

Los Angeles County
Metropolitan Transportation Authority

Westside Purple Line Extension Project, Section 2

Addendum to the Final Environmental Impact Report

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Table of Contents

1.0	INTRODUCTION	1-1
1.1	Regulatory Requirements	1-1
1.2	Approved Project	1-2
1.3	Proposed Project Modifications	1-2
2.0	EVALUATION OF ENVIRONMENTAL IMPACTS.....	2-1
2.1	Comparison of Project to Previous Findings.....	2-2
2.1.1	Transportation	2-3
2.1.2	Acquisition and Displacement of Existing Uses	2-8
2.1.3	Visual and Aesthetics	2-10
2.1.4	Air Quality	2-12
2.1.5	Noise and Vibration	2-17
2.1.6	Ecological/Biological Resources.....	2-25
2.1.7	Cumulative Impacts	2-26
3.0	CONCLUSIONS	3-1

List of Figures

Figure 1. Project Location	A-1
Figure 2. Century City Constellation Station Staging Areas	A-2
Figure 3. Typical Enclosed Conveyor.....	A-3
Figure 4. Potential Santa Monica Boulevard Bus Layover Design.....	A-4
Figure 5. Ventilation/Exhaust Structures on the Westfield Century City Property	A-5
Figure 6. Wilshire/Rodeo Station Original Configuration with Cross-over	A-6
Figure 7. Wilshire/Rodeo Station without Cross-over	A-7
Figure 8. Staging Areas 2 and 3 Noise Barrier Walls.....	A-8

List of Tables

Table 1. Level-of-service Definitions for Signalized Intersections	2-3
Table 2. LOS Changes at Key Intersections	2-5
Table 3. SCAQMD Air Quality Significance Thresholds	2-14
Table 4. Estimated Highest Daily Construction Impacts for Century City Constellation Station Construction (lbs/day) – Before Mitigation.....	2-15
Table 5. Estimated Highest Daily Construction Impacts for Century City Constellation Station Construction (lbs/day) – After Mitigation.....	2-15
Table 6. Summary of Construction Noise Limits	2-17
Table 7. Construction Equipment Noise Emission Levels	2-18

Table 8. Pre-Construction Noise Measurement Results in the Century City Constellation Station Area	2-19
Table 9. Century City Constellation Station Construction Noise – Leq (dBA)	2-21
Table 10. One-Hour Measured Noise Levels – Leq (dBA)	2-22
Table 11. Nighttime Construction Noise Impact Thresholds at the Century City Rehabilitation Facility.....	2-23

List of Appendices

APPENDIX A	FIGURES	A-1
APPENDIX B	MITIGATION AND MONITORING REPORTING PLAN (MMRP).....	B-1
APPENDIX C	TRAFFIC MANAGEMENT PLAN (DRAFT).....	C-1
APPENDIX D	AIR QUALITY CONSTRUCTION IMPACTS MEMORANDUM	D-1
APPENDIX E	SECTION 2 CONSTRUCTION NOISE/VIBRATION MITIGATION AND MONITORING PLAN (DRAFT)	E-1

1.0 INTRODUCTION

A Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the extension of the existing Metro Purple Line heavy rail subway (Metro Westside Purple Line Extension Project) was completed, and approved by the Metro Board in April 2012 in accordance with the requirements of the California Environmental Quality Act (CEQA). The EIR was part of a joint document, for which an Environmental Impact Statement (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. EIR/EIS) will be referenced. The EIR was prepared by the Los Angeles County Metropolitan Transportation Authority (Metro). The document 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. Metro proposes changes to Section 2 of the Westside Purple Line Extension in the County of Los Angeles, California. Section 2 of the project extends from the Wilshire/La Cienega Station to the Century City Constellation Station. These changes are primarily focused on construction staging areas associated with the Century City Constellation Station. Accordingly, pursuant to CEQA Guidelines Section 15164, the purpose of this Addendum is to document changes to the Westside Purple Line Extension Project and analyze the potential environmental impacts that would result from changes 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 changes to assess if they 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. Generally, 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.

This Addendum concludes that the changes to Section 2 of the Westside Purple Line Extension Project are minor and would not be substantial, and with implementation of mitigation measures previously

identified in the Final EIS/EIR, the impact conclusions presented in that document would remain the same. As a result, the analysis concludes that preparation of a subsequent or supplemental EIR is not required.

1.2 Approved Project

The approved project is an 8.97 mile extension of the existing Metro Purple Line heavy rail transit subway system. The extension would operate from the current Metro Purple Line terminus at the Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Administration (VA) Hospital and include seven new stations: Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega, Wilshire/Rodeo, Century City Constellation, Westwood/UCLA, and Westwood/VA Hospital (Figure 1 in Appendix A). Also included in the project is the expansion of Metro Division 20 Yard in Downtown Los Angeles for rail storage and maintenance. The project will be built in three construction segments: 1. Wilshire/Western to Wilshire/La Cienega, 2. Wilshire/La Cienega to Century City Constellation, and 3. Century City to Westwood/VA Hospital, with planned operations to the Westwood/VA Hospital Station by 2036. Construction on the first segment began in November 2014. Section 2 of the project extends from the Wilshire/La Cienega Station to the Century City Constellation Station.

1.3 Proposed Project Modifications

Due to a proposed commercial development at the corner of Avenue of the Stars and Constellation Boulevard (Area 1 in Figure 2), the site can no longer be used for construction staging and laydown. However, the station entrance proposed at this location will remain and be incorporated into the new development. This Addendum addresses the changes as a result of the relocation of construction staging areas within Century City, and other changed conditions in Section 2 from what was cleared in the Final EIS/EIR.

The following provides a summary of the areas that have changed from the approved construction staging areas within Century City, and other changed conditions in Section 2 from what was analyzed in the Final EIR.

1. Change in construction staging scenario locations.

Scenario A, as identified in the Final EIS/EIR, with the Century City Constellation Station entrance and approximately 5.5 acre construction staging and laydown area (staging area) at the northeast corner of Constellation Boulevard and Avenue of the Stars (Area 1) was selected as part of the preferred alternative. Due to a proposed commercial development at this site, the selected construction staging area can no longer be used for the project. Instead, the construction staging areas identified in Final EIS/EIR as part of Scenario B will be used, although the station entrance will remain at the northeast corner of Constellation Boulevard and Avenue of the Stars rather than the station entrance location identified as part of Scenario B (at the southwest corner of Constellation Boulevard and Avenue of the Stars). The Scenario B staging sites (Area 2 and Area 3) include two locations along Century Park East and require full acquisition of 1940 Century Park East, 1950 Century Park East, and 2040 Century Park East.

Since the Scenario B station entrance will not be used, a portion (less than 0.25 acres) of Area 1 will be required for construction of the station entrance which is to remain in the original location at the

northeast corner of Constellation Boulevard and Avenue of the Stars (Area 1), and will be incorporated into future development to be constructed at this location. Metro will coordinate with the developer regarding the station entrance so as not to preclude a future connection to the development. Although if development of the site has not yet begun when construction of the Century City Constellation Station begins, the station entrance would be designed as described in the Final EIS/EIR. Further, if the site is not developed at the start of the Century City Constellation Station construction, it is possible that more than 0.25 acres of Area 1 will be used for construction activities.

In addition, due to the loss of full use of Area 1, the tunnel boring machine (TBM), used to excavate the tunnels between Century City and La Cienega Boulevard, will be lowered into the station excavation along Constellation Boulevard from the street. This will require a six to nine month full closure of approximately 200 feet of the eastern end of Constellation Boulevard between Century Park East and the first driveway on the north side of the street. Constellation Boulevard is a minor 4-lane east/west collector street traversing a distance of approximately 0.4 miles between Century Park West and Century Park East that is classified in the Transportation Element of the City of Los Angeles General Plan as a Divided Secondary Highway. Within the study area, Constellation Boulevard has two travel lanes in each direction with painted two-way left-turn lanes and primarily provides a means of access to the properties located along its length. The closure of this short section of the noncontiguous Constellation Boulevard will be in place for approximately six to nine months and will not block any building or driveway entrances.

In summary, the station entrance will remain in the original location of Area 1 as identified in the Final EIS/EIR. The construction staging locations identified in Scenario B in the Final EIS/EIR will be used because the approximate 5.5 acre construction staging site identified in Scenario A is no longer available.

2. Installation of a new tunnel access shaft and conveyor in Area 2.

As noted above, the approximate 5.5 acre construction staging site (Area 1) identified in Scenario A had sufficient space available for a tunnel excavation operation, TBM launch, construction staging, parking, storage, and other work areas. Since the majority of Area 1 will no longer be available for construction staging and removal of excavated materials, a temporary access shaft, up to 80 feet in diameter will be constructed in Area 2 to provide access to the tunnel head for workers and materials and to remove excavated material from the tunnel. The placement of an access shaft in Area 2 was not included as part of a construction staging scenario presented in the Final EIS/EIR. The access shaft will include three phases: construction of the shaft; operations conducted through the shaft including mucking, concrete work, and rail welding; and backfill of the shaft. Construction staging activities in Area 2 will occur for approximately seven years.

Because Areas 2 and 3 are not adjacent to each other, excavated material will likely be moved between the tunnel access shaft in Area 2 and staging area in Area 3 via an enclosed conveyor system (see Figure 3 for an example of a typical enclosed conveyor system). The conveyor will be in operation for approximately three years and located along a new temporary easement of up to five years (2018-2023) to be acquired by Metro. Should a slurry-type TBM be used, the conveyance system will also carry slurry feed and discharge pipes from the tunnel access shaft to a slurry separation plant in Area 3. There are three proposed location options for the conveyor system, with the final location to be determined after negotiations with the property owner:

- I. The first option aligns the conveyor system from the vertical access shaft in Area 2 and travels approximately 400 feet along the east side of the AT&T building at 2010 Century Park East to Area 3 (Figure 2). The conveyor would span the top of the parking structure located on the east side of the building. In addition to the conveyor, temporary pipe racks carrying utility lines, water, grout, foam, compressed air, etc. would also be installed over the top of the parking structure.
 - II. The second option is also located along the east side of the AT&T building at 2010 Century Park East. With this option the parking structure would be demolished and the conveyor system would be placed at ground level for approximately 400 feet from the access shaft to Area 3. The parking structure is structurally unsound and only partially used now. Should AT&T agree to remove the parking structure, the enclosed conveyor system would be placed at ground level between Areas 2 and 3. Removal of the parking structure would also allow for additional area behind the AT&T building to be used for construction staging and laydown activities and for movement of materials and equipment between Areas 2 and 3. In addition, the area immediately adjacent to the east side of the building will be available for use as parking for employees of the AT&T facility.
 - III. The third option would place the conveyor system along the west side of the AT&T building in a materials handling corridor. This option would require Metro to obtain a temporary easement along the western portion of the AT&T property and only be used if an easement along the east side of the AT&T building is not feasible. The corridor would extend from staging Area 2 to Area 3, a distance of approximately 400 feet, with a width encompassing one northbound traffic lane and sidewalk in the public right-of-way along the eastern side of Century Park East, and the space between the AT&T building and the eastern edge of the sidewalk. The corridor would be separated from traffic on Century Park East by K-Rail dividers plus fencing with fabric sight screening. Materials handling equipment would travel on the closed street lane. The enclosed conveyor would be elevated such that traffic entering the AT&T facility could pass beneath the conveyor structure. Access to the AT&T building and its facilities would be maintained through the period of use, which is approximately five years. The materials handling corridor along Century Park East would require the temporary relocation of one bus stop serving the Metro 28 line and LADOT Commuter Express line 534.
3. Change in land use adjacent to construction staging Area 3.
- Immediately south of staging Area 3, a former physician-run hospital at 2080 Century Park East that has been closed since 2008 is being remodeled to become a new inpatient rehabilitation facility with a tentative opening date of March 2016. The nine story rehabilitation facility was not in operation at the time of the EIS/EIR studies, therefore the analysis of the adjacent construction staging area did not assess potential impacts to the facility. The 138 bed facility will provide inpatient rehabilitation services. Adjacent to the building, construction staging Area 3 will primarily be used for the temporary storage of excavated material which will then be hauled away for off-site disposal. Area 3 will also be used for storage of materials and equipment required for tunnel and station construction, and for the contractor's office, maintenance shops, and parking. There is no change to the truck haul routes to be used for construction of the Century City Constellation Station identified in the Final EIS/EIR. Construction related activities will be in operation at this site for approximately seven years.

4. Use of existing Metro bus layover area for construction material storage.

In addition to the Century Park East sites identified in the Final EIS/EIR, a material storage area will be placed at the existing 0.3 acre Metro bus layover site on the southeast corner of Century Park West and Constellation Boulevard (Area 5). The property owner also uses the site for a fuel cell installation to generate electricity. Access to the fuel cell installation will be maintained during the entire time the site is used by Metro. There will be no ground disturbing activity at the site other than for the installation and removal of soundwalls, and for removal and restoration of curbs and landscaping. Following construction of the station, the site will be returned to its current use as a Metro bus layover facility. The site will be used for approximately seven years for storage of construction materials and parking of construction equipment associated with construction of the station.

5. Temporary bus layover on Santa Monica Boulevard.

Due to the use of the existing Metro bus layover site (Area 5) for construction material storage, a new temporary bus layover approximately 250 feet long and 12 feet wide providing parking for up to five buses, will be constructed in the median of Santa Monica Boulevard between Avenue of the Stars and Century Park East (see Figure 4). Also included will be restroom facilities for Metro bus operators. The layover zone will be located in the landscaped median between the eastbound lanes of Santa Monica Boulevard and a dedicated bus lane, and will be in use for approximately seven years.

6. Ventilation /Exhaust Structures into the Westfield Century City Property.

Metro will require temporary and approximately 3,000 square feet of permanent easements into the Westfield Century City mall property for the purpose of construction of ventilation ducts to service the subway. Metro is currently in discussions with the property owners regarding the placement of the station appendages (exhaust and vent shafts) within the Westfield Century City property (Figure 5).

7. Elimination of train cross-over at Wilshire/Rodeo Station.

After an operational analysis was performed to verify that the train cross-over east of the Wilshire/Rodeo Station could be eliminated while still maintaining operational requirements for the Westside Purple Line Extension Project, the Metro Board, at its September 2014 Board meeting approved the elimination of the train cross-over. As a result, the station box shifted east from El Camino Drive to Canon Drive to now Beverly Drive and Canon Drive, with a reduction in length of the station box from originally approximately 1,150 feet to approximately 950 feet (Figure 6 and Figure 7). This action will result in significant shortening of the underground station, thus reducing construction costs and impacts to traffic and disruption to the surrounding streets and businesses during construction due to a smaller construction footprint along Wilshire Boulevard and less truck trips needed for hauling excavated material.

2.0 EVALUATION OF ENVIRONMENTAL IMPACTS

This section demonstrates compliance with Sections 15162 – 15164 of the CEQA Guidelines. Each of the conditions identified in Sections 15162 - 15164 of the CEQA Guidelines is satisfied based on the following:

1. The changes to Section 2 of the Westside Purple Line Extension Project, as described in Section 1.3 Proposed Project Modifications, would not result in new significant environmental effects. The proposed relocation of the Century City Constellation Station construction staging areas results in the same types of construction-related impacts as disclosed in the Final EIS/EIR. The relocation and changes in construction staging areas and activities, including use of an access shaft and materials conveyor systems, would not generate significant new environmental impacts. Implementation of appropriate mitigation measures identified in the Final EIS/EIR would minimize and/or eliminate the potential impacts associated with the proposed project changes. In addition, elimination of the train cross-over structure east of the Wilshire/Rodeo Station would result in significant shortening of the underground station, thus reducing construction costs and impacts to traffic and disruption to the surrounding streets and businesses during construction.

With the necessary relocation of staging areas, several construction activities, not previously included in the Final EIS/EIR would be required, including construction of an access shaft, launch of the TBM from Constellation Boulevard, and use of a materials conveyor system. Since the majority of Area 1 will no longer be available for construction staging and removal of excavated materials, a temporary access shaft, up to 80 feet in diameter will be constructed in Area 2 to provide access to the tunnel head for workers and materials and to remove excavated material from the tunnel. Because Areas 2 and 3 are not adjacent to each other, excavated material will likely be moved between the access shaft in Area 2 and staging area in Area 3 via an enclosed conveyor system. The conveyer will be in operation for a period of approximately three years and located along a new temporary easement to be acquired by Metro. The relocation of construction activities and required use of an access shaft and conveyor system would not generate any new significant impacts.

Use of the Metro bus layover site on the southeast corner of Century Park West and Constellation Boulevard for materials and equipment storage during the seven year construction period would require the construction of a temporary bus layover site on Santa Monica Boulevard. The temporary bus layover site would be approximately 250 feet long and 12 feet wide and provide parking for up to five buses between the eastbound lanes of Santa Monica Boulevard and the dedicated bus lane. It would be constructed in the landscaped median of Santa Monica Boulevard between Avenue of the Stars and Century Park East. Also included would be restroom facilities for Metro bus operators. The change in bus layover location will require a minor reroute of the three affected bus lines. Since the proposed terminal will be located near the existing layover location, the impact on existing bus operations will be minimal and patrons will still be able to use a number of the existing bus stops in the area. The temporary use of the Metro bus layover site and construction of a temporary layover site on Santa Monica would not significantly impact bus operations or generate any new impacts.

2. The circumstances and conditions in the area of the Century City Constellation Station area are primarily unchanged from what was analyzed in the Final EIS/EIR, with one notable exception, which is the construction of an inpatient rehabilitation facility at 2080 Century Park East. Located immediately south of staging Area 3, the former physician-run hospital at 2080 Century Park East

that has been closed since 2008, is being remodeled to become a new inpatient rehabilitation facility with a tentative opening date of March 2016. The nine story rehabilitation facility was not in operation at the time of the EIS/EIR analysis. Therefore, the analysis of the adjacent construction staging area did not assess potential impacts to the facility. The 138 bed facility will provide inpatient rehabilitation services. Adjacent to the building, construction staging Area 3 will primarily be used for the temporary storage of excavated material which will then be hauled away for off-site disposal. Area 3 will also be used for storage of materials and as the location of equipment required for tunnel and station construction, and for the contractor's office, maintenance shops, and parking. There is no change to the truck haul routes to be used for construction of the Century City Constellation Station identified in the Final EIS/EIR. Construction related activities will be in operation at this site for approximately seven years. Based on the analysis of construction activities in Area 3, there would be no significant impacts to the new rehabilitation facility located immediately south of the site.

3. There is no substantial new information. The proposed changes to the Century City Constellation Station construction staging does not constitute substantial new information as defined in the CEQA Guidelines. The proposed changes would not result in any additional significant impacts beyond those disclosed in the Final EIS/EIR. All significant impacts identified in the Final EIS/EIR will remain the same or will be mitigated as described in the Mitigation Monitoring Reporting Plan (Appendix B). Impacts associated with changed construction conditions would be mitigated and or minimized to a less than significant level.

2.1 Comparison of Project to Previous Findings

The findings of the Final EIS/EIR and any associated mitigation measures are summarized to provide a basis of comparison of the impacts associated with the proposed project modifications. Generally, impacts associated with the proposed project modifications remain consistent with the findings of the Final EIS/EIR. The relocation of construction staging areas for the Century City Constellation Station would not result in long-term operational impacts. All impacts associated with the construction changes are temporary in duration from six months to seven years depending on the construction activity.

The following sections present the impacts associated with the relocation of the construction staging areas that were analyzed in this Addendum. New impacts or a change in impact severity are not expected for several resource areas identified below and these are not discussed further:

- Land use and development
- Communities and neighborhoods
- Socioeconomic characteristics
- Climate change
- Energy
- Geological resources
- Hazardous waste and materials
- Water resources

- Safety and security
- Parklands and community services and facilities
- Historic, archaeological, and paleontological resources
- Growth impacts

2.1.1 Transportation

Applicable CEQA Threshold of Significance

Would the proposed project have a new or substantially more severe impact related to an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume capacity ratio of roads, or congestion at intersections)?

The intersection level-of-service (LOS) analysis assumes that an intersection would be significantly affected by traffic volume changes if the project will cause an increase in average vehicle delay according to the following thresholds as presented in the Final EIS/EIR:

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

The LOS definitions and ranges of delay are shown in Table 1 and represent average conditions for all vehicles at an intersection across an entire hour.

Table 1. Level-of-service Definitions for Signalized Intersections

Level of Service	Control Delay (seconds/vehicles)	Interpretation ¹
A	≤10.0	This level-of-service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop. Short cycle lengths may also contribute to low density.
B	>10.0 and ≤20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	>20.0 and ≤35.0	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many vehicles still pass through the intersection without stopping.
D	>35.0 and ≤55.0	At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	>55.0 and ≤80.0	These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.
F	>80.0	This level, considered unacceptable by most drivers, often occurs with oversaturation; that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume-to-capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: *Highway Capacity Manual*, Transportation Research Board (TRB 2000)

¹Level of Service interpretation was derived from *Highway Capacity Manual 1994*, Transportation Research Board, 1994

Final EIS/EIR Conclusions

Chapter 3 of Final EIS/EIR concluded that traffic impacts associated with project construction include reduced roadway traffic lanes and temporary street closures which could result in major traffic disruptions and bottlenecks. As part of the project construction, full street closures would generally be limited to the nighttime and weekends. Partial street closures would be limited to nighttime, weekend, and off-peak periods, except during installation of temporary shoring where the closure would be continuous throughout the day. Potential street closure locations would be based on proposed station and station entrance construction methods, duration, and sequencing. Additionally, commercial driveways may be subject to reduced access around construction sites. Emergency vehicle access (e.g., police, fire and rescue, and ambulance) in and around construction work sites may be affected by lane closures, temporary street closures, and detours.

In Section 2, under 2035 project conditions, 24 of the 83 analyzed intersections (29 percent) would operate at an acceptable level of service (LOS) D or better in the A.M. peak hour. The remaining 59 intersections (71 percent) would operate at LOS E or F (deficient LOS) during the A.M. peak hour. Twenty-four (24) of the 83 Section 2 analyzed intersections (29 percent) would operate at an acceptable LOS D or better in the P.M. peak hour. The remaining 59 intersections (71 percent) would operate at LOS E or F (deficient LOS) during the P.M. peak hour. By 2035, the majority of study intersections would operate under congested conditions (LOS F) during peak hours both with and without the project.

Temporary street closures would require temporary rerouting of bus lines and bus stop locations, which would add transit travel time for bus riders. Before implementation of changes that affect bus operations and/or stop locations, transit providers would be contacted at least 100 days in advance.

These impacts, even with implementation of mitigation would remain as temporary significant impacts. The Final EIS/EIR stated that as construction details are further defined, additional traffic projections would be conducted to determine the expected traffic volumes at evaluated intersections and to identify if additional mitigation, beyond what was previously identified, would be necessary.

Proposed Project Modifications

As noted above, the approximate 5.5 acre construction staging site identified in Area 1 had sufficient space available for a tunnel excavation operation, construction staging, parking, storage, and other work areas. Due to the loss of full use of Area 1, the TBM will be launched from the station excavation along Constellation Boulevard. This will require the full closure of approximately 200 feet of the eastern end of Constellation Boulevard between Century Park East and the first driveway on the north side of the street for approximately six to nine months for installation of the soldier piles, installation of the decking, excavation of the launch box at the east end of the station excavation, and assembly of the TBM.

Table 2 provides a summary of the expected changes from the existing 2015 level of service (LOS) at key intersections around the Century City Constellation Station during the approximate six to nine months that the eastern portion of Constellation Boulevard is closed to traffic.

Table 2. LOS Changes at Key Intersections

Intersection	Existing Conditions (2015)				200 Foot Full Closure of Constellation Boulevard			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak		P.M. Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Century Park East/ Santa Monica Blvd	F	141.9	F	117.9	F	102.8	F	204.7
Century Park East/ Constellation Blvd	C	30.0	D	39.4	A	7.5	A	6.1
Century Park East/ Olympic Blvd	D	52.6	D	53.3	E	65.7	D	49.0
Avenue of the Stars/ Santa Monica Blvd	F	143.3	F	115.0	F	190.5	F	133.9
Avenue of the Stars/ Constellation Blvd	D	35.8	C	31.7	F	127.6	F	93.7
Avenue of the Stars/ WB Olympic Blvd	B	17.1	A	7.9	C	32.5	A	8.7
Avenue of the Stars/ EB Olympic Blvd	D	41.7	C	30.5	F	103.5	E	73.2
Century Park West/ Santa Monica Blvd	F	139.1	F	145.6	F	136.9	F	157.8
Century Park West/ Constellation Blvd	A	9.1	C	35.0	B	11.5	D	37.3
Century Park West/ Olympic Blvd	F	82.6	E	79.5	F	81.0	F	79.8

Source: *Traffic Management Plan (Draft)*, Parsons Brinckerhoff 2015

The temporary closure and diversion of traffic from the eastern end of Constellation Boulevard, would result in the three intersections along Santa Monica Boulevard (at Century Park East, Avenue of the Stars, and Century Park West) continuing to operate at LOS F during both the A.M. and P.M. peak hours. Changes in LOS would occur at seven of the intersections with four intersections, Century Park East/Olympic Boulevard, Avenue of the Stars/Constellation Boulevard, Avenue of the Stars/westbound Olympic Boulevard, and Century Park West/Constellation Boulevard, worsening in the A.M. peak. Four intersections (Avenue of the Stars/Constellation Boulevard, Avenue of the Stars/eastbound Olympic Boulevard, Century Park West/Constellation Boulevard, and Century Park West/Olympic Boulevard) would worsen in the P.M. peak. In addition, the LOS at Century Park East/Constellation Boulevard would improve in both the A.M. and P.M. peak periods since traffic would not be allowed to turn onto Constellation Boulevard from Century Park East. The remaining study intersections would continue to operate at LOS D or better during both peak hours.

The closure of a portion of one northbound lane on Century Park East to accommodate the materials handling corridor between Areas 2 and 3 would have minimal impacts to traffic operations along Century Park East. During the time that the lane on Century Park East is closed, the expected LOS at the three intersections along the street (at Santa Monica, Constellation Boulevard, and Olympic Boulevard) would generally remain the same in the A.M. peak period. Over the course of the five year period that the lane is closed to traffic, the Century Park East intersection at Constellation would fluctuate from LOS C to A, while the intersection at Olympic would fluctuate between LOS D and E depending on the other traffic control actions occurring in the area. For the P.M. peak period, the LOS for the three intersections along Century Park East would also generally remain the same, except there would be some improvements at Century Park East/Constellation Boulevard throughout the period of the lane closure. Pedestrian traffic would be detoured around the closed portion of Century Park East.

The proposed changes would affect transit operations in the vicinity of the Century City Constellation Station. The use of the existing Metro bus layover site at Century Park West/Constellation Boulevard would require Metro bus lines 16, 316, and 28 to use the temporary bus layover to be constructed along Santa Monica Boulevard. The temporary layover would be constructed in the median of Santa Monica Boulevard and would not affect existing traffic lanes. The change in bus layover location would require minor route changes in the operations of each of the affected bus lines. In addition, the materials handling corridor to be placed along a portion of the northbound side of Century Park East would require the temporary relocation of a bus stop serving Metro line 28 and LADOT Commuter Express line 534.

Current Project-Specific or Modified Mitigation Measures:

As previously discussed, the transportation impacts associated with project construction would remain temporarily significant even following implementation of mitigation.

Implementation of the mitigation measures previously identified in the Final EIS/EIR will minimize the transportation related impacts associated with the temporary full closure of 200 feet of Constellation Boulevard, the temporary lane closure on Century Park East, and the temporary relocation of the Metro bus layover area. These measures include the following:

TCO-1 Traffic Control Plans: Site-specific traffic control plans will be developed to minimize construction for each work zone location. These locations will include, but not be limited to utility relocations, stations, crossovers, laydown areas, TBM launch and removal locations, emergency exit shafts, station entrances, drop pipes, and grout injection. Traffic control plans will follow state and local jurisdiction guidelines and standards. Traffic control plans will be developed for Wilshire, Santa Monica, and Constellation Boulevards and north-south streets including, but not limited to, La Brea Avenue, Fairfax Avenue, La Cienega Boulevard, Rodeo Drive, Beverly Drive, Canon Drive, Century Park East, Avenue of the Stars, Westwood Boulevard, Veteran Avenue, Sepulveda Boulevard, I-405 ramps to/from eastbound Wilshire Boulevard, and Bonsall Avenue. Traffic control plans will encompass the following:

- Minimum lane widths;
- Number of available travel lanes;
- Number, length, and location of temporary right and left-turn lanes;
- Temporary street closures and detour routes;
- Traffic-control devices;
- Temporary traffic signals and street lighting;
- Temporary pedestrian access and routes;
- Temporary bicycle routes;
- Temporary driveway access;
- Temporary business access; and
- Construction site phasing.

Advanced traffic control will extend beyond one arterial street on each side of each station construction location. Business owners will be interviewed to identify the type of business, delivery and shipping schedules, and critical days/times of year for the business. Specific street closures will be developed in close coordination with the local jurisdictions during the Final Design phase.

TCON-3 Emergency Vehicle Access: Emergency vehicle access will be maintained at all times to the construction work site, adjacent businesses, and residential neighborhoods.

TCON-4 Transportation Management Plan: Once subway construction sequencing/phasing and the truck haul routes have been concurred upon by Metro and reviewed by local jurisdictions and Caltrans, an overall LPA Transportation Management Plan (TMP) will be developed with and approved by Metro and other appropriate agencies. The TMP will include the following:

- Public information (e.g., media alerts, website);
- Traveler information (e.g., traffic advisory radio, changeable message signs [CMS]);
- Incident management (e.g., TMP coordination, tow truck services);
- Construction (e.g. detour routes, haul routes, mitigation, construction times);
- Demand management (e.g., carpooling, express bus service, variable work hours, parking management); and
- Coordination with concurrent LPSs.

TCON-6 Temporary Bus Stops and Route Diversions: Construction impacts to local and regional transit operations will be mitigated to minimize impacts to the degree possible at each station construction location. Impacts will be mitigated through, but not limited to, the use of temporary relocated bus stops and temporary route diversions. Impacts will be coordinated with each transit agency and/or provider.

TCON-9 Construction Worker Parking: Metro will require that all construction contractors identify adequate off-street parking for construction workers at Metro approved locations.

TCON-10 Pedestrian Routes and Access: Safe pedestrian routes and access will be provided through and/or adjacent to construction work areas. Pedestrian routes and access, including temporary pedestrian facilities, will comply with the requirements of the ADA and must be properly signed and lighted.

TCON-11 Bicycle Paths and Access: Bicycle traffic (e.g., paths, lanes, and routes) will be maintained safely through and adjacent to construction work areas. If bicycle traffic cannot be maintained, then alternative temporary bicycle routes will be identified, signed, and lighted.

In addition to the measures presented in the Final EIS/EIR, several traffic management strategies have been identified as part of the Draft TMP (Appendix C). These strategies are closely related to TCON-4 and involve coordination and outreach with the public. The strategies include:

- Implementation of a public awareness campaign to educate motorists, merchants, residents, elected officials and governmental agencies about construction activities and associated impacts. The PAC will work to enhance public acceptance, tolerance and cooperation while helping to reduce the traffic demand in the construction zone by encouraging motorists to take alternate routes or to

travel outside of closure hours. Specific elements that may be used to accomplish these objectives include press releases/special alerts to news outlets and traffic reports which will be sent to inform motorists about construction activities. Paid advertising may also be used to inform motorists about construction activities.

- Brochures and other project notices will be prepared by Metro staff, in coordination with the contractors, to keep the public (residents, businesses, travelers, etc.) informed about the project and anticipated closures and impacts.
- Press releases and media alerts will be prepared and distributed by Metro staff in coordination with the contractors, as required or needed throughout the length of project.
- Advertisements for public meetings regarding the project will be printed in a number of publications and distributed throughout the cities surrounding the project areas.
- Public meetings will be held to provide information about the project and anticipated closures/impacts to any and all interested parties including, political offices, residents, motorists, community groups, school districts, developers, truckers, etc.
- The Metro project website (www.metro.net) will be the primary information source for up-to-date project information. The project website will contain information such as traffic alerts, current schedule, news related to the project, alternatives developed by the community, past and future meetings/hearings, frequently asked questions (FAQs), and links to major stakeholders of the project.
- A Motorist Information System will be in place during construction in order to enable motorists to make informed decisions about their travel plans and options with real-time traffic information. The key components of this system include changeable message signs (CMS), portable CMS (PCMS), and ground mounted signs, that will provide real time traffic information to motorists approaching the construction zone.
- The project will require PCMS's at various locations during construction. PCMS's should be placed and operated as needed to inform motorists of construction activities and closures. Additional PCMS's should be made available during the project and may be placed and operated as deemed necessary by the contractor. During construction, all PCMS's should be checked nightly and fixed or replaced as needed to ensure that they are in a proper working condition and that their visibility is not compromised.
- Ground mounted signs will be used during the construction of the project and these signs shall be placed at appropriate locations as specified by the contractor to guide motorists through the construction zones and detour routes.

The proposed project modifications to Section 2 of the Westside Purple Line Extension Project would not cause any new or substantially more significant impacts related to transportation, circulation, and parking than previously addressed in the Final EIS/EIR.

2.1.2 Acquisition and Displacement of Existing Uses

Final EIS/EIR Conclusions

Section 4.2.2 of the Final EIS/EIR discusses the land ownership and leasing agreements that will change due to the Project. The Final EIS/EIR indicated that there would be between 5 and 25 full property

acquisitions, one to four permanent easements required for station entrances and construction staging, and up to four temporary construction easements required for Section 2. Section 2 would also require 32 permanent underground easements for the subway tunnel.

At the Century City Constellation Station site, identified temporary construction easements include parcels at 1940, 1950 and 2040 Century Park East, in addition to a permanent easement for the station entrance at 10131 Constellation Boulevard.

Proposed Project Modifications

The change in construction staging areas for the Century City Constellation Station will require a new temporary construction easement for materials storage and construction offices at the Metro bus layover site located at the southeast corner of Century Park West and Constellation Boulevard. To offset the loss of the five bus layover spaces, a new temporary layover area will be created in the median of Santa Monica Boulevard. Following construction of the Century City Constellation Station, the site will return to use as a Metro bus layover. In addition, access to the fuel cell installation located on the site will be maintained during the entire seven years the site is used by Metro for construction-related purposes.

A temporary construction easement of up to five years may be used along the eastern portion of the property at 2010 Century Park East (AT&T building) for placement of the conveyor system between staging Areas 2 and 3. The conveyor system would either run across the top of the existing parking structure located on the east side of the AT&T building or, should agreement be reached with the property owners for removal of the parking structure, the conveyor would connect the shaft in Area 2 to Area 3 at ground level. In addition to the installation and operation of the conveyor system, the Project will seek to acquire a temporary construction easement to a larger area of the parking lot to use for construction staging for the duration of the Project.

If use of the eastern portion of the AT&T property is not feasible, the conveyor system would be placed in a temporary construction easement, lasting approximately five years, along the west side of the AT&T building in a materials handling corridor along an approximately 400 foot long section of Century Park East. The easement would have a width encompassing one northbound traffic lane and sidewalk in the public right-of-way along the eastern side of Century Park East, and the space between the AT&T building and the eastern edge of the sidewalk.

In addition, temporary and permanent easements will be needed for ventilation and exhaust shafts within the Westfield Mall property located along the north side of Constellation Boulevard for the purpose of constructing ventilation ducts to service the subway. Metro is currently in discussions with the property owners regarding the placement of the station appendages (exhaust and vent shafts) within the Westfield Mall property.

Current Project-Specific or Modified Mitigation Measures:

Implementation of mitigation measure CN-3, previously identified in the Final EIS/EIR, will provide mitigation for the required temporary and permanent easements.

CN-3 Compensation for Easements: For easements, Metro will appraise each property to determine the fair market value of the portion that will be used either temporarily during construction or permanently above and below ground. As required by both the Uniform Relocation Assistance and Real Property

Acquisition Act and California Relocation Assistance Act, just compensation, which will not be less than the approved appraisal, will be made to each displaced property owner.

The proposed project modifications to Section 2 of the Westside Purple Line Extension Project would not cause any new or substantially more significant impacts related to acquisitions and displacements than previously addressed in the Final EIS/EIR.

2.1.3 Visual and Aesthetics

Applicable CEQA Threshold of Significance

As identified in the Final EIS/EIR, visual impacts during construction will be considered significant if the construction of the project results in any of the following:

- Conflicts with or complements 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; or
- Creates new light or glare source.

Final EIS/EIR Conclusions

Construction-related visual impacts of the project are discussed in Section 4.15.3 of the Final EIS/EIR. The Century City area is described as a dense auto-oriented urban center with tall buildings and wide boulevards. The high-rises in the area are a visual landmark and prominent buildings contribute to the visual character. The area lacks strong consistent architectural and urban design features. Project-related construction activities would result in the introduction of heavy construction equipment, stockpiled construction-related materials, noise barriers, erosion devices, excavated materials, new lighting sources, and removal of trees from some areas which conflicts with the existing visual character and results in a change in visual quality for the areas adjacent to the construction sites. During the construction period, these visual elements will temporarily degrade the physical character of the station and staging areas, resulting in adverse effects without mitigation.

Proposed Project Modifications

The visual effects associated with the construction staging changes at the Century City Constellation are similar to what was identified in Section 4.15.3 of the Final EIS/EIR because project-related construction activities include the use of heavy construction equipment, stockpiled construction-related materials, noise barriers, erosion devices, excavated materials, and new lighting sources. The implementation of the mitigation measures identified below would reduce the anticipated visual impacts so that no adverse effects remain.

The change in visual conditions associated with the changes in the construction staging areas for the Century City Constellation Station are described below.

The construction of an approximate 80 feet in diameter shaft to access the tunnel and installation of a conveyor to move material out of the tunnel was not included in the Final EIS/EIR as part of the activities

in Area 2. With Area 2 surrounded by a 20 feet high temporary barrier, the shaft opening would likely be visible from only the upper floors of the office building immediately north of Area 2 (1888 Century Park East). The shaft opening would not be visible to pedestrians or motorists on Century Park East or students and faculty at Beverly Hills High School.

If the AT&T building parking structure can be removed, the conveyor system and temporary pipe racks carrying utility lines, water, grout, foam, compressed air, etc. between Areas 2 and 3 would be placed at ground level and the horizontal conveyor between the tunnel access shaft Area 3 would rise less than 10 feet above ground level. Under this scenario the conveyor system would not be visible to the surrounding properties except the upper floors of the office building immediately north of Area 2 (1888 Century Park East) and the rehabilitation facility south of Area 3 (2080 Century Park East). Removal of the parking structure would not substantially alter the visual character of the surrounding area as construction activities and demolition of structures are already planned to occur in the immediate vicinity, including the demolition of 1940 Century Park East and parking garage of the AAA building (1950 Century Park East) immediately north of the AT&T parking structure. The vertical conveyor at the shaft may exceed the height of the 20 foot barrier and require additional screening.

If the AT&T building parking structure is not demolished and the conveyor system and temporary pipe racks must span the top level of the three story parking structure, a taller vertical conveyor from the shaft would be required. In order to span the parking structure, the shaft conveyor system may be higher than the standard 20 foot barrier surrounding the site and would therefore be visible to both the upper floors of the office building immediately north of the Area 2 and Beverly Hills High School located immediately east of the staging areas and conveyor system.

If it is not feasible to install the conveyor system on the east side of the AT&T building, the system would be elevated approximately 15 feet high across the west side of the AT&T building as part of a materials handling corridor. Access to the AT&T building would be maintained. Installation of the elevated conveyor and use of an approximate 400 foot portion of Century Park East for movement of materials and equipment would present a new visual change for viewers along Century Park East. In addition, up to four large trees along Century Park East may be removed to accommodate the conveyor system and materials handling corridor. Following construction, the area would be restored and use of the sidewalk and traffic lane returned.

In order to minimize the visual intrusion of the shaft conveyor system, the structure will be screened to reduce effects on adjacent viewers. In addition, the horizontal conveyor system between Area 2 and Area 3 would be enclosed to minimize the visual and noise intrusion of the system no matter which option for its placement is used.

Construction staging activities in Area 3 will create visual impacts to the new long-term rehabilitation facility at 2080 Century Park East. The nine-story structure is located immediately south of Area 3 with the views from the north side of the building impacted by construction staging activities in Area 3, including hauling operations removing excavated material and equipment and materials storage. In addition, construction-related lighting sources would be introduced in Area 3, which may potentially affect the north side of the rehabilitation facility. There are several large trees along the northern edge of the medical facility property that would help provide some minimal screening of Area 3.

The use of the Metro bus layover at the corner of Century Park West and Constellation Boulevard (Area 5) will create a new temporary visual change for the office building (10250 Constellation Boulevard)

located east of the site, primarily the offices facing west. With the bus layover site surrounded by a 20 foot high barrier, only the upper floors of the office building, which would overlook the materials and equipment storage in Area 5, would be affected.

Installation of the temporary Metro bus layover site in the Santa Monica Boulevard median may require the removal of up to four small trees and landscaping within the median. The removal of the trees and vegetation would be a noticeable visual change for those motorists traveling east on Santa Monica Boulevard. Once use of the temporary layover site is no longer needed, the median would be restored to previous conditions.

Current Project-Specific or Modified Mitigation Measures:

Implementation of the mitigation measures previously identified in the Final EIS/EIR will minimize the temporary visual related impacts associated with the relocation of construction staging activities and introduction of new visual elements, including the access shaft and conveyor system, to the Century City Constellation Station area. These measures include:

CON – 2 Timely Removal of Erosion Devices: Visually obtrusive erosion-control devices, such as silt fences, plastic ground cover, and straw bales will be removed as soon as the area is stabilized.

CON-3 Location of Construction Materials: Stockpile areas will be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses. Limits on heights of excavated materials will be developed during design based on the specific area available for storage of material and visual impact.

CON-4 Construction Lighting: Lighting will be directed toward the interior of the construction staging area and be shielded so that it will not spill over into adjacent residential areas. In addition, temporary sound walls of Metro approved design will be installed at station and work areas. These will block direct light and views of the construction areas from residences.

CON-5 Screening of Construction Staging Areas: Construction staging areas will be screened to reduce visual effects on adjacent viewers.

VIS-2 Replacement for Tree Removal: Where mature trees are removed, replacement with landscape amenities of equal value will be incorporated into final designs, where feasible, to enhance visual integrity of the station area.

The proposed project modifications to Section 2 of the Westside Purple Line Extension Project would not cause any new or substantially more significant impacts related to visual resources than previously addressed in the Final EIS/EIR.

2.1.4 Air Quality

Applicable CEQA Threshold of Significance

As outlined in the Final EIS/EIR, the CEQA significance criteria for the project was established by the South Coast Air Quality Management District (SCAQMD). The project would result in significant impacts if it 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; or
- Create objectionable odors affecting a substantial number of people.

Final EIS/EIR Conclusions

Construction period air quality impacts are discussed in Section 4.15.3 of the Final EIS/EIR. The results show that SCAQMD thresholds will be exceeded for all pollutants over the duration of the construction period. The majority of emissions will occur as a result of the removal and transport of soils for disposal from tunneling and excavation activity. Implementation of mitigation measures will help reduce air quality particulate matter impacts, but given the construction plan, it is unlikely that the levels will be below the SCAQMD thresholds during construction and therefore, adverse effects will remain after mitigation.

In addition, demolition, grading, stockpiling, and hauling soil will contribute to particulate matter emissions affecting the local environment. At TBM entry and exit sites where dirt handling exists, the SCAQMD thresholds for PM₁₀ will be exceeded if not mitigated.

Proposed Project Modifications

An assessment of the air quality construction impacts was conducted to account for the changed construction conditions at the Century City Constellation Station (Appendix D). The assessment utilized California Air Resources Board (CARB) EMFAC2011 mobile source emission factors, and the SCAQMD OFFROAD emission factors. SCAQMD OFFROAD was used to develop emission factors from off-road construction equipment. Using these various data sources, daily construction emission levels were developed. The values were compared to the air quality construction significance thresholds shown in Table 3 to determine if the project would meet or exceed these values (Table 4). As the construction schedule is still preliminary at this time, construction emissions were estimated for each major activity.

Table 3. SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds ¹		
Pollutant	Construction ²	Operation ³
Nitrogen Oxides (NOx)	100 lbs/day	55 lbs/day
Volatile Organic Compounds (VOC)	75 lbs/day	55 lbs/day
Respirable Particulate Matter (PM ₁₀)	150 lbs/day	150 lbs/day
Fine Particulate Matter (PM _{2.5})	55 lbs/day	55 lbs/day
Sulfur Oxides (SOx)	150 lbs/day	150 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Lead (Pb)	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants⁴		
NO ₂ 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM ₁₀ 24-hour average annual average	10.4 µg/m ³ (construction) ⁵ & 2.5 µg/m ³ (operation) 1.0 µg/m ³	
PM _{2.5} 24-hour average	10.4 µg/m ³ (construction) ⁵ & 2.5 µg/m ³ (operation)	
SO ₂ 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal-99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m ³ (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average	1.5 µg/m ³ (state) 0.15 µg/m ³ (federal)	

SCAQMD, March 2015, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>

¹Source: SCAQMD CEQA Handbook (SCAQMD, 1993).

²Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

³For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

⁴Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

⁵Ambient air quality threshold based on SCAQMD Rule 403.

KEY: lbs/day = pounds per day; ppm = parts per million; µg/m³ = microgram per cubic meter;

≥ = greater than or equal to; MT/yr CO₂eq = metric tons per year of CO₂ equivalents

Based on the analysis, the changed construction scenario at the Century City Constellation Station would exceed SCAQMD thresholds for PM₁₀ as shown in Table 4. The increase in PM₁₀ is due to the overlap of station box dirt handling and tunnel excavation dirt handling.

Table 4. Estimated Highest Daily Construction Impacts for Century City Constellation Station Construction (lbs/day) – Before Mitigation

Activity	VOC	CO	NOx	PM ₁₀	PM _{2.5}
Construction Equipment	10	50	65	3	3
Dust Generated from Dirt Handling (Excavation, Backfilling, etc.)				158	33
Mobile Sources (Deliveries, worker trips, hauling of material, etc.)	2	16	33	2	1
Highest Daily Total	12	66	98	163*	37
SCAQMD Thresholds	75	550	100	150	55

Note: Because the maximum daily emissions from construction equipment, dust generation, and mobile sources do not occur on the same day, the highest daily totals (which are presented) are less than the sum of the individual source maximums.

*Exceeds threshold

With implementation of the mitigation measures previously identified in the Final EIS/EIR, PM₁₀ and PM_{2.5} will be reduced and SCAQMD thresholds will not be exceeded for any pollutant (Table 5).

Table 5. Estimated Highest Daily Construction Impacts for Century City Constellation Station Construction (lbs/day) – After Mitigation

Activity	VOC	CO	NOx	PM ₁₀	PM _{2.5}
Construction Equipment	10	50	65	3	3
Dust Generated from Dirt Handling (Excavation, Backfilling, etc.)				26	5
Mobile Sources (Deliveries, worker trips, hauling of material, etc.)	2	16	33	2	1
Highest Daily Total*	11	67	98	31	9
SCAQMD Thresholds	75	550	100	150	55

Note: Because the maximum daily emissions from construction equipment, dust generation, and mobile sources do not occur on the same day, the highest daily totals (which are presented) are less than the sum of the individual source maximums.

Current Project-Specific or Modified Mitigation Measures:

While the analysis indicates that there would be a slight increase in PM₁₀ which would exceed the SCAQMD threshold, implementation of various mitigation measures previously identified in Final EIS/EIR will reduce the levels to below the threshold. These measures include the following:

CON-6 Meet Mine Safety (MSHA) Standards: Tunnel locomotives (hauling spoils and other equipment to the tunnel head) will be approved by Metro to meet mine safety (MSHA) standards.

CON-7 Meet SCAQMD Standards: Metro and its contractors will set and maintain equipment to meet SCAQMD standards, including NOx.

CON-8 Monitoring and Recording of Air Quality at Worksites: Monitoring and recording of air quality at the worksites will be conducted. Construction will be altered as required to maintain a safe working atmosphere. The working environment will be kept in compliance with federal, state, and local regulations, including SCAQMD and Cal/OSHA standards.

CON-9 No Idling of Heavy Equipment: Metro specifications will require that contractors not unnecessarily idle heavy equipment.

CON-10 Maintenance of Construction Equipment: Metro will require its contractors to maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies.

CON-11 Prohibit Tampering of Equipment: Metro will prohibit its contractors from tampering with engines and require continuing adherence to manufacturer's recommendations.

CON-12 Use of Best Available Emissions Control Technologies: Metro will encourage its contractors to lease new, clean equipment meeting the most stringent applicable federal or state standards (e.g., Tier 3 or greater engine standards) or best available emissions control technologies on all equipment.

CON-13 Placement of Construction Equipment: Construction equipment and staging zones will be located away from sensitive receptors and fresh air intakes to buildings and air conditioners.

CON-14 Measures to Reduce the Predicted PM10 Levels: Mitigation measures such as watering, the use of soil stabilizers, etc. will be applied to reduce the predicted PM10 levels to below the SCAQMD daily construction threshold levels. A watering schedule will be established to prevent soil stockpiles from drying out.

CON-15 Reduce Street Debris: At truck exit areas, wheel washing equipment will be installed to prevent soil from being tracked onto city streets, and followed by street sweeping as required to clean streets.

CON-16 Dust Control During Transport: Trucks will be covered to control dust during transport of spoils.

CON-17 Fugitive Dust Control: To control fugitive dust, wind fencing and phase grading operations, where appropriate, will be implemented along with the use of water trucks for stabilization of surfaces under windy conditions.

CON-18 Street Watering: Surrounding streets at construction sites will be watered by trucks as needed to eliminate air-borne dust.

CON-19 Spillage Prevention for Non-Earthmoving Equipment: Provisions will be made to prevent spillage when hauling materials and operating non-earthmoving equipment. Additionally, speed will be limited to 15 mph for these activities at construction sites.

CON-20 Spillage Prevention for Earthmoving Equipment: Provisions will be made to prevent spillage when hauling materials and operating earthmoving equipment. Additionally, speed will be limited to 10 mph for these activities at construction sites.

CON-21 Additional Controls to Reduce Emissions: EPA-registered particulate traps and other appropriate controls will be used where suitable to reduce emissions of particulate matter and other pollutants at the construction site.

Additionally, to minimize any potential fugitive dust associated with operation of the conveyor system, the vertical shaft conveyor at the tunnel access shaft will be screened and the conveyor system between Area 2 and Area 3 will be enclosed.

The proposed project modifications to Section 2 of the Westside Purple Line Extension Project would not cause any new or substantially more significant impacts related to air quality than previously addressed in the Final EIS/EIR.

2.1.5 Noise and Vibration

Applicable CEQA Thresholds of Significance

The criteria for assessing noise and vibration impacts for construction are based on the City of Los Angeles CEQA Thresholds Guide, City of Los Angeles noise ordinance, City of Beverly Hills noise ordinance, County of Los Angeles noise ordinance, and the Metro Baseline Specifications Section 01 56 19, Construction Noise and Vibration Control. Residential land uses (where people sleep) or institutional land uses such as theatres, churches, or schools are considered to be sensitive receivers. Commercial and industrial land uses are not considered sensitive. A summary of the construction noise limits for the City of Los Angeles and the City of Beverly Hills is presented in Table 6.

Table 6. Summary of Construction Noise Limits

Construction Activity	Noise Limit ¹ , dBA
City of Los Angeles Daytime (7:00 A.M.-10:00 P.M.), general activities in or within 500 feet of a residential zone	75 dBA at a distance of 50 feet
City of Los Angeles Daytime (7:00 A.M.-9:00 P.M.), steady high-pitch noise or repeated impulsive noises	70 dBA
City of Los Angeles Daytime (7:00 A.M.-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.-7:00 A.M.), all activities	Nighttime Ambient + 5dB
City of Beverly Hills Daytime (8:00 A.M.-6:00 P.M.), all activities	Ambient +5 dB
City of Beverly Hills Evening (6:00 P.M.-9:00 P.M.), all activities	Evening Ambient + 5dB
City of Beverly Hills Nighttime (9:00 P.M.-8:00 A.M.), all activities	Nighttime Ambient + 5 dB

Note: ¹Noise limit applies to the façade of the closest noise sensitive property.

Final EIS/EIR Conclusions

Section 4.15.3 of the Final EIS/EIR presents the construction-related noise and vibration impacts. Noise from at-grade construction of the stations will be generated by heavy equipment such as bulldozers, backhoes, hauling trucks, scrapers, loaders, cranes, and paving machines. Table 7 shows the noise emission levels for typical construction equipment. Noise levels from point source stationary noise sources, such as construction equipment, decrease at a rate of 6 dB per doubling of distance. For example, a distance of 250 feet from a construction area will be 14 dB less than at 50 feet.

Table 7. Construction Equipment Noise Emission Levels

Construction Equipment	Noise Level at 50 Feet
Roller	74 dBA
Concrete Vibrator, Pump, or Saw	76 dBA
Spike Driver	77 dBA
Backhoe, Tie Handler	80 dBA
Dozer	81 dBA
Ballast Equalizer, Compactor, Concrete Pump, or Shovel	82 dBA
Ballast Tamper, Crane Mobile, or Scarifer	83 dBA
Tie Cutter	84 dBA
Concrete Mixer, Grader, Impact Wrench, Loader, Pneumatic Tool, Tie Insertor, or Auger Drill Rig	85 dBA
Crane Derrick, Jack Hammer, or Truck	88 dBA
Paver or Scraper	89 dBA
Rail Saw	90 dBA
Pile Driver (Sonic)	96 dBA
Rock Drill	98 dBA

Source: Federal Transit Administration Manual, Table 12-1, 2006

Based on the noise emissions presented in Table 7, all of the construction equipment will exceed the existing presumed ambient noise levels in the City of Los Angeles and will introduce new sources of noise to the immediate vicinity of the construction sites. As stated in the Final EIS/EIR, noise impacts will be reduced through implementation of the identified measures but adverse construction noise impacts will remain after mitigation in areas of concentrated construction activity including near stations, tunnel access portals, and construction laydown areas.

Proposed Project Modifications

A construction noise impact assessment was performed for the construction staging changes at the Century City Constellation Station (Appendix E). Noise measurements at various receivers adjacent to the construction areas in the City of Los Angeles and City of Beverly Hills were taken to record the preconstruction noise environment, see Table 8.

Table 8. Pre-Construction Noise Measurement Results in the Century City Constellation Station Area

Site No.	Measurement Location	Nighttime Leq		
A	1918-1952 Fox Hills Drive (MFR)	58 dBA		
B	2050 Century Park West (MFR)	59 dBA		
C	Hyatt Regency Century Plaza Hotel, 2025 Avenue of the Stars	56 dBA		
D	2010 Century Park East (Offices)	63 dBA		
E	Century City Hospital & Medical Center, 2080 Century Park East	63 dBA		
F	2160 Century Park East (MFR)	65 dBA		
6	1888 Century Park East (Offices) ^(a)	63 dBA		
7	Century Plaza Towers, 2049 Century Park East (Offices) ^(a)	59 dBA		
8	Annenberg Space for Photography and the Skylight Studios, 10050 Constellation Boulevard ^(a)	56 dBA		
9	Bain & Company Building, 1901 Avenue of the Stars ^(a)	61 dBA		
10	The Century, 10 West Century Drive (Offices) ^(a)	57 dBA		
11	Constellation Place, 10250 Constellation Boulevard (Offices) ^(a)	64 dBA		
Sites G and 5 are in the City of Beverly Hills and subject to the Beverly Hills' Noise Code				
		Daytime	Evening	Nighttime
G	401 Shirley Place, Beverly Hills (SFR)	68 dBA	68 dBA	63 dBA
5	Beverly Hills High School ^(a)	56 dBA	53 dBA	51 dBA

Notes:

^(a) 1-hour measurements were taken at Sites 5 through 11. At these locations the daytime Leq, evening Leq, and nighttime Leq were estimated by comparing the 1-hour measurement to the same hour of the nearest 24-hour measurement location.

(b) Nighttime is from 9:00 P.M. to 7:00 A.M. as defined by the City of Los Angeles Municipal Code.

MFR – Multi-Family Residences

SFR – Single-Family Residences

The predicted construction noise levels and noise limits for the various receivers adjacent to the construction areas are presented in Table 9. The information presented shows the predicted construction noise during the daytime, evening, and nighttime hours for Receivers G and 5 which are in the City of Beverly Hills, compared with the Beverly Hills Municipal Code noise limit, i.e., existing ambient noise plus 5 dB. The remaining receiver sites which are within the City of Los Angeles are presented showing the predicted daytime construction noise as compared to the Los Angeles Municipal Code noise limit of 75 dBA and the nighttime construction noise to the existing ambient noise plus 5 dB.

The analysis assumed that the following equipment is expected to be used at each of the staging areas during the nighttime hours¹:

- Area 3: front end loader, boom crane, haul trucks, ventilation plant, compressor plant, foam plant, conveyor system, mechanical shop, and electrical shop.
- Area 2: excavator, roller compactor, dozer, tower crane, rough terrain crane, hydraulic crane, haul trucks, fork lift truck, conveyor system, concrete pump, dewatering station, pickup truck, and tunnel ventilation fans and scrubbers.
- TBM Launch Site: dozer, excavator, front end loader, boom crane, rough terrain crane, concrete pump, fork lift truck, and pickup truck.

¹ Nighttime hours are 9:00 P.M. to 7:00 A.M. for the City of Los Angeles and 6:00 P.M. to 8:00 A.M. for the City of Beverly Hills

- Century City Constellation Station Box: grader, roller compacter, dozer, excavator, front end loader, boom crane, rough terrain crane, concrete pump, haul trucks, fork lift truck, pickup truck, and ventilation fans.
- Area 5: forklift and pickup truck.

In addition, the analysis assumed a 20 foot high noise barrier around all sites except for the Constellation Boulevard Station Box and TBM Launch Site areas where a moveable noise barrier with an approximate height of 14 feet, will be used to shield the construction activities. The equipment used during nighttime hours will comply with the low noise equipment emissions limits specified in Metro's Specification Section 01 56 19 Construction Noise and Vibration Control.

As shown in Table 9, the daytime construction noise level at the Beverly Hills High School (Site 5) would exceed the noise limit by 2 dB. At all the other sites analyzed the daytime noise limits are not exceeded. At Site C, Hyatt Regency Century Plaza Hotel, the nighttime noise limit is exceeded by 2 dB. Moveable noise barriers and/or sound control curtains located closer to the construction activities at the Century City Constellation Station Box can be used to further reduce the construction noise to below the noise limit. At Site 5 the nighttime noise limit would be exceeded by 1 dB. Moveable noise barriers and/or sound control curtains located closer to the construction activities at Area 2 can be used to further reduce the construction noise to below the noise limit. At all the other sites analyzed the evening and nighttime noise limits are not exceeded.

Table 9. Century City Constellation Station Construction Noise – Leq (dBA)

Receiver ⁽¹⁾	Location	Daytime Construction Noise	Daytime Noise Limit ⁽²⁾	Evening Construction Noise	Evening Noise Limit ⁽³⁾	Nighttime Construction Noise	Nighttime Noise Limit ⁽⁴⁾
The following receivers are within the jurisdiction of the City of Beverly Hills							
G	401 Shirley Place (SFR)	45	73	40	73	40	68
5	Beverly Hills High School	63	61	57	58	57	56
The following receivers are within the jurisdiction of the City of Los Angeles							
A	1918-1952 Fox Hills Drive (MFR)	54	75	N/A	N/A	50	63
B	2050 Century Park West (MFR)	42	75	N/A	N/A	38	64
C	Hyatt Regency Century Plaza Hotel, 2025 Avenue of the Stars	67	75	N/A	N/A	63	61
D	2010 Century Park East (Offices)	62	75	N/A	N/A	58	68
E	Century City Hospital & Medical Center, 2080 Century Park East ⁵	67	75	N/A	N/A	54	68
F	2160 Century Park East (MFR)	52	75	N/A	N/A	41	65
6	1888 Century Park East (Offices)	63	65	N/A	N/A	50	68
7	Century Plaza Towers, 2049 Century Park East (Offices)	69	75	N/A	N/A	54	64
8	Annenberg Space for Photography and the Skylight Studios, 10050 Constellation Boulevard	66	75	N/A	N/A	54	61
9	Bain & Company Building, 1901 Avenue of the Stars	57	75	N/A	N/A	54	66
10	The Century, 10 West Century Drive (Offices)	57	75	N/A	N/A	54	62
11	Constellation Place, 10250 Constellation Boulevard (Offices)	58	75	N/A	N/A	54	69

Notes:

⁽¹⁾The location of the modeled receiver is shown on Figure 2-4 of the *Section 2 Construction Noise/Vibration Mitigation and Monitoring Plan (Draft)*.

⁽²⁾ Daytime is defined as 8:00 A.M. to 6:00 P.M. by the City of Beverly Hills and 7:00 A.M. to 9:00 P.M. by the City of Los Angeles.

⁽³⁾ Evening is defined as 6:00 P.M. to 9:00 P.M. by the City of Beverly Hills. The City of Los Angeles municipal code does not include evening hours.

⁽⁴⁾ Nighttime is defined as 9:00 P.M. to 8:00 A.M. by the City of Beverly Hills and 9:00 P.M. to 7:00 A.M. by the City of Los Angeles.

⁽⁵⁾ Construction noise at Site E was modeled at street level. The analysis of the upper floor construction noise is presented in Table 11.

Rehabilitation Facility Adjacent Area 3

As previously discussed, the long-term rehabilitation facility is a new sensitive receptor that was not analyzed as part of the Final EIS/EIR and is located immediately south of staging Area 3. Area 3 will be primarily used for day and night stockpiling and off-hauling of tunnel muck for approximately two of the

seven years the site will be used for construction staging. The site will also be used for equipment operation, material storage and contractor offices. Equipment that may be in operation on site includes a compressor plant, ventilation plant, grout plant, foam plant, conveyor system, boom crane, and front end loader. The site will include a machine shop and electrical shop. Upon completion of the tunneling operations, the site will be used to support concreting of tunnels, rail installation, and mechanical and electrical finishing. The 20 foot high noise barrier wall at the perimeter of Area 3 will shield the construction noise activities at the street level of the building resulting in an average nighttime noise level of 66 dBA which is 2 dB less than the noise limit of 68 dBA (see Table 9). Since the patient rooms of the hospital overlooking the construction site are on upper floors of the building a more detailed noise assessment was prepared for this receiver.

Ambient noise readings were taken adjacent to the long-term rehabilitation facility at 2080 Century Park East and staging Area 3. Table 10 presents the one-hour measured noise levels at the two monitoring sites adjacent to the rehabilitation facility.

Table 10. One-Hour Measured Noise Levels – Leq (dBA)

One-Hour Measurement Period Starting at:	Site E	Site F
7 P.M.	65	70
8 P.M.	63	69
9 P.M.	62	68
10 P.M.	61	67
11 P.M.	61	67
Midnight	58	63
1 A.M.	59	60
2 A.M.	63	59
3 A.M.	56	57
4 A.M.	60	59
5 A.M.	61	64
6 A.M.	70	69
7 A.M.	68	70
8 A.M.	70	71
9 A.M.	69	71

Source: *Draft Century City Hospital Nighttime Construction Noise Assessment, Purple Line Subway Extension Memorandum* (ATS 2015)
Site E located on northwest corner of 2080 Century Park East
Site F located on southeast corner of Olympic Boulevard and Century Park East intersection

As a worst case scenario the ambient noise of Leq=56 dBA measured from 3 A.M. and 4 A.M. was used as the nighttime noise impact threshold for the hospital building. The ambient was measured at ground level and adjusted for additional height of the 3rd through the 8th floor patient levels. The adjusted ambient along with the nighttime noise impact threshold are presented in Table 11 along with the predicted noise levels from nighttime construction activities. The predicted nighttime construction noise is based on a 20 foot noise barrier wall around the perimeter of the site and the use of low noise emission equipment.

Table 11. Nighttime Construction Noise Impact Thresholds at the Century City Rehabilitation Facility

Hospital Building Floor	Ambient Noise Level, Leq (dBA)	Los Angeles Nighttime Construction Noise Limit, Leq (dBA)	Nighttime Construction Noise, Leq (dBA)	Exceeds the Nighttime Noise Limits (Y/N)
Ground Level	56	61	66	Y
Patient Floor 3	52	57	69	Y
Patient Floor 4	51	56	69	Y
Patient Floor 5	51	56	69	Y
Patient Floor 6	51	56	69	Y
Patient Floor 7	51	56	69	Y
Patient Floor 8	51	56	68	Y

Source: Section 2 Construction Noise/Vibration Mitigation and Monitoring Plan (Draft) (ATS 2015)

The predicted construction noise at the patient floors exceeds the nighttime noise limits of existing ambient plus 5 dB.

Current Project-Specific or Modified Mitigation Measures:

Construction-related noise impacts will require mitigation to meet the Los Angeles CEQA noise thresholds, the specified Metro limits, and the noise ordinances for the Cities of Los Angeles and Beverly Hills. The Final EIS/EIR identified the following typical noise-control measures:

CON-22 Hire or Retain the Services of an Acoustical Engineer: Hire or retain the services of an acoustical engineer to be responsible for preparing and overseeing the implementation of the Noise Control and Monitoring Plans. The Noise Control and Monitoring Plan will ensure that noise levels are at or below criteria levels in Metro Baseline Specifications Section 01565, Construction Noise and Vibration Control.

CON-23 Prepare Noise Control Plan: Prepare a Noise Control Plan that includes an inventory of construction equipment used during daytime and nighttime hours, an estimate of projected construction noise levels, and locations and types of noise abatement measures that may be required to meet the noise limits specified in the Noise Control and Monitoring Plan.

CON-24 Comply with the Provisions of the Nighttime Noise Variance: In the case of nighttime construction, the contractor will comply with the provisions of nighttime noise variances issued by local jurisdictions. The variance processes for the Cities of Los Angeles and Beverly Hills require the applicant to provide a noise mitigation plan and to hold additional public meetings before granting the variance to allow work that would be performed outside the permitted working hours.

CON-25 Noise Monitoring: Conduct periodic noise measurements in accordance with an approved Noise Monitoring Plan, specifying monitoring locations, equipment, procedures, and schedule of measurements and reporting methods to be used.

CON-26 Use of Specific Construction Equipment: At night, use only construction equipment operating at the surface of the construction site under full load, are certified to meet specified lower noise level limits set in the Noise Control Plan, and specified in the noise variance application.

CON-27 Noise Barrier Walls for Nighttime Construction: Where nighttime construction activities are expected to occur, erect Metro designed noise barrier walls at each construction site prior to the start of

construction activities. Barriers should be designed to reduce construction site noise levels by at least 5 dBA.

CON-28 Comply with Local Noise Ordinances: Construction activities will comply as applicable with the City of Los Angeles, City of Beverly Hills, and County of Los Angeles.

CON-29 Signage: Readily visible signs indicating “Noise Control Zone” will be prepared and posted on or near construction equipment operating close to sensitive noise sites.

CON-30 Use of Noise Control Devices: Noise control devices that meet original specifications and performance will be used.

CON-31 Use of Fixed Noise-Producing Equipment for Compliance: Fixed noise-producing equipment will be used to comply with regulations in the course of LPA-related construction activity.

CON-32 Use of Mobile or Fixed Noise-Producing Equipment: Mobile or fixed noise producing construction equipment that are equipped to operate within noise levels will be used to the extent practical.

CON-33 Use of Electrically Powered Equipment: Electrically powered equipment will be used to the extent practical.

CON-34 Use of Temporary Noise Barriers and Sound-Control Curtains: Temporary moveable noise barriers and sound-control curtains will be erected where construction activity is predicted to exceed the noise limits and is unavoidably close to noise-sensitive receivers.

CON-35 Distance from Noise-Sensitive Receivers: Within each construction area, earth-moving equipment, fixed noise generating equipment, stockpiles, staging areas, and other noise producing operations will be located as far as practicable from noise-sensitive receivers.

CON-36 Limited Use of Horns, Whistles, Alarms, and Bells: Use of horns, whistles, alarms, and bells will be limited for use as warning devices, as required for safety.

CON-37 Requirements for Project Equipment: All noise-producing project equipment, including vehicles that use internal combustion engines, will be required to be equipped with mufflers and air-inlet silencers, where appropriate, and kept in good operating condition that meets or exceeds original factory specifications. Mobile or fixed “package” equipment will be equipped with shrouds and noise-control features that are readily available for that type of equipment.

CON-38 Limited Audibility of Project Related Public Addresses or Music: Any Project-related public address or music system will not be audible at any sensitive receiver.

CON-39 Use of Haul Routes with the Least Overall Noise Impact: To the extent practical, based on traffic flow, designated haul routes for construction-related traffic will be used based on the least overall noise impact.

CON-40 Designated Parking Areas for Construction-Related Traffic: Non-noise sensitive designated parking areas for Project-related traffic will be used.

CON-41 Enclosures for Fixed Equipment: Enclosures for fixed equipment, such as TBM slurry processing plants, will be required to reduce noise.

In addition, to the measures presented in the Final EIS/EIR, specific noise control measures for focused activities in Area 3 adjacent to the rehabilitation facility have been identified in order to meet the nighttime noise limits. These include the following:

- Fully enclose or surround the compressor plant, ventilation plant, grout plant, foam plant, machine shop, and electrical shop with noise barrier walls;
- Enclose motors and transfer points on the conveyor system;
- Boom crane and front end loader will be low emission equipment as required by Metro Specification Section 01 56 19, Construction Noise and Vibration Control, Parts 3.01 and 3.04, and Table 4;
- Retrofit the boom crane and front end loader to be used during night operations with a hospital grade muffler and additional damping and insulation added to the engine compartments; and
- Install an additional 16-foot noise barrier wall within the interior of Area 3 to further shield the noise from the front end loader and crane operations (see Figure 8).

With implementation of these additional measures the nighttime construction noise for the patient floors of the rehabilitation facility are predicted to not exceed the Los Angeles nighttime construction noise limits.

The proposed project modifications to Section 2 of the Westside Purple Line Extension Project would not cause any new or substantially more significant noise impacts than previously addressed in the Final EIS/EIR.

2.1.6 Ecological/Biological Resources

Applicable CEQA Thresholds of Significance

As presented in Section 4.10.5, the construction of the project would have a significant impact on ecosystems/biological resources if it 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;
- Interfere 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.

Final EIS/EIR Conclusions

The Westside project is located in a densely developed urban land area, including the Century City Constellation Station area. No impacts to sensitive ecological or biological resources are anticipated. Construction activities may require the removal or trimming of trees and an adverse impact could occur if an active migratory bird nest is located in trees being disturbed. This includes direct impacts through removal or pruning and indirect disturbance due to increased noise and vibration during construction

for trees within 100 feet of the construction footprint. As the majority of the project area provides low quality habitat for migratory birds, indirect impacts are not expected to be substantial with only a small number of migratory birds displaced, if any.

Proposed Project Modifications

Construction of a new temporary Metro bus layover site in the median of Santa Monica Boulevard would require the removal of up to four small trees. In addition, if placement of the conveyor system on the east side of the AT&T building is not feasible, it would be located along the west side of the building, which may require the removal of four large trees along Century Park East. An adverse impact could occur if an active migratory bird nest is disturbed in any of these trees.

Current Project-Specific or Modified Mitigation Measures:

Mitigation measures will be implemented to meet the requirements for compliance with the Migratory Bird Treaty Act and state migratory bird protection. The following measures will be implemented to minimize any biological impacts associated with the changes in Section 2:

CON-66 Biological Survey: Two biological surveys will be conducted, one 15 days prior and a second 72 hours prior to construction that will remove or disturb suitable nesting habitat.

CON-67 – Compliance with City Regulations: If construction or operation of the LPA requires removal or pruning of a protected tree, a removal permit will be required in accordance with applicable municipal codes and ordinances of the city in which the affected tree is located. Within the City of Los Angeles, compliance with the Native Tree Protection Ordinance will require a tree removal permit from the Los Angeles Board of Public Works. Similarly, within the City of Beverly Hills, applicable tree protection requirements, such as tree removal permits will be followed.

CON-69 Avoidance of Migratory Bird Nesting Season: Construction activities that involve removal or trimming will be timed to occur outside the migratory bird nesting season, which occurs generally from March 1st through August 31st and as early as February 1st for raptors.

VIS-2 Replacement for Tree Removal: Where mature trees are removed, replacement with landscape amenities of equal value will be incorporated into final designs, where feasible, to enhance the visual integrity of station areas.

The proposed project modifications to Section 2 of the Westside Purple Line Extension Project would not cause any new or substantially more significant impacts to ecological/biological resources than previously addressed in the Final EIS/EIR.

2.1.7 Cumulative Impacts

Applicable CEQA Thresholds of Significance

Section 15355 of the CEQA Guidelines defines cumulative impacts as two or more individual effects that, when considered together, are considerable and may compound or increase other environmental impacts. Cumulative impacts can result from individually minor, but collectively significant, projects occurring over a period of time.

Final EIS/EIR Conclusions

As stated in Section 4.17 of the Final EIS/EIR, if construction of Section 2 occurs at the same time as other projects in a particular community, cumulative effects associated with noise and vibration, street closures and traffic, aesthetics, access to businesses and public facilities, and other construction-related effects may be significant during construction. Implementation of project-related mitigation measures would lessen the effects so as not to be cumulatively considerable.

Proposed Project Modifications

In the immediate vicinity of the Century City Constellation station there are two projects currently underway, construction of the rehabilitation facility at 2080 Century Park East and remodeling of the Westfield Century City property. It is anticipated that each of these projects will be complete before construction of the Century City Constellation Station begins. Should there be any other construction projects occurring when work begins on the station, implementation of the identified mitigation measures would ensure that there is not an increase the project-related cumulative impacts or alter the cumulative impact findings as presented in the Final EIS/EIR.

The proposed project modifications to Section 2 of the Westside Purple Line Extension Project would not cause any new or substantially more significant cumulative impacts than previously addressed in the Final EIS/EIR.

3.0 CONCLUSIONS

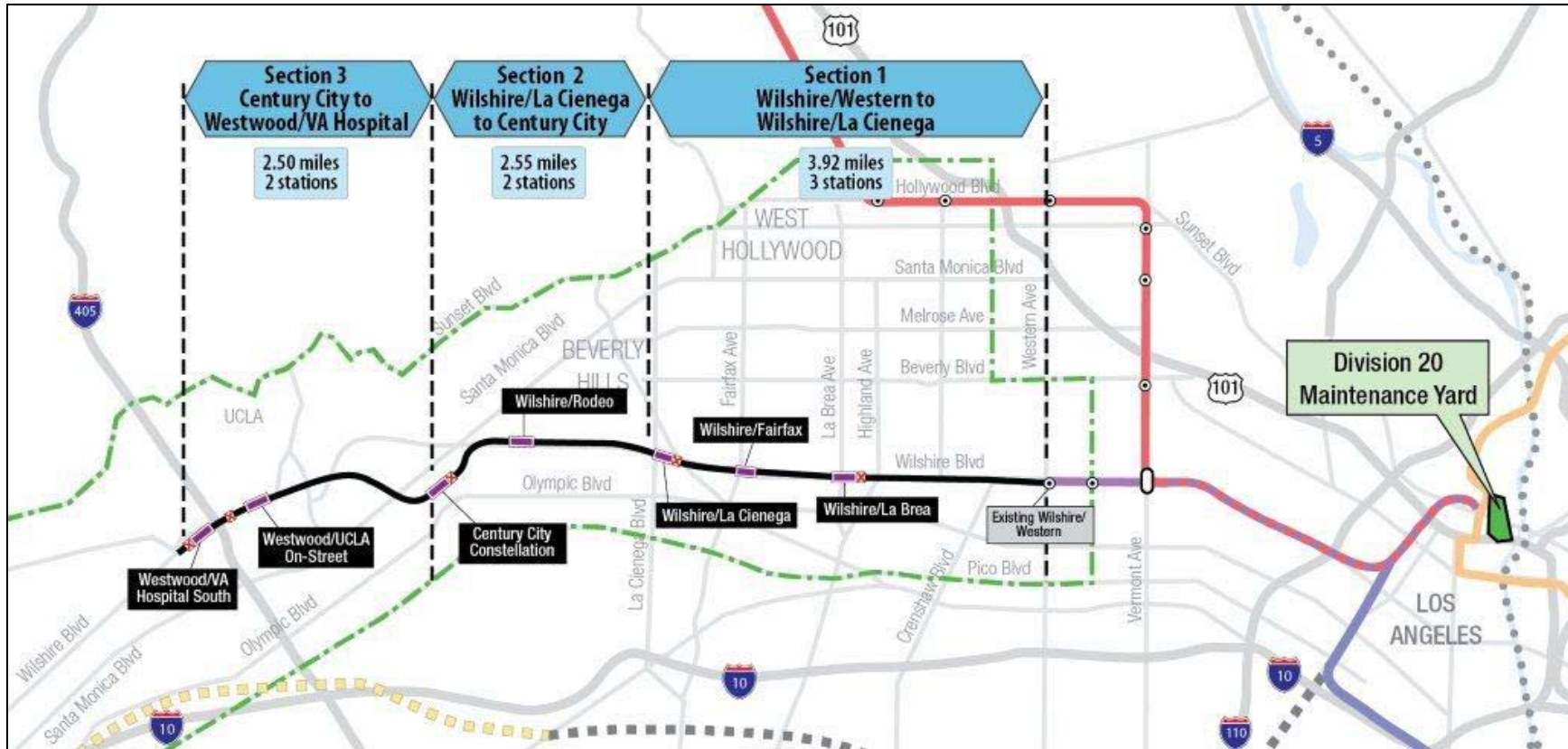
No substantial changes result from the proposed changes to Section 2 of the Westside Purple Line Extension Project. There is no new information of substantial importance since the Final EIS/EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to project impacts.

It is the finding of Metro that the previous environmental documents, as herein amended, may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of CEQA Guidelines Section 15164, preparation of a new EIR is not required for the issue areas discussed above.

APPENDIX A FIGURES

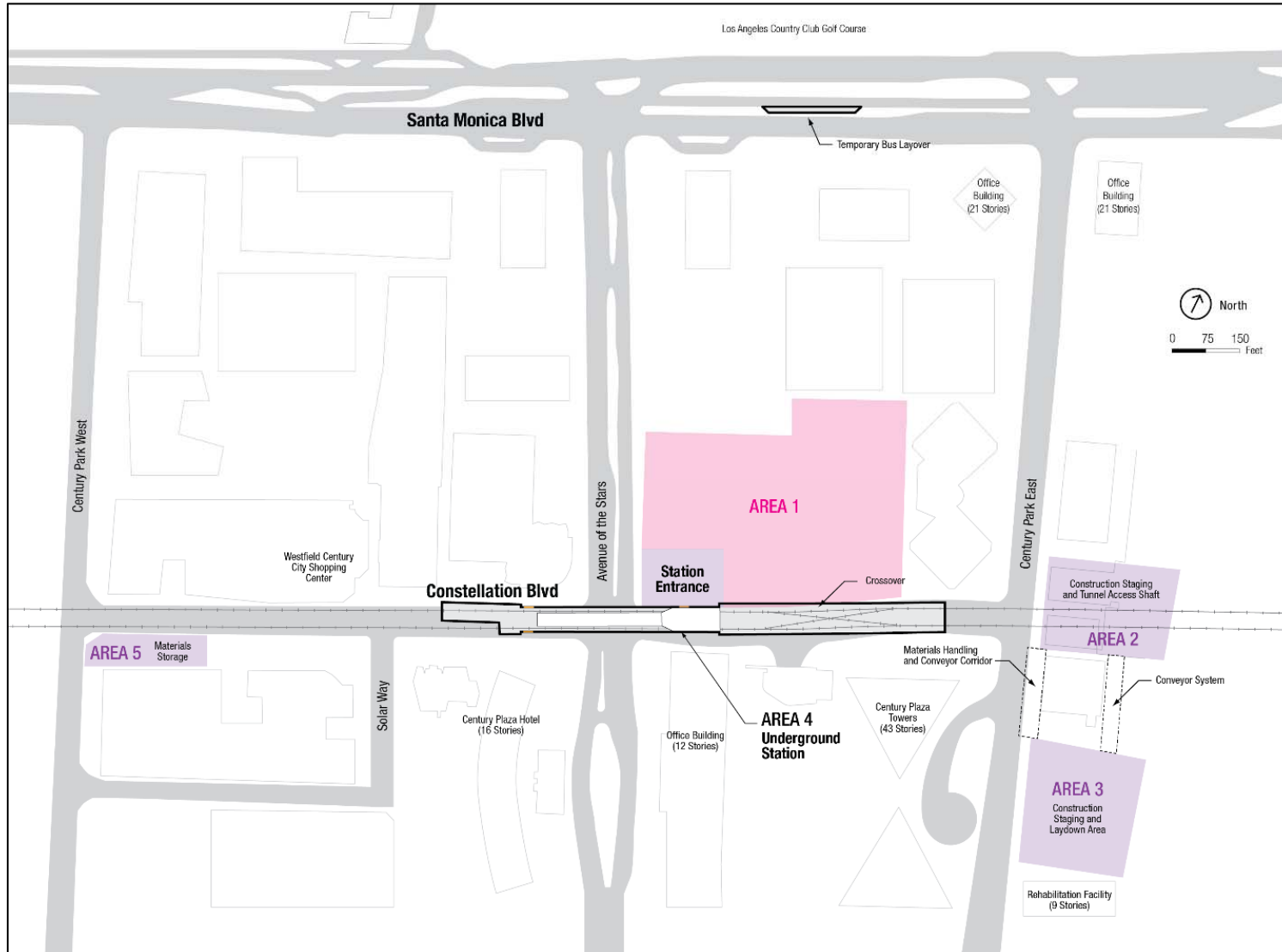
APPENDIX A FIGURES

Figure 1. Project Location



WESTSIDE PURPLE LINE EXTENSION PROJECT

Figure 2. Century City Constellation Station Staging Areas



WESTSIDE PURPLE LINE EXTENSION PROJECT

Figure 3. Typical Enclosed Conveyor



Figure 4. Potential Santa Monica Boulevard Bus Layover Design

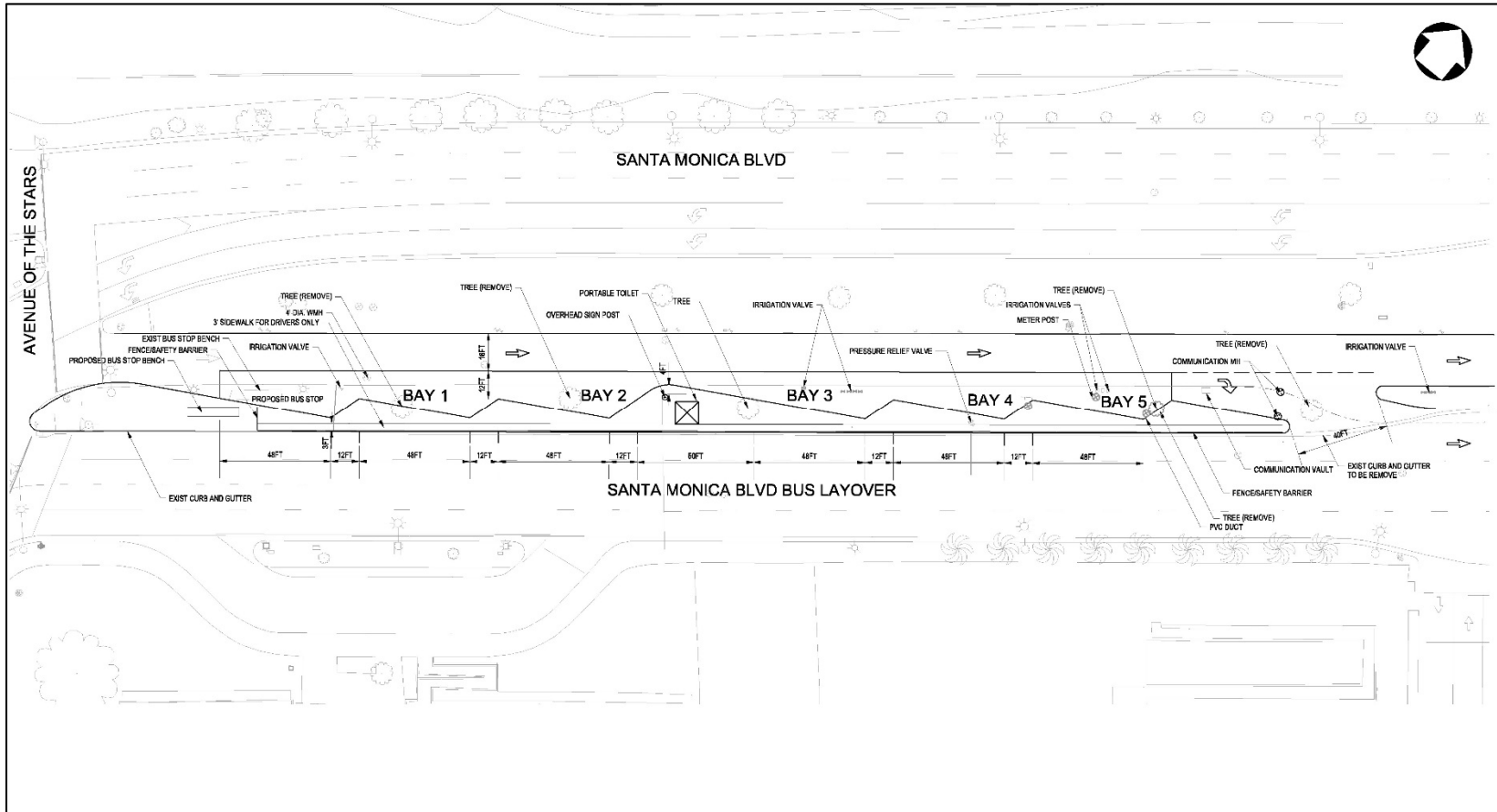
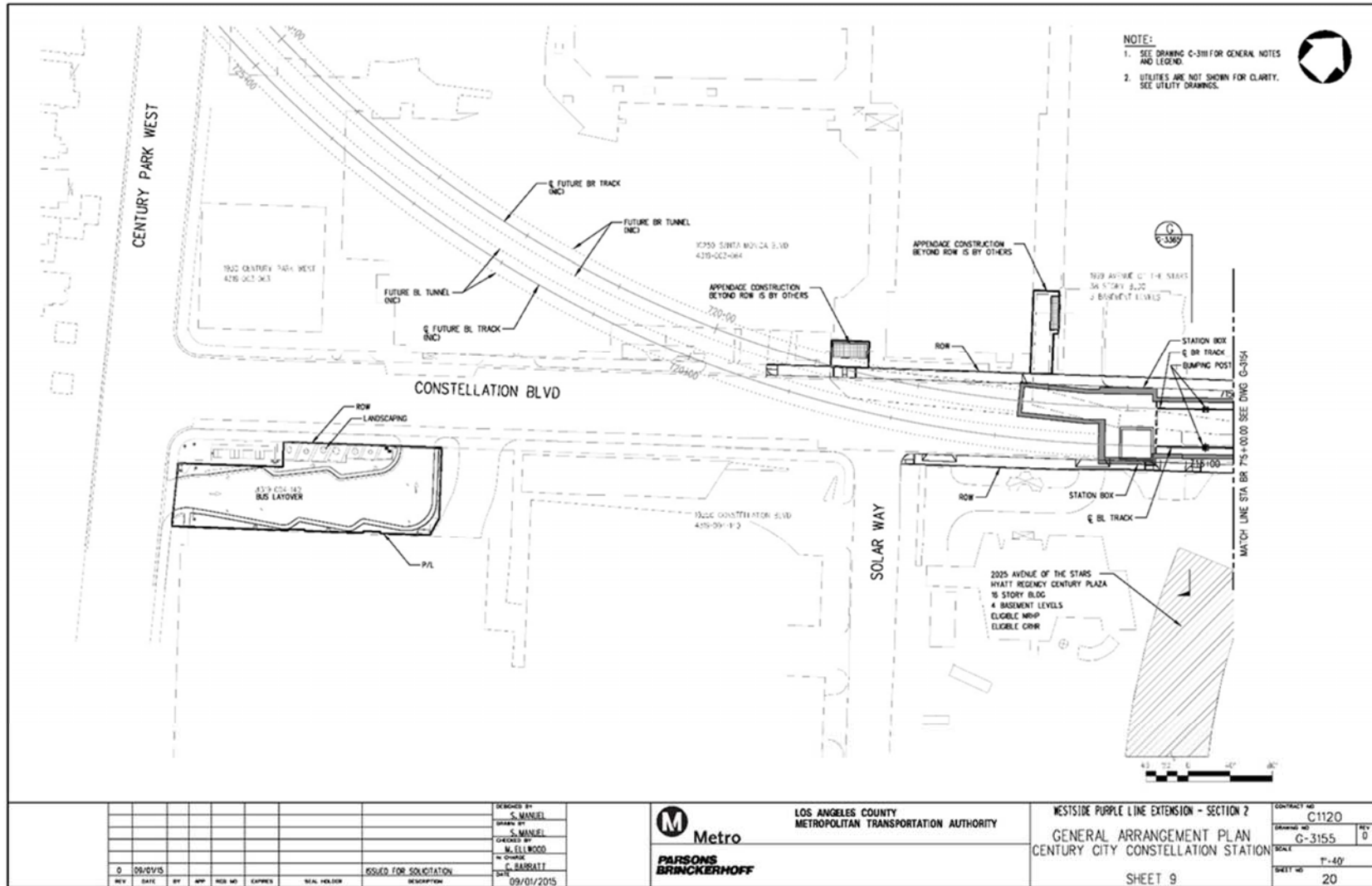


Figure 5. Ventilation/Exhaust Structures on the Westfield Century City Property



WESTSIDE PURPLE LINE EXTENSION PROJECT

Figure 6. Wilshire/Rodeo Station Original Configuration with Cross-over

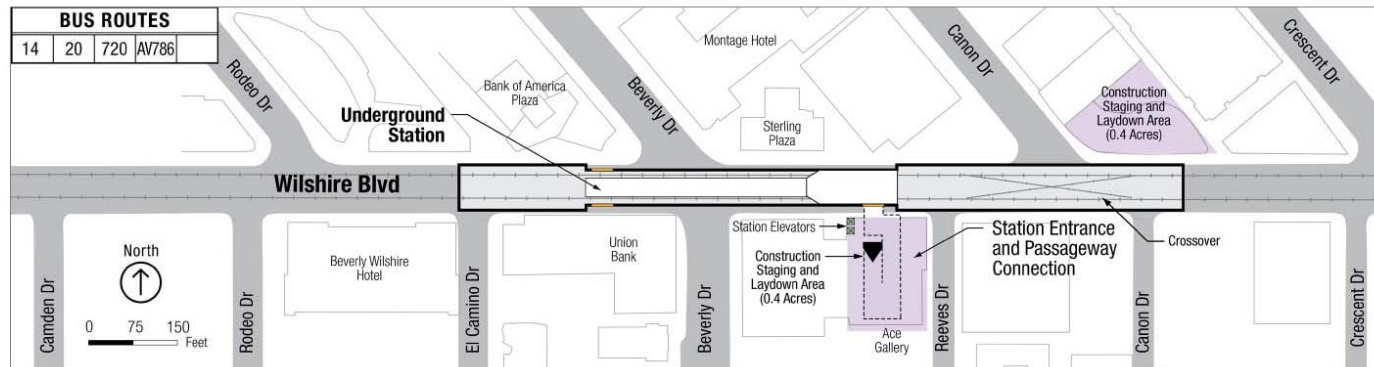
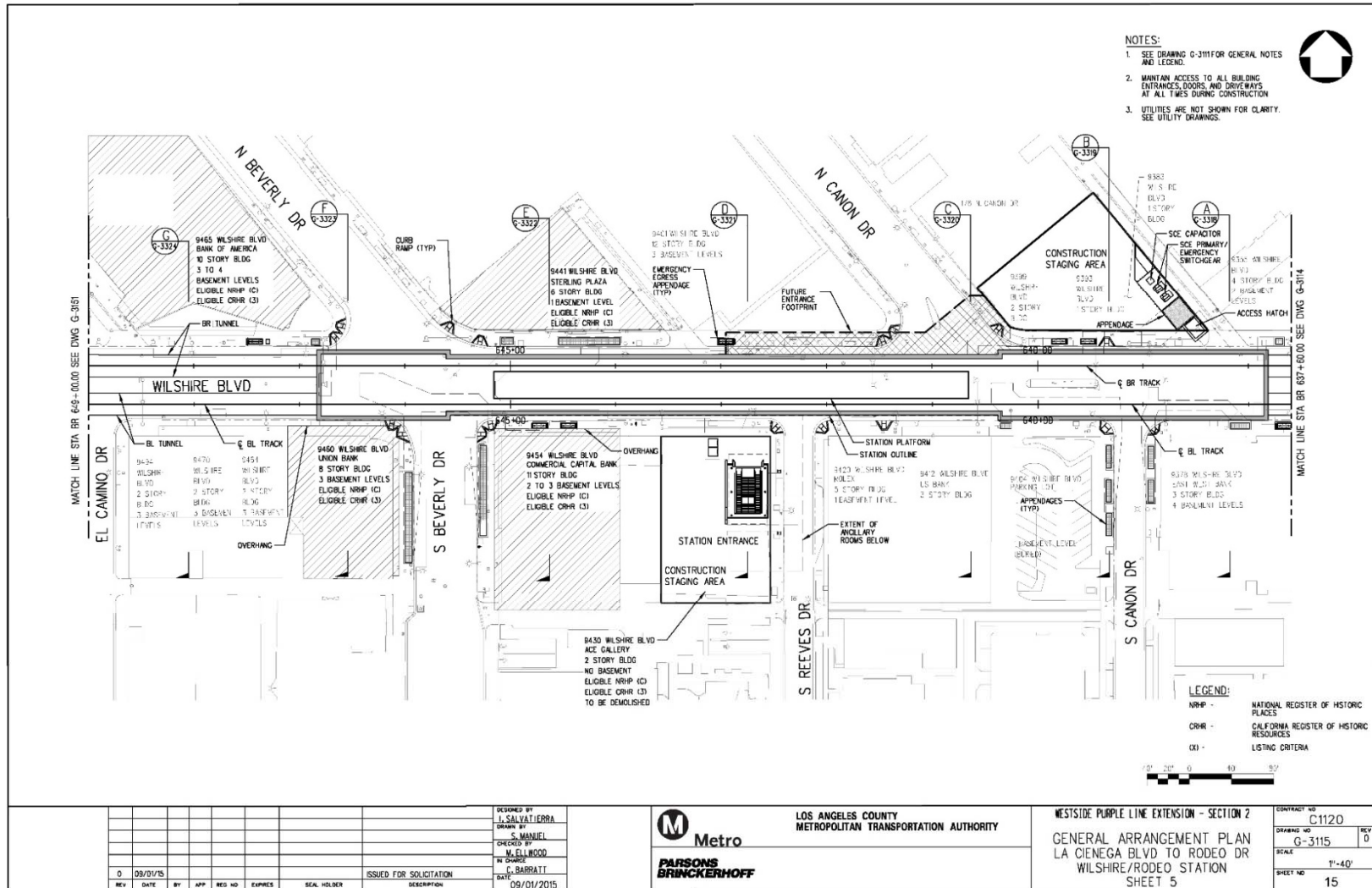
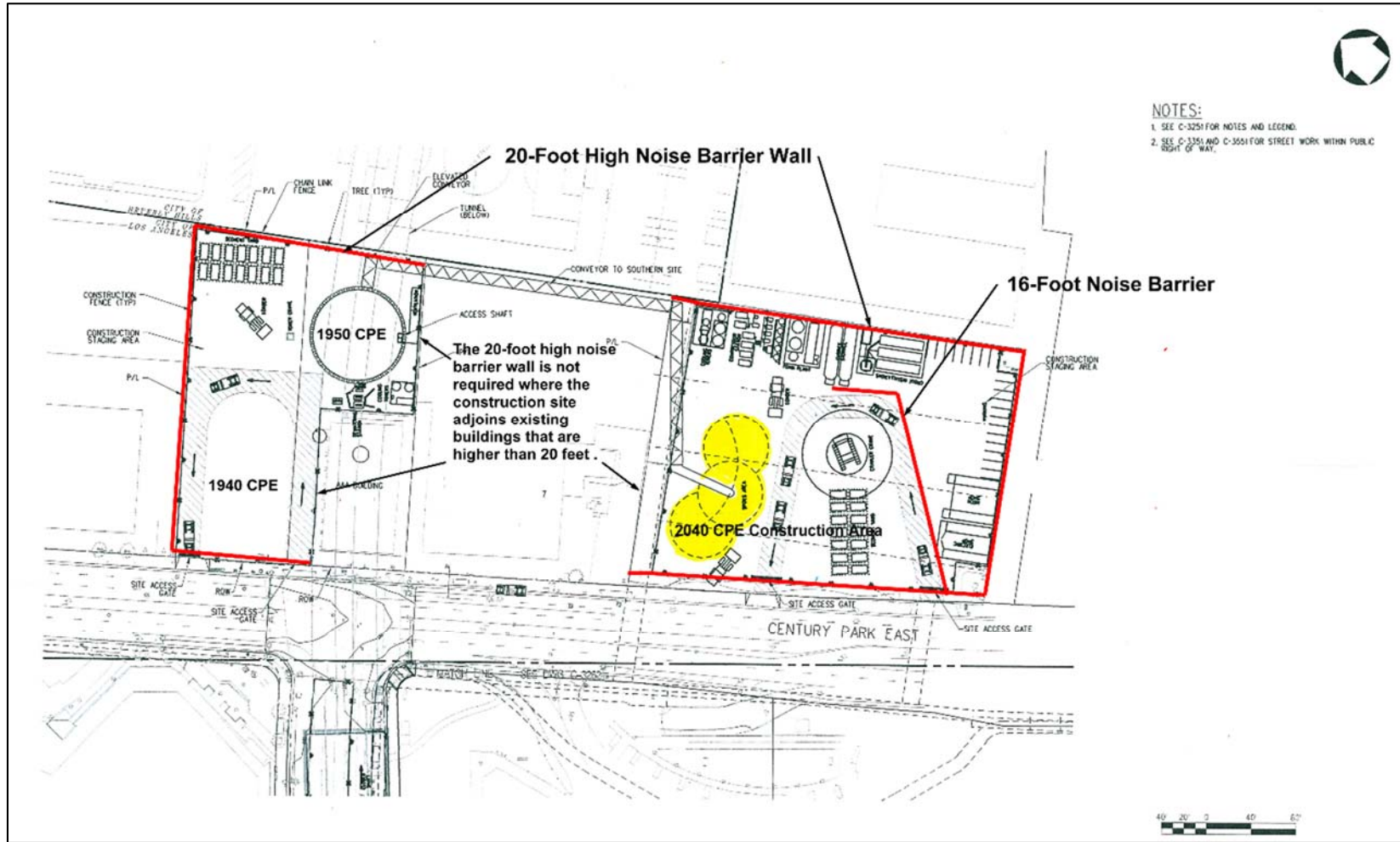


Figure 7. Wilshire/Rodeo Station without Cross-over



WESTSIDE PURPLE LINE EXTENSION PROJECT

Figure 8. Staging Areas 2 and 3 Noise Barrier Walls



APPENDIX B MITIGATION AND MONITORING REPORTING PLAN
(MMRP)

APPENDIX B MITIGATION AND MONITORING REPORTING PLAN (MMRP)

APPENDIX C TRAFFIC MANAGEMENT PLAN (DRAFT)

APPENDIX C TRAFFIC MANAGEMENT PLAN (DRAFT)

APPENDIX D AIR QUALITY CONSTRUCTION IMPACTS MEMORANDUM

APPENDIX D AIR QUALITY CONSTRUCTION IMPACTS MEMORANDUM

APPENDIX E SECTION 2 CONSTRUCTION NOISE/VIBRATION
MITIGATION AND MONITORING PLAN (DRAFT)



**APPENDIX E SECTION 2 CONSTRUCTION NOISE/VIBRATION
MITIGATION AND MONITORING PLAN (DRAFT)**