolitan Transportation Authority (Metro) has provided the following presentations to various community groups since April 21, 2016:

- April 21, 2016: Presentation to Westwood Village Improvement Association regarding upcoming potholing and geotechnical work and the general project timeline. Attendees were generally supportive, although questions were asked about the level of engagement with the Westwood community during the construction process, particularly regarding coordination with local businesses. The presenter indicated Metro has a robust construction outreach program in place designed to gather community input to reduce impacts to the community. Approximate attendance: 25-30
- May 4, 2016: Purple Line Extension Section 3 Community Meeting providing a general project overview and timeline, as well as a description of upcoming potholing and geotechnical work in the Westwood/UCLA Station area. Questions from attendees focused on planned accessibility of the Westwood/UCLA Station for commuters, and in particular whether parking would be available for Metro patrons. Presenters indicated that parking would not be provided at any station along the WPLE alignment and that a parking structure is not planned at the Westwood/UCLA Station. Attendees also asked questions regarding the level of engagement with the Westwood community during the construction process. The presenter indicated Metro has a robust construction outreach program in place designed to gather community input to reduce impacts to the community. Approximate attendance: 50-60
- October 4, 2016: Presentation to Brentwood Community Council providing a general project overview and timeline. Questions focused on planned accessibility of the Westwood/VA Hospital Station for commuters, and in particular whether parking would be available for Metro patrons. The presenter indicated that Metro was working on engaging the leadership of the U.S. Department of Veterans Affairs (VA), but that ultimately parking facilities built on VA property would be subject to VA approval. The presenter further outlined Metro's First/Last Mile Initiative, which is designed to explore alternative means and methods for accessing Metro locations other than by single-occupant vehicle. Approximate attendance: 40-50
- November 17, 2016: Presentation to Westwood Village Improvement Association regarding the Project's accelerated timeline based on the passage of Measure M. Attendees expressed surprise at how quickly the Project would be started but remained supportive. Questions were asked about the planned station entrances; the presenter indicated Metro was sensitive to the community's concerns regarding the design of the entrance on the northwest corner of Wilshire and Westwood Boulevards (adjacent to the Linde (Westwood) Medical Plaza), but that currently the configuration of the entrance was consistent with what was approved in the environmental document. Approximate attendance: 25-30
- April 27, 2017: Panel participation at South Brentwood Residents Association Annual Meeting. The panel covered a number of issues in addition to the WPLE Project. Metro's participant outlined the Project's accelerated schedule, upcoming work to be completed, and Metro's First/Last Mile Initiative. Approximate attendance: 150-200

- June 15, 2017: Presentation to Westwood Village Improvement Association providing a general project overview and timeline, as well as Metro's investigation into possible entrance configurations at the Westwood/UCLA Station. Attendees voiced support for maintaining an entrance on the south side of Wilshire Boulevard. The presenter indicated that at that time the entrances as described in the Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) were included in Metro's contract documents, although Metro was investigating the cost implications of expanding the half portal at the northwest corner of Wilshire and Westwood Boulevards (the entrance adjacent to the Linde (Westwood) Medical Plaza) into a full entrance. Approximate attendance: 25-30
- July 12, 2017: Presentation to Westwood Neighborhood Council providing a general project overview and timeline, as well as Metro's investigation into possible entrance configurations at the Westwood/UCLA Station. Attendees voiced support for maintaining an entrance on the south side of Wilshire Boulevard. The presenter indicated that at that time the entrances remained as described in the Final EIS/EIR, although Metro was investigating the cost implications of expanding the half portal at the northwest corner of Wilshire and Westwood Boulevards (adjacent to the Linde (Westwood) Medical Plaza) into a full entrance. Attendees also asked questions regarding the level of engagement with the Westwood community during the construction process. The presenter indicated Metro has a robust construction outreach program in place designed to gather community input to reduce impacts to the community. Approximate attendance: 30-35
- July 18, 2017: Presentation to Westwood Community Council providing a general project overview and timeline, as well as Metro's investigation into possible entrance configurations at the Westwood/UCLA Station. Attendees voiced support for maintaining an entrance on the south side of Wilshire Boulevard. The presenter indicated that at that time the entrances remained as described in the Final EIS/EIR, although Metro was investigating the cost implications of expanding the half portal at the northwest corner of Wilshire and Westwood Boulevards (adjacent to the Linde (Westwood) Medical Plaza) into a full entrance. Attendees also asked questions regarding the level of engagement with the Westwood community during the construction process. The presenter indicated Metro has a robust construction outreach program in place designed to gather community input to reduce impacts to the community. Approximate attendance: 30-35
- August 2, 2017: Presentation to Westwood Village Improvement Association Transportation Committee to address Metro's investigation into possible entrance configurations at the Westwood/UCLA Station. Attendees voiced support for maintaining an entrance on the south side of Wilshire Boulevard. The presenter indicated that at that time the entrances remained as described in the Final EIS/EIR, although Metro was investigating the cost implications of expanding the half portal at the northwest corner of Wilshire and Westwood Boulevards (adjacent to the Linde (Westwood) Medical Plaza) into a full entrance. Approximate attendance: 4-6
- October 18, 2017: Presentation at Veterans Advocacy Town Hall (refer to Section 4.1.1.1 for additional information on this meeting). Approximate attendance: 60-70
- October 25, 2017: Presentation to Westwood Hills Property Owners Association providing a general project overview and timeline, as well as Metro's investigation into possible portal configurations at the Westwood/UCLA Station and upcoming utility relocation work. Attendees voiced support for maintaining an entrance on the south side of Wilshire Boulevard. The presenter indicated that at that time the entrances remained as described in the Final EIS/EIR, although Metro was investigating the cost implications of expanding the half portal at the northwest corner of Wilshire and Westwood

Boulevards (adjacent to the Linde (Westwood) Medical Plaza) into a full entrance. Attendees also asked questions regarding the level of engagement with the Westwood community during the construction process. The presenter indicated Metro has a robust construction outreach program in place designed to gather community input to reduce impacts to the community. Approximate attendance: 130-140

- November 28, 2017: Purple Line Section 3 Community Meeting providing a general project overview and timeline, as well as a description of upcoming utility relocation work. Attendees asked questions regarding the level of engagement with the Westwood community during the construction process. The presenter indicated Metro has a robust construction outreach program in place designed to gather community input to reduce impacts to the community. Approximate attendance: 60-70
- March 22, 2018: Purple Line Section 3 Westwood Community Meeting providing a general project overview and timeline, as well as a description of upcoming utility relocation work at the Wilshire/Westwood Station. Attendees asked questions regarding the timing of utility relocation, the hours of utility relocation, noise mitigation measures, and emergency access, as well as proposed bus detours and their anticipated effects on traffic. The presenter explained the process of utility relocation and the necessity to complete that work at night in Westwood, as well as how Metro plans to mitigate noise at the source. The presenter also explained the bus detour plans and the collaborative efforts that went into developing them. Approximate attendance: 60-70

In fall 2017, Metro began presentations to various stakeholders and community groups within Section 3 of the Project regarding advanced utility relocations. As part of these presentations, Metro provides an overview of Section 3 of the Project, including information on the project refinements included in this Addendum. These meetings are still ongoing as of May 2018.

5.2 Outreach during Construction

It is of utmost importance to Metro that all stakeholders are informed about the Project. Briefings are used to engage stakeholders in advance of construction. The team briefs the following stakeholders regularly:

- Los Angeles City Council
- Los Angeles and local chambers of commerce
- Homeowners associations
- Los Angeles Unified School District
- Department of Veterans Affairs
- Educational institutions and faith-based organizations
- Residents
- Business owners
- Property owners
- Emergency responders
- Medical facilities
- Major employment centers

Metro has developed a Community Outreach and Engagement Plan for all sections of the WPLE Project. This plan is currently being implemented for construction activities on Sections 1 and 2 of the Project. A goal of the outreach plan is to understand the cultural resources and inventory of community assets by utilizing diverse methods for reaching stakeholders in advance of major project milestones. Information is provided when construction is occurring in the public right-of-way or is impactful, or for activities that have a long duration. Shared details include activity, work hours, duration, and impacts. Both traditional and non-traditional outreach methods would be used within the project area. These methods include construction notices distributed through electronic communications, including through social media and on the project website, door-to-door distribution, and at community centers and commercial buildings. Additionally, Metro disseminates project information through community meetings, digital communication (e.g., Facebook, Twitter, project website), press releases, and traffic alerts.

Stakeholders are informed in advance of construction activities occurring through a construction look-ahead that provides a description of activities, including location, anticipated start time, and projected duration. The construction look-ahead enables stakeholders throughout the Project to plan ahead and make accommodations as necessary in advance of construction. The look-ahead is updated as new information becomes available and is available at public meetings and on the project website.

To address concerns raised by the public during construction, Metro maintains a 24-hour/7-day-a-week hotline. Direct access for after-hours construction-related issues is also provided. Metro also provides onsite coordination to address specific construction-related impacts with stakeholders, such as those related to driveway closures or utility disruptions.

6.0 REFERENCES

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