

A2660

**ADDENDUM
TO THE**

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

(JULY 1989)

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

LA BREA ACCESS SITE WEST OF HOLLYWOOD/HIGHLAND STATION

**LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

MARCH 1994

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1.0 INTRODUCTION

Pursuant to requirements of the California Environmental Quality Act (CEQA), specifically Sections 21083, 21087, and 21166, and following the State CEQA Guidelines, sections 15162 and 15164, the Los Angeles County Metropolitan Transportation Authority (MTA) and the Rail Construction Corporation have prepared this Addendum to the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR, July 1989) for the Los Angeles Rail Rapid Transit Project (Metro Rail). This Addendum considers the environmental consequences from use of the vacant parcel (C3-251) as an additional access point at the Hollywood end of the planned tunnel between the Hollywood/Highland and the Universal City Stations (C311).

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

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

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

addendum...prior to making a decision on the project." The MTA Board should consider this CEQA Addendum prior to approving the project changes described in this Addendum.

1.1 Project Location

The parcel (C3-251) is a rectangular fenced dirt (unimproved) lot on the west side of La Brea Avenue, approximately midway between Hollywood Boulevard and Franklin Avenue. The lot is 67 feet wide and approximately 200 feet deep. Access to the site will be from La Brea Avenue south of Franklin Avenue. The regional and site locations are shown on Figures 1 and 2, respectively.

The Women's Club is located to the immediate north of the site, and the Fifth Church of Christ Scientist is located to the south of the site. Immediately west of the site is additional parking provided by the church. The Hollywood 7 Star Motel is located across the street from the site. Several apartments and condominiums are located near the project site.

1.2 Background

The MTA has identified the need for a change to the planned construction of facilities in the community of Hollywood. This project would provide for an additional access point at the Hollywood end of the planned tunnel between the Hollywood/Highland and Universal City stations. The purpose of this additional access point will be to improve construction access, and ultimately shorten the construction duration and cost.

1.3 Project Description

It is proposed that MTA obtain a temporary construction easement for the parcel identified above for use during tunnel construction. As an alternate, the MTA may elect to acquire the parcel and sell it once construction is complete. The proposed access would be primarily used for: concreting the running tunnel; construction of the cross passages between the Hollywood/Highland Station and the rock interface; and trackwork concreting. The site may also be used by the Contract C301 and C311 contractors for concreting the tunnels between Hollywood/Vine and the rock interface. In addition, the site may be used for access to remove excavated material and concreting of mined crossovers and seismic section to accommodate the potential shifting of the tunnel where it crosses the Hollywood fault. The access shaft may also be used by other contractors for installation of miscellaneous equipment.

The work described in this environmental analysis was prepared by Parsons Dillingham. The work sequence, crew size, equipment, and time periods are approximate and may be somewhat different during actual construction. Primary use of this parcel as an additional access point would take place intermittently over about four years. First, site preparation and site mobilization would take place for three to four months each, and are expected to overlap. Shaft excavation and support of the access shafts is expected to take place for six to ten months. The C301 contractor will construct and use the shafts for a duration of approximately twenty to thirty months. It would then be used by the C311 contractor for approximately twenty to twenty-two months.

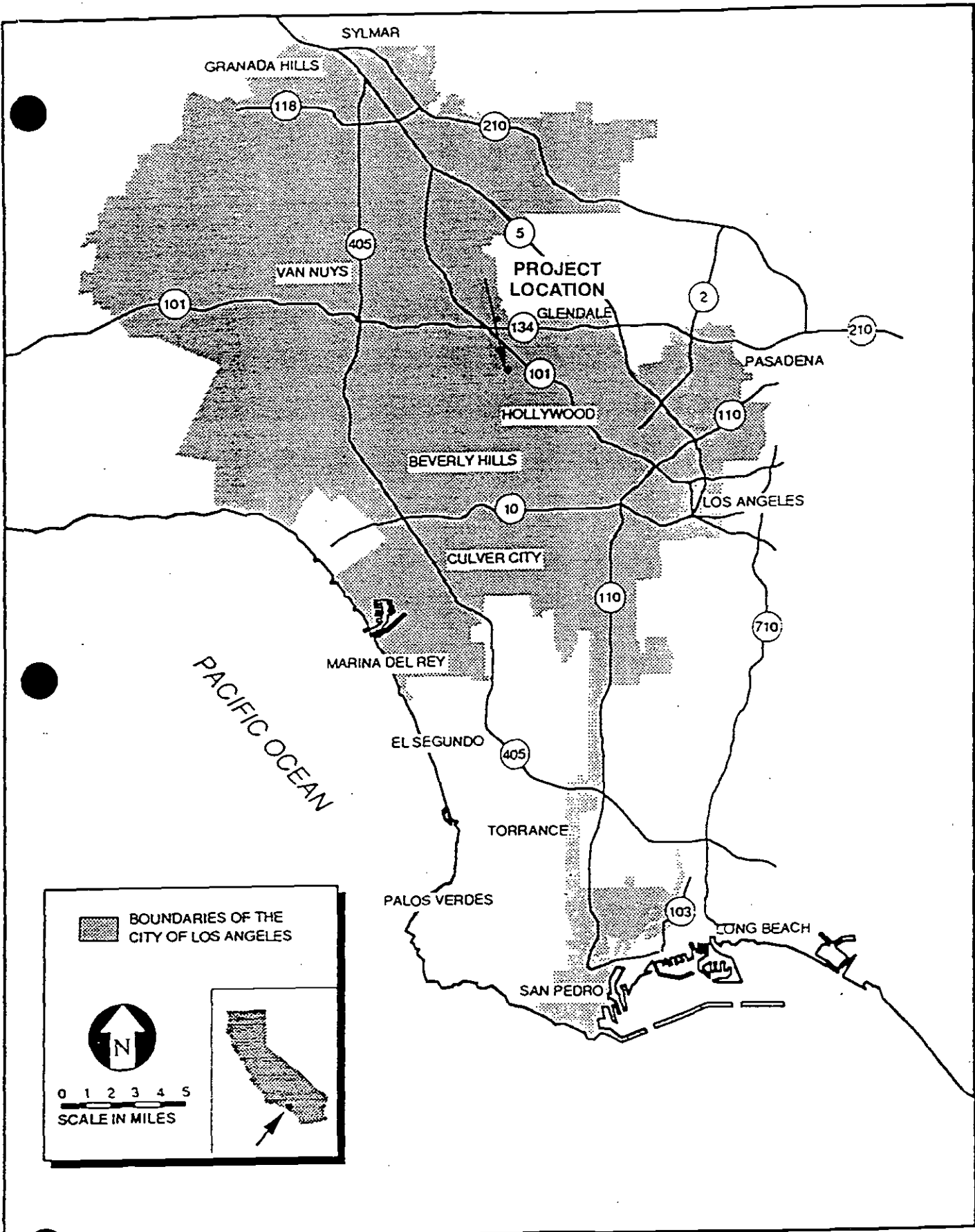
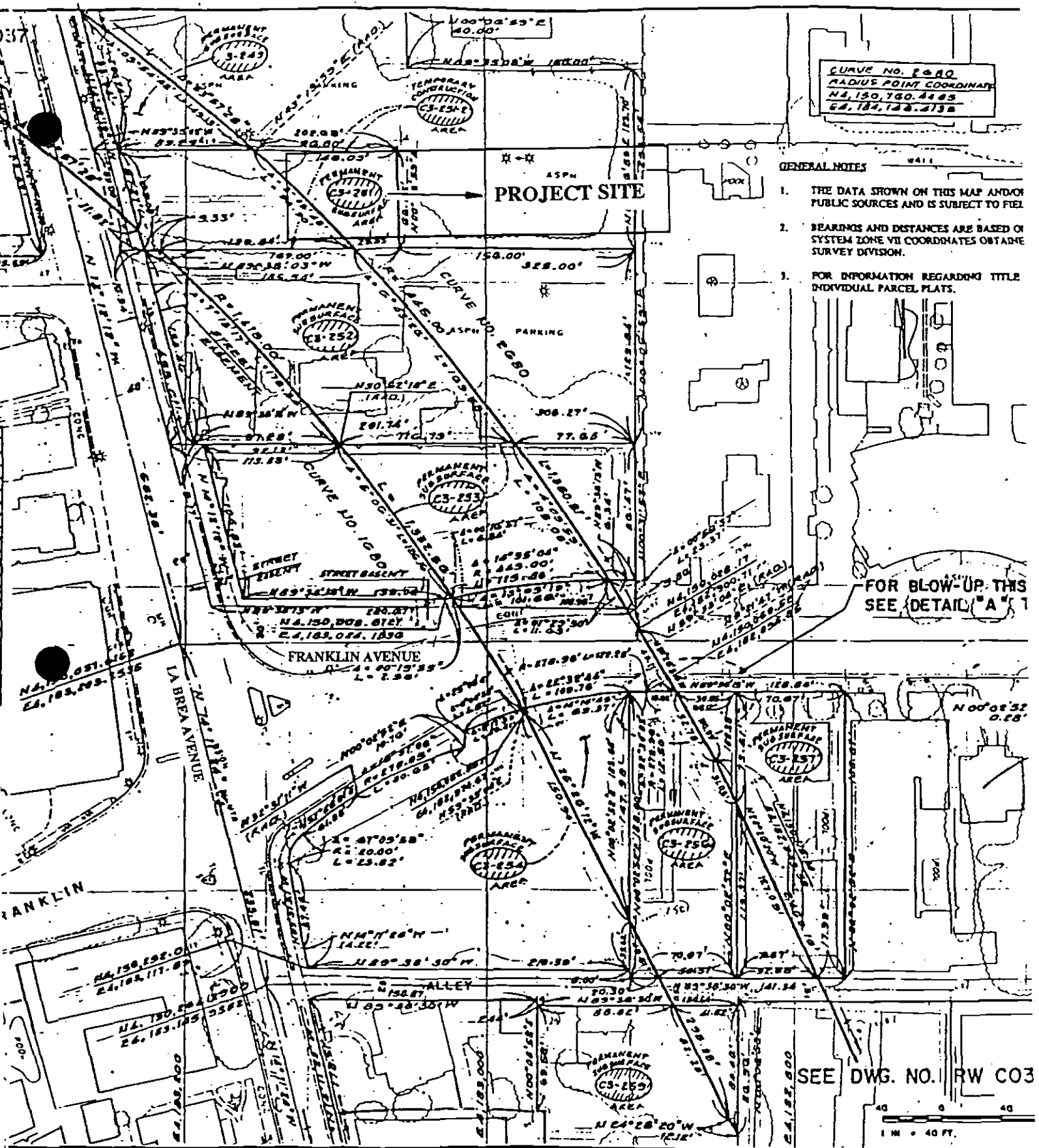


Figure 1
Regional Location Map



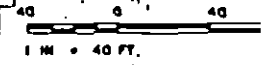
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GENERAL NOTES

1. THE DATA SHOWN ON THIS MAP AND/OR PUBLIC SOURCES AND IS SUBJECT TO FIELD
2. BEARINGS AND DISTANCES ARE BASED ON SYSTEM ZONE VII COORDINATES OBTAINED SURVEY DIVISION.
3. FOR INFORMATION REGARDING TITLE INDIVIDUAL PARCEL PLATS.

FOR BLOW-UP THIS SEE DETAIL "A" 1

SEE DWG. NO. RW C03



Rail Construction Corporation
METRO RED LINE

CONSTRUCTION MANAGEMENT CONSULTANT

SUBMITTED _____

APPROVED _____

Figure 2
 Site Location Map

The proposed site will be graded to provide a level work area with adequate drainage. The site will also be paved with asphalt to provide a stable and maintainable work area. Minor excavation will be necessary for the installation of underground utilities including electrical, water, sanitary and storm drain lines. Excavation and construction of the two approximately 30-40 foot diameter access shafts would occur after site preparation and mobilization are completed. These two shafts would be approximately 115 feet deep. Excavated soil will be taken to a disposal site. Once use of these access shafts is no longer required, they will be filled up and abandoned. The site will have the same topographic features as it had previously.

During site preparation and site mobilization there would be approximately ten to fifteen construction workers on-site. The construction equipment fleet mix for this period would include one track loader, motor grader, water truck, compacter, backhoe and a loader, or similar equipment. This work effort would generate approximately 3-5 truck trips per day.

The construction of the access shafts would require approximately six to ten construction workers on site. The construction equipment fleet mix would include two backhoes, a 150 to 200-ton heavy crawler crane, rubber tired front end loaders, and a forklift or small hydraulic crane. During the construction of the shafts there will be 5 truck loads of excavated material removed daily and one delivery truck arriving daily.

During the use of the site as a construction access point there would be varying activities, including excavation and support of cross-passages, placing of the concrete tunnel lining, excavation of a 600-foot seismic tunnel zone through the Hollywood Fault, removal of tunnel boring machines, excavation and support of the cross overs, installation of concrete lining, and installation of electrical and mechanical services in the tunnels. All these activities were addressed in the SEIS/SEIR. Approximately ten to twenty workers would be commuting to this site every day to perform all the above activities. It is assumed that additional construction workers would be available to perform the activities, but they would enter the tunnel from other locations. During the period of concrete lining, the major activity at the surface will be delivery of concrete. Six to eight truck loads of concrete will be delivered every hour round the clock. During underground excavations and support, ten to twenty trucks per day would be used to haul excavated material for disposal and four to six trucks per day to deliver supplies and material.

Site closure activities would take place once tunnel construction activities utilizing the access shafts are completed. These activities would be primarily backfilling of the shafts and site restoration.

During the use of the site for transit facility construction purposes, it will be surrounded by a minimum 12 foot high wooden perimeter wall. The wall will provide a minimum surface weight of 5 pounds per square foot which will provide about 5dB of sound reduction, minimizing noise impacts outside the site. In addition, the contractor will be required to enclose any nighttime construction operation with sound adsorbing material. Enclosing will include a roof or cover to prevent "line-of-sight" from the upper floors of the apartment building that is behind the work site.

2.0 ENVIRONMENTAL ISSUE AREAS AND FINDINGS OF SIGNIFICANCE

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

2.1 Transportation

Traffic

Site Preparation and Mobilization: Site preparation and mobilization activities at the project site would require approximately five construction trucks hauling crushed rock and other material for a total of ten trips per day. In addition, approximately ten to fifteen construction workers would generate a total of 20 to 30 trips per day commuting to and from the project site. The addition of these trips on major intersections in the vicinity of the project site would have an insignificant effect on the AM and PM peak hour traffic volumes. Thus, the level of operations at Hollywood Boulevard/La Brea Avenue (LOS F), and Hollywood Boulevard/Highland (LOS E) would not be significantly affected beyond existing operating conditions. The effect of this traffic at the on and off-ramps at Hollywood Boulevard/Highway 101 would not decrease the levels of service beyond existing conditions. However, minor traffic disruptions may occur on La Brea Avenue as a result of movement of truck and earthmoving equipment in and out of the project site. These activities would cause temporary inconvenience of vehicular access to the Women's Club and church located immediately north and south of the site.

Construction of the Access Shaft: Construction activity under this phase would require approximately 5 truck loads to dispose of material and one delivery, for total of 12 trips per day, during a 24-hour period. There would be approximately ten construction workers present at the site per shift with three shifts per day, for a total of about 60 trips per day. As a worst case, assuming a shift change occurs during peak traffic periods, the increase in critical traffic volume from commuters (20 vehicles per hour) would be 1.4 percent at the Hollywood/Highland intersection, and 0.9 percent at the Hollywood/La Brea intersection. As indicated in the 1983 SEIS/SEIR (p. 3-1-9), the impact of this level of increase is considered minor. The effect of additional traffic at the on- and off-ramps at Hollywood Boulevard /Highway 101 would not change the levels of service from existing conditions. In order to connect discharge lines to existing storm drains in La Brea Avenue, some traffic control and detours will be required. However, this impact would be insignificant since it would be temporary and would be conducted at night only. Traffic disruptions may occur on La Brea Avenue as a result of truck and earthmoving equipment movement in and out of the project site. These activities would cause temporary inconvenience of vehicular access to the Women's Club and church located immediately north and south of the site.

Tunnel Construction Activities Utilizing the Shaft: During this phase, there will be truck traffic to and from the project site continuously. On a worst case day there would be approximately sixteen truck trips per hour. The addition of these trips would cause an increase over SEIS/SEIR level. As noted above, this increase would not have a significant effect on the existing levels of operations during the AM and PM peak hours at the intersection of Hollywood Boulevard and La Brea Avenue. The effect of this traffic at the on and off-ramps at Hollywood Boulevard/Highway 101 would not

change the levels of service from existing conditions. However, traffic disruptions may occur on La Brea Avenue as a result of truck and earthmoving equipment movement in and out of the project site. These activities would cause temporary inconvenience of vehicular access to the Women's Club and church located immediately north and south of the site.

Closure Activities: During this phase traffic impacts would be similar to those described under construction of access shafts.

Transit

The major transit line in the project area is along Hollywood Boulevard. There are no transit routes along La Brea Avenue between Franklin Avenue and Hollywood Boulevard. Project construction activity and induced traffic would not require re-routing or displacement of transit facilities or bus operations along the surrounding streets. Therefore, no significant impacts are expected on transit operations in the area.

Parking

The stretch of La Brea Avenue between Franklin Avenue and Hollywood Boulevard has no on-street parking. Therefore, there would be no impacts on existing parking along the stretch of La Brea Avenue. Project construction would not affect the church or Women's Club Parking lot, located just west of the project site. Both lots are fenced and no direct intrusion by construction trucks and equipment would occur. However, temporary delays could occur in accessing the lots via La Brea Avenue during the construction period. These delays are expected to be insignificant since they would not be permanent. Parking for construction workers will be arranged by the contractor.

Mitigation Measures

The minor transportation impacts described for site preparation and mobilization, construction of the shaft and tunnel construction activities utilizing the shaft are consistent with those identified in the 1989 Final SEIS/SEIR for temporary construction activities. Additionally, the adopted mitigation measures such as those described in the Final SEIS/SEIR would be implemented during the duration of construction activity. These are provided in Section 3 of this report.

2.2 Noise and Vibration

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

Noise

The municipal code of the City states that the project noise shall not exceed the ambient by more than 5 dB at any time. In practice, the LAPD concentrates their enforcement efforts during nighttime hours. The project specifications require that the more stringent of the given noise limits in the project noise criteria or derived from the city municipal code must be complied with for a given time and receptor location.

Using the noise limits from Table 1 of the Project Pollution Controls specifications, dated May 24, 1993, and noting the land use type of the nearby noise sensitive receptors, the limits for each location can be obtained. Table 1 gives the receptor noise limits. Except for the motel and the residential complex, these limits apply 24 hours per day. These limits are based on project noise limits which, for prior projects, seemed to be more stringent than the ambient plus 5 dB noise limit.

Table 1.
Noise Limits for Nearby Locations

Location Name	Approximate Distance, Ft.	Hourly Noise Limit, dBA
Hollywood 7 Star Motel	90	70/60 ¹
Women's Club	30	70
Closest Residential Complex	100	65/55 ¹
Fifth Church of Christ Scientist	50	70

Source: Engineering-Science
1) Daytime/nighttime noise limit

The MTA has determined that the land use of the area is residential with mixed commercial and hotel uses. The daytime/nighttime hourly noise limits of 70/60 dBA are applicable to this area.

Construction Activities: The construction period would require approximately as much construction equipment and hourly usage as would occur at another Red Line Site where construction noise has been evaluated in detail (MTA, 1993). The construction noise levels at this other site were estimated to exceed 85-88 dBA at 50-ft. This noise level would exceed the hourly noise limit as discussed in Table 1. Thus, mitigation measures are recommended in addition to the sound-reducing wooden perimeter wall which will be constructed as part of the project.

Traffic Noise: The noise levels would exceed the project criteria if trucks were idling waiting to be unloaded at the project site. Thus, mitigation measures shall be applied as provided in Section 3.2. No significant traffic volume increase would occur along truck haul routes for construction activities (refer to section 2.1). Likewise, no significant increase in hourly traffic noise would occur.

Vibration

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

Construction Activities: There would be no impacts from construction vibration at the Hollywood 7 Star Motel or any other site since no pile driving or other vibration-producing activities will take place.

Traffic Vibration: There would be no impacts from traffic vibration.

Mitigation Measures

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

Pollution Controls specifications will be implemented. These measures are provided in Section 3 of this report. The most critical locations are the motel, church, residential complex and Women's Club, where about 20 dB of noise reduction is required. The Hollywood 7 Star Motel management should be contacted to determine tenant occupancy and sleep patterns. Potential impacts to permanent tenant day sleepers will be mitigated through approaches such as voluntary room changes, modifications to their rooms, or adding sound-proofing. Application of these noise mitigation measures would reduce impacts to a level of insignificance.

2.3 Air Quality

The worst case day would be found during excavation and construction of the access shafts. Therefore, this phase will be analyzed in depth.

Site Preparation and Mobilization: Air impacts from site preparation activities are discussed in the SEIS/SEIR. However, this parcel was not analyzed in the SEIS/SEIR. Site preparation activities will occur over approximately 4 months and consist of minor grading and installation of underground utilities. Air quality impacts resulting from site preparation activities are expected to be minimal and of short duration. Air contaminant emissions resulting from site preparation activities will not appreciably increase the project's overall emissions as analyzed in the SEIS/SEIR, and therefore are deemed to be insignificant.

Construction of the Access Shaft: The air contaminant emissions and the resultant impacts analyzed in the SEIS/SEIR were developed from emission factors and procedures identified in the South Coast Air Quality Management District's (SCAQMD) Handbook for Preparing Environmental Impact Reports, April 1987. Subsequent to preparation of the SEIS/SEIR, SCAQMD has published new air quality impact guidelines. Potentially significant air quality impacts in the Basin are now to be evaluated using criteria in the SCAQMD's revised "CEQA Air Quality Handbook" (SCAQMD, 1993). This handbook identifies measurable emissions, project-related emission factors, quantifiable emission reduction mitigation measures, and new daily threshold of significance criteria as shown on Table 2. The daily construction emission significance threshold levels were used in determining whether this part of the project's construction activity has the potential to cause a significant adverse impact on air quality. The evaluation of the potential air quality impacts includes the quantification of all worst case day emissions associated with the proposed project. Because the activities which were quantified were originally evaluated in the SEIS/SEIR, and would occur at another site if the proposed project change is not approved, they were assessed in this report to indicate the potential significance of local-scale impacts in the immediate vicinity of the project site.

The projected construction emissions from construction and excavation equipment were calculated according to the number and type of equipment and the hourly equipment operation. Appendix A1 provides the associated emission factors and the daily hours of operation. Construction activities will generally occur 24-hours a day, in three 8-hour shifts, five days per week. Maintenance and equipment repairs will be performed on Saturdays during an 8-hour shift.

Mobile source emissions would occur from 10 construction worker single-occupant vehicles per shift, and from the transport of materials carried by trucks to and from the

site. It is assumed that the single-occupant vehicles will travel a total of 50 miles per day, and that the transport trucks will travel 50 miles per day. A total of approximately 14,000 cubic yards will be excavated and removed from the site. A worst-case day air quality analysis would be the removal of excavated materials requiring 5 truck loads with a capacity of 15 cubic yards per truck, and one daily delivery truck traveling to and from the site.

Fugitive dust (assumed to be PM10) emissions would be generated from both the vehicle miles traveled and on site equipment operations. Off-site PM10 emissions were calculated from vehicle travel on paved roads (including truck travel on the paved construction site). On site PM10 emissions were calculated from soil and material handling activities. Appendix A2 provides the vehicle exhaust emissions data and Appendix A3 provides the PM10 emission calculations.

For purposes of comparison to the SCAQMD's air quality impact significance thresholds, estimated construction emissions for construction related vehicles and equipment exhaust, and fugitive PM10, are shown on Tables 2 and 3.

Table 2

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

Construction Activity	Air Contaminant (lb/day)					Lead
	CO	ROC	NO _x	SO _x	PM10	
Construction Emissions	65.21	10.42	84.86	6.66	8.02	0.0005
SCAQMD Threshold Levels	550	75	100	150	150	3

Source: Engineering-Science

Table 2 shows that the SCAQMD thresholds would not be exceeded for construction equipment exhaust, and are therefore insignificant.

Table 3
Estimated Daily PM10 Emissions from
Construction Activities

Construction Source	PM10 Emissions (lb/day)
Construction worker vehicles	27.0
Construction earthmoving equipment *	68.02
Material handling	0.29
Trucks	53.7
Total Emissions	149.01

Source: Engineering-Science

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

Table 3 shows that PM10 emissions from the construction phase would not exceed the SCAQMD's threshold levels, and are therefore insignificant after the implementation of the air quality mitigation measures provided in Section 3 of this report. These measures are taken from the FEIR/FEIS, and will be implemented.

Tunnel Construction Activities Utilizing the Shaft: Air quality impacts from operation of the access shafts are discussed in the SEIS/SEIR. Operations at these access shafts would occur elsewhere, if these shafts were not built at this location. Therefore, there will be no increase in activity, equipment, or other factors that would cause a change to operations analyzed in the SEIS/SEIR as a result of the proposed use of this site.

Closure Activities: Air quality impacts from site closure activities are discussed in the SEIS/SEIR. However, this parcel was not analyzed in the SEIS/SEIR. Site closure activities will consist of backfilling about 13,650 cubic yards of material and compacting the access shafts and minor grading. Air quality impacts resulting from closure activities are expected to be minimal and of short duration. Air quality impacts resulting from the worst-case day for closure activities would be much smaller than those of a worst-case construction day. Therefore, closure activities are not analyzed in depth. Air contaminant emissions resulting from site closure activities will not significantly increase the project's overall emissions from those analyzed in the SEIS/SEIR, and therefore are not significant.

Mitigation Measures

Air quality mitigation measures are outlined in the Final EIS. All applicable mitigation measures will be utilized to reduce potential air quality impacts to insignificance.

2.4 Soils and Groundwater

Since the past use of parcel C3-251 is unknown and environmental investigations have not been performed on the property, there is a possibility that potentially hazardous substances may exist on site. A preliminary site visit should be conducted prior to site mobilization and preparation to look for signs of contaminated soil. If signs of contaminated soil are found during the site visit or during excavation activities, then work should be stopped until the contamination is investigated further. If contamination is found, a Phase I and Phase II site investigation should be conducted to determine the types and extent of contamination which may occur on site. These investigations will determine the hazardous nature of soils on site as described in Section 15.9.1.4, I.C. of the Final SEIS/SEIR, prepared in July, 1989, by the United States Department Of Transportation, the Urban Mass Transit Administration (now FTA), and the Southern California Rapid Transit District. If soils are found to be hazardous, they will be disposed of in accordance with regulations outlined in Section 15.9.1.4, I.B. in the Final SEIS/SEIR. Actual disposal methods and transport are discussed in Sections 15.9.1.4, I.D. and I.E., respectively, and are covered in Project Specifications section 01566. Impacts associated with the excavation, remediation, transport and disposal of hazardous soils are addressed in the Final SEIS/SEIR. In addition, contaminated soils may be taken to recycling facilities.

When access to the tunnels is no longer required, the access shafts will be filled and the site restored to its original topography. Subsidence or settlement of sediment in the access shafts is a potential adverse impact that can be avoided with proper fill materials and properly compacted fill.

Acquisition of parcel C3-251, with subsequent use for construction of two access shafts will result in no additional impacts from hazardous soils over those presented in the Final SEIS/SEIR, Section 15.9.1.4. There will be no additional mitigation measures required over those outlined in the Final SEIS/SEIR, Section 15.9.3, except for use of recyclers mentioned above.

Mitigation Measures

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

2.5 Other Impact Areas

Acquisition of parcel C3-251, with subsequent construction and operation of access shafts, is not anticipated to result in significant environmental impacts to the following issue areas.

Hydrology

There are no surface bodies of water that will be affected by the proposed property acquisition and access shaft construction. Groundwater should not be affected either, as it lies below the level of the access shafts. However, if perched groundwater lenses are encountered or if the groundwater table rises, dewatering may be necessary. If

dewatering is necessary, several dewatering wells will be installed at the shaft sites to control the water and maintain the water table at an elevation below the elevation of the tunnels. Impacts associated with dewatering are discussed in Section 13.9.5 of the Final SEIS/SEIR. There will be no additional mitigation measures required over those outlined in the Final SEIS/SEIR.

Social and Community

The community's cohesion and accessibility of neighborhoods as analyzed in the SEIS/SEIR are unaffected by the property acquisition proposed in this Addendum, and the temporary nature of the construction.

Safety and Security

Because the site will be fenced and gated, and since security will be provided at the site continuously; no impacts beyond those discussed in the SEIS/SEIR are anticipated. Even though construction activities may be intermittent, safety and security will be assured by covering the shafts and providing security guards. Acquisition of the site would increase traffic slightly at this location, however, overall safety in the area is not expected to decline as a result of the proposed acquisition. Blasting operations, which will occur within the tunnels as part of this project, will create dust and noise which will not impact the surface. Therefore, blasting will not pose a safety problem to the general public. Mitigation measures for potential impacts to workers are addressed in the SEIS/SEIR.

Aesthetics

The site will be surrounded by a minimum 12-foot high wooden fence. Construction activities at the site would not be easily visible from the Women's Club, church, and motel which are located immediately to the north, south and across the street from the project site respectively. View from the lower level floors in the adjacent apartment complexes will not be hindered. The 12-foot sound-adsorbing wall will screen the site from the street level. However, the construction site will be visible from upper level floors of these apartment complexes. The 12-foot sound-adsorbing wall will screen the site from the street level. No significant changes to the environmental impacts associated with visual quality/aesthetics anticipated in the SEIS/SEIR for this project are expected to occur since this site will be used for a temporary period only and would be restored to pre-construction conditions.

Energy

The equipment required for site preparation, excavation and construction of the access shafts and operational equipment is discussed in Section 1.2 of this Addendum. Diesel fuel would be required to operate the on site equipment and to power trucks hauling materials to and from the site. Gasoline would be consumed by the construction employees vehicles, while commuting to and from the site. The fossil fuel requirements for the proposed property acquisition and construction and use of the access shafts are minimal and are not significantly beyond the energy impacts anticipated in the SEIS/SEIR. The incremental increase in vehicle fuels consumed is measurable but is considered negligible when compared to the overall project's energy demand.

Biological Resources

Parcel C3-251 is vacant and undeveloped, but lies within a heavily developed area. The flora and fauna on the site and in the immediate area are species that have adapted to urban life. There are two palm trees on the east of the site and weeds, grasses, and other vegetation cover the rest of the site. Acquisition of the parcel and construction of the access shafts is not expected to result in endangerment to any rare, unique or endangered plants and animals. Therefore, no additional biological resources are anticipated to be impacted beyond that foreseen in the SEIS/SEIR.

Electromagnetic Emissions

Although electric lines would be installed at the site, the acquisition of parcel C3-251 would result in no additional impacts to electromagnetic emissions over those presented in the Final SEIS/SEIR.

Cultural Resources

The proposed property acquisition does not involve any structures, sites, or objects of historic, architectural or cultural significance. It is adjacent to the Women's Club, which has City of Los Angeles landmark status. The proposed temporary construction activity at the project site is not expected to adversely impact the Women's Club. There are no visible archaeological or paleontological resources at the project site. Prior to excavation, research will be done to determine if a historically significant structure existed at the site. The site will be monitored during excavation by archaeologists and paleontologists as appropriate to ensure that any items that may be encountered will be properly managed.

Cumulative Impacts

The proposed changes does not cause any cumulative impacts but would reduce overall environmental impacts associated with the use of the parcel as an additional access point.

3.0 MTA FINDINGS AND RECOMMENDATIONS

Based on the environmental analyses conducted as part of this Addendum, MTA finds: There are no substantial changes in the project or in the circumstances under which the project is being undertaken which would require major revisions in the EIR, and there is no new information which has become available regarding the project's impacts.

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

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

3.1 Existing Mitigation Measures

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

Transportation:

- Station a flag person to guide traffic and to ensure safety at the construction site.
- Maintain access to adjacent Church and Women's Club throughout the construction period.

Noise and Vibration:

- Use new or nearly new construction equipment with exhaust muffling to reduce noise to acceptable levels.
- Use small construction equipment hand tools which are new or nearly new and that meet project noise and/or vibration criteria.
- Minimize noise-intrusive impacts during the most sensitive hours.
- Plan noisier operations for times of highest ambient levels.
- Keep noise levels at relatively uniform levels, and avoid the peaks and impulse noises.
- Turn off equipment not in use.
- Construct barriers around construction activities to contain noise.

Air Quality:

- Conform to SCAQMD Regulation VII during Stage I, I and III smog alerts.
- Promote carpooling, improve equipment operation by keeping them in proper tune.
- Water sites as required to control dust.
- Conform to all provisions of South Coast Air Quality Management District Rule 403 to control PM10 emissions.

- Cover with tarpaulins all trucks hauling dirt, sand, soil, or other loose materials to and from the site from point of loading to point of discharge, in accordance with Project Specifications Section 01566.

Soils and Groundwater:

- Analyze soils and other materials, both physically and chemically to determine if the material meets the criteria set forth in Sections 66693-66723 (Article II) of Chapter 30, Minimum Standards for Management of Hazardous and Extremely Hazardous Waste in Division 4, Title 22 of the California Administrative Code.
- Dispose of hazardous and extremely hazardous materials in accordance with the California Hazardous Waste Control Law, Section 25100, Chapter 6.5, Division 20 of the Health and Safety Code.
- Approval of all haul routes for transportation of hazardous materials will be given by the City of Los Angeles Department of Transportation.
- Handling and transportation of hazardous materials shall be done in accordance with the California Administrative Code, Title 22, Division 4, Section 66000.

3.2 Proposed Additional Mitigation Measures

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

Noise and Vibration:

- Contact the Hollywood 7 Star Motel management to determine tenant occupancy and their sleep patterns and offer voluntary room changes. Perform room modifications or add sound proofing for permanent tenant day sleepers.
- Stage trucks at a remote location and move them to the site as required to avoid noise generated from idling.

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

4.0 REFERENCES

- Chiriatti, Michael, 1992. California Office of Planning and Research, Office of Permit Assistance. Telephone conversation on August 12 with Kendall Jue, Parsons Brinckerhoff Quade and Douglas, Inc.
- Engineering Management Consultant, 1993. Letter from Milan Kadlec to Joel Sandberg of Rail Construction Corporation, regarding property impact statement for Parcel C3-251.
- MTA, 1993. Addendum to the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Los Angeles Rail Rapid Transit Project Metro Red Line. Property Acquisition of Network Autobody for the Hollywood/Vine Station (B281), August.
- South Coast Air Quality Management District, 1987. Air Quality Handbook for Preparing Environmental Impact Reports, April.
- _____, 1993. CEQA Air Quality Handbook for Preparing Environmental Impact Reports, April.
- U.S. Urban Mass Transportation Administration (UMTA) and Southern California Rapid Transit District (SCRTD), Final Environmental Impact Statement for the Los Angeles Rail Rapid Transit Project, December, 1983.
- _____, 1987. Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Los Angeles Rail Rapid Transit Project, November.
- _____, 1989. Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Los Angeles Rail Rapid Transit Project, July.

APPENDIX A1

CONSTRUCTION EQUIPMENT EMISSION CALCULATIONS

Emission Factors (exhaust only):

Equipment Type (diesel-fueled)	Units	CO	ROC	NO _x	SO _x	PM10
Backhoe	lb/hr	0.434	0.16	0.326	0.017	0.021
Crane	lb/hr	0.675	0.152	1.691	0.143	0.139
Forklift	lb/hr	0.434	0.16	2.01	0.133	0.143
Front-end loader	lb/hr	0.572	0.25	1.89	0.182	0.172
Track loader	lb/hr	0.2	0.09	0.83	0.08	0.06
Water Truck	lb/hr	1.8	0.191	4.16	0.45	0.255

Source: AP-42.3.3-1-EPA, 1985

Daily Usage:

Equipment	Hours*
Backhoe	6 hours/day
Crane	9 hours/day
Forklift	9 hours/day
Front-end loader	6 hours/day
Track loader	9 hours/day
Water Truck	4.5 hours/day

*Assumed total hours of operation for all 3 shifts in a 24 hour day

Calculation Results:

Equipment	Air Contaminant Emissions (lb/day)				
	CO	ROC	NO _x	SO _x	PM10
Backhoe	2.10	0.96	1.96	0.10	0.13
Crane	6.08	1.37	15.22	1.29	1.25
Forklift	3.91	1.44	18.09	1.20	1.29
Front-end loader	3.43	1.50	11.34	1.09	1.03
Track loader	1.80	0.81	7.47	0.72	0.54
Water Truck	8.10	0.86	18.72	2.03	1.15
Total	25.92	6.94	72.80	6.43	5.39

Source: Engineering-Science

APPENDIX A2

MOTOR VEHICLE EMISSIONS CALCULATIONS (EXHAUST ONLY)

Motor Vehicle Emissions Calculations

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

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

Vehicle Assumptions. 30 persons travel in single-occupant vehicles. Round Trip = 50 miles.

Equation: pounds per day = 60 vehicle trips per day x 25 vehicle miles x emission factor/454 grams per pound.

Source	Emissions Calculation Results (lb/day)					
	CO	ROC	NO _x	SO _x	PM10	Lead
Construction worker vehicles	32.53	2.70	2.73	0.23	0.36	0.0005

Source: Engineering-Science

Truck Emissions Calculations

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

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

Diesel Truck Assumptions:

Excavation Activity: 5 trucks carrying 15 cubic yards of excavated material. Round trip = 50 miles.

Delivery Activity: truck. Round-trip = 50 miles.

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

Source	Emissions Calculation Results (lb/day)			
	CO	ROC	NO _x	PM10
Diesel Truck				
Excavation	3.79	1.07	7.6	1.89
Delivery	0.76	0.21	1.52	0.38
Total	4.55	1.28	9.12	2.27

Source: Engineering-Science

APPENDIX A3

PM10 EMISSION CALCULATIONS

Motor Vehicle PM10 Emissions Calculations

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

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

PM10 Emissions Calculations Results:

30 construction worker vehicles x 50 miles of paved road x 0.018 lbs/mile = 27.0 pounds of PM10 emissions.

5 trucks x 50 miles on paved road x 0.179 lbs/mile = 44.75 pounds of PM10 emissions.

1 truck x 50 miles on paved road x 0.179 lbs/mile = 8.95 pounds of PM10 emissions.

Construction Equipment PM10 Emissions Calculations

PM10 emission factors: backhoe - 21.8 pounds per hour of operation
front-end loader - 21.8 pounds per hour of operations

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

Source: SCAQMD, 1993

PM10 Emissions Calculations Results:

Backhoe operating for 6 hours per day x 21.8 pounds per hour = 130.8 pounds of PM10 emissions per day

Front-end loader operating for 6 hours per day x 21.8 pounds per hour = 130.8 pounds of PM10 emissions per day

75 cubic yards of soil x 0.00385 per cubic yard = 0.29 pounds of PM10 emissions per day
(Trucks carrying capacity 15 cubic yards. Daily trucking activity = 5 trucks x 15 cubic yards = 75 cubic yards of material excavated).



Los Angeles County
Metropolitan
Transportation
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213.623.1194

March 3, 1994

MEMO TO: RCC BOARD MEMBERS - 03/14/94 MEETING

FROM: EDWARD McSPEDON

SUBJECT: METRO RED LINE SEGMENT 3
LA BREA ACCESS SITE WEST OF HOLLYWOOD/HIGHLAND
STATION
REQUEST TO APPROVE CEQA ADDENDUM TO
SUPPLEMENTAL EIS/SUBSEQUENT EIR

ISSUE

A CEQA Addendum is required to describe the minor, technical changes made to the Metro Red Line Segment 3 to establish the La Brea Access Site West of Hollywood/Highland Station during final design.

RECOMMENDATION

That the RCC Board recommend that the MTA approve the attached Addendum and adopt the changes to the Metro Red Line Segment 3 described therein.

BACKGROUND

Since the preparation of a July 1989 Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for Segments 2 & 3 of the Metro Red Line, the Project Team has made several design changes to reduce costs, and improve construction schedule. The changes proposed herein involve acquisition of a vacant property for use during tunnel construction. The proposed site would be primarily used by construction contractors for: concreting the running tunnel, construction of cross passages between the Hollywood/Highland Station and the rock interface, and trackwork concreting.

When an EIR has been prepared for a project, no additional EIR need be prepared unless there are substantial changes in a project or in the circumstances under which the project is being undertaken, or when new information becomes available.

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RCC BOARD MEMBERS - 03/14/94 MEETING
March 3, 1994
Page 2

For minor, technical changes which do not raise important new issues about the significant effects on the environment, an agency may prepare an addendum. Staff has reviewed the design changes, and has found the changes are minor and that an addendum is appropriate.

IMPACT ON BUDGET

This action is administrative and has no cost associated with it.


IMPACT ON BUDGET DEFICIT

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

Prepared by:


JAMES L. SOWELL
Manager, Environmental
Compliance

Concur:


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

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

Attachment

JLS:pa
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