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

PROPERTY ACQUISITION OF
NETWORK AUTOBODY FOR THE
HOLLYWOOD/VINE STATION (B281)

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

(SEPTEMBER 1993)

R81
S650.00
A2647

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 of the acquisition and use of the property occupied by Network Auto Body for Metro Rail's Hollywood/Vine Station (B281).

This Addendum contains an assessment of the environmental impacts of the property acquisition and use, with recommended mitigation measures where appropriate (Section 2), MTA's findings and recommendations (Section 3), references (Section 4), and associated technical data (Appendices A1-A4). 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), is 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) has 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." However, 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

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sole discretion in approving and adopting the CEQA Addendum. State CEQA Guidelines Section 15164 (c) states that "the decision-making body shall consider the addendum...prior to making a decision on the project." The MTA Board will consider this CEQA Addendum prior to project approval.

1.1 Project Location

The parcel (B2-180) is located in the City of Los Angeles at the northeast corner of Hollywood Boulevard and El Centro Avenue, adjacent to the south side of the Hollywood/Vine station (See Figures 1 and 2). The street address is 6150 Hollywood Boulevard. A large one-story building is located on a lot size of 115 feet by 130 feet. The building is currently unoccupied, but is leased by Network Auto Body which continues to utilize buildings on the north side of Hollywood Boulevard.

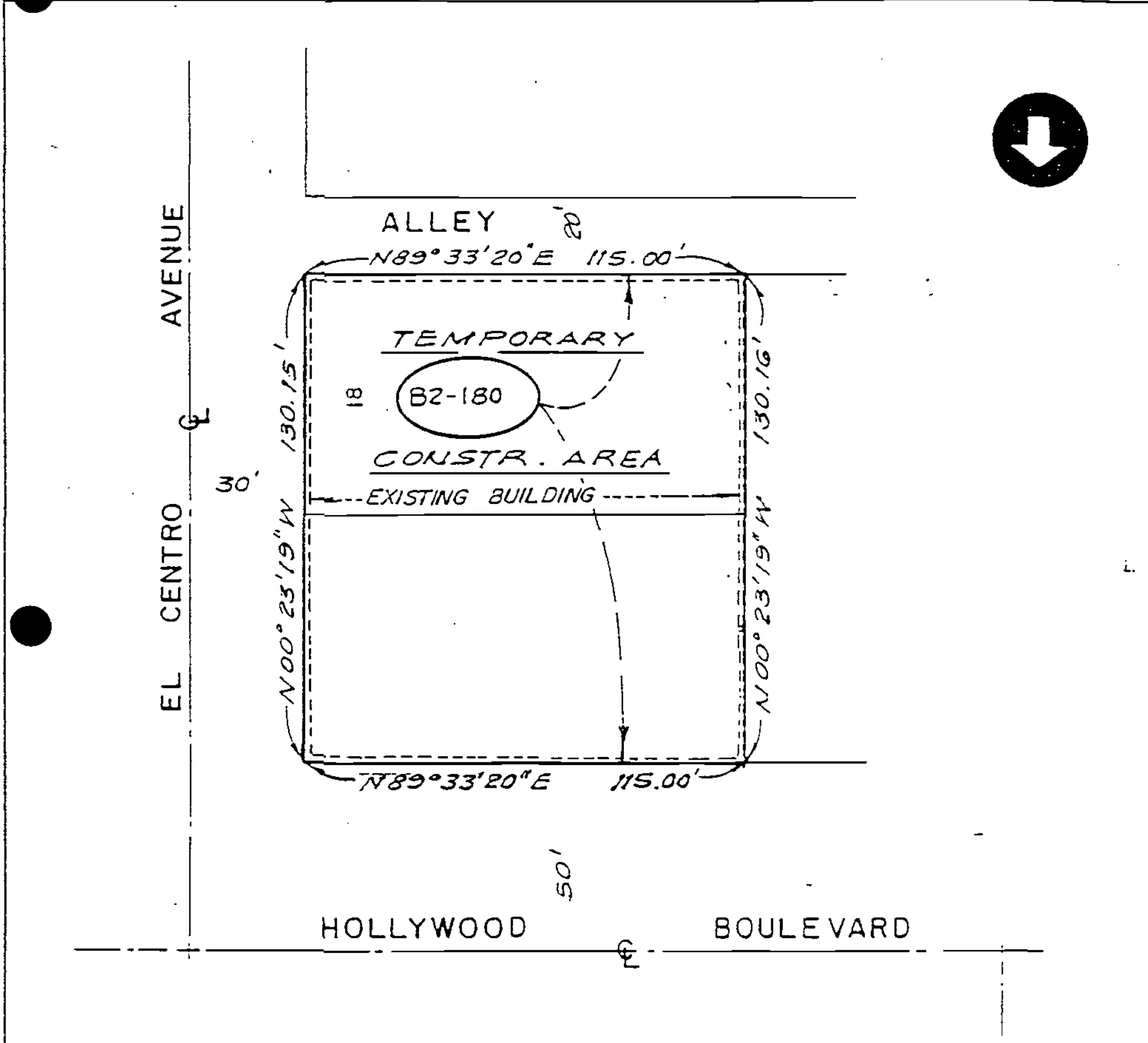
1.2 Background

The MTA, through its Metro Rail Construction Manager (Parsons-Dillingham) has identified the need to acquire an additional parcel of land as a second staging area for construction of the Hollywood/Vine Station. This acquisition would help reduce effects of construction activities on neighboring streets and the Hollywood Boulevard business district. Acquisition of this property would comply with the Hollywood Construction Impact Program (HCIP) adopted by the Rail Construction Corporation (RCC) and the Los Angeles County Transportation Commission(LACTC) in December, 1992. Specifically, the acquisition would allow the station contractor to use the site as an off-street construction staging area, minimizing impacts to Hollywood Boulevard and pedestrian access. Use of the site would also release a portion of the construction staging area along Argyle Avenue for community parking.

Use of the construction staging area would take place over approximately three years. First, structure demolition would take place for one month, followed by several months of site preparation (and site remediation, if needed). The site would be used as a construction staging area for the remaining duration. El Centro Avenue would be temporarily closed for six months. During the construction period, i.e. demolition, site remediation, and preparation, there would be six construction workers on-site. The construction equipment fleet mix for this period would include one dozer, one front-end loader, and diesel trucks. During the use of the site as a construction staging area, there would be varying activities, including the handling of excavated material from the station, which was addressed in the SEIS/SEIR. No permanent workers would be located on-site.

DESCRIPTION	LOT 17 & 18 OF HOLLYWOOD TR. MR. 28-59-60	Bearings and distances are based on California Coordinate System Zone VII coordinates obtained from Los Angeles City Survey Division.
TITLE REPORT	N/A	
ASSESSORS MAP REF.	5546-28-10	
R.O.W. REFERENCE	R/W B-032, B2-180	
NCH MARK	N/A	

NO.	DATE	REVISION DESCRIPTION



AREA	TOTAL	PERMANENT AREA	TEMPORARY CONSTR.
SQUARE FEET	14,968	—	14,968

Rail Construction Corporation
METRO RED LINE

ENGINEERING MANAGEMENT CONSULTANT

PREPARED BY: 3428

APPROVED BY:

RCC PROJECT MANAGER DATE 3/18/93

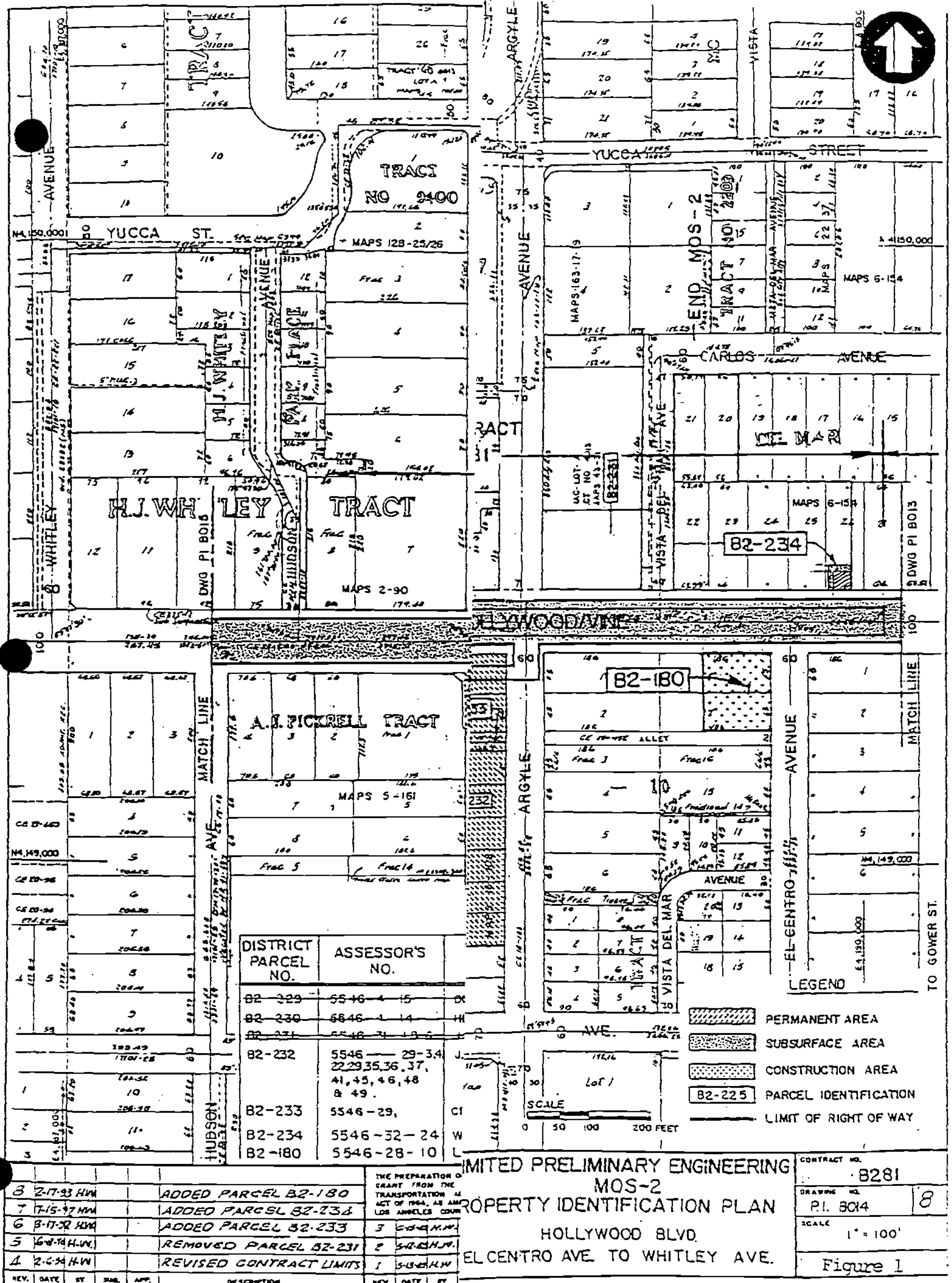
PARCEL PLAT

B2-180

LOS ANGELES CALIFORNIA

CONTRACT NO./DESIGN UNIT	B281
SCALE	1" = 40'
DATE	3-5-93
DRAWN BY	

Figure 2


YUCCA ST.
YUCCA STREET
TRACT NO 9400
MAPS 128-25/26
H.J. WHITLEY TRACT
MAPS 2-90
DWG PI BO13
MAPS 6-154
CARLOS AVENUE
DEL MAR
END MOS-2
B2-234
B2-180
B2-233
B2-232
A.J. PICKRELL TRACT
MAPS 5-161
WHITLEY AVENUE
HUDSON AVE
ARGYLE AVENUE
VISTA DEL MAR AVE
EL CENTRO AVENUE
MATCH LINE
TO GOWER ST.
N4,150,000
N4,149,000
DISTRICT PARCEL NO.
ASSESSOR'S NO.
B2-229 5546-4-15
B2-230 5546-1-14
B2-231 5546-31-19
B2-232 5546 — 29-3,4 22,29,35,36,37, 41,45,46,48 & 49.
B2-233 5546-29,
B2-234 5546-32-24
B2-180 5546-28-10
LEGEND
PERMANENT AREA
SUBSURFACE AREA
CONSTRUCTION AREA
B2-225 PARCEL IDENTIFICATION
LIMIT OF RIGHT OF WAY
SCALE
0 50 100 200 FEET
8 2-17-93 HW ADDED PARCEL B2-180
7 7-15-92 HW ADDED PARCEL B2-234
6 3-17-92 HW ADDED PARCEL B2-233
5 6-8-91 H.W. REMOVED PARCEL B2-231
4 2-6-91 HW REVISED CONTRACT LIMITS
REV. DATE BY DESCRIPTION
LIMITED PRELIMINARY ENGINEERING
MOS-2
PROPERTY IDENTIFICATION PLAN
HOLLYWOOD BLVD.
EL CENTRO AVE. TO WHITLEY AVE.
CONTRACT NO. B281
DRAWING NO. P.I. B014
SCALE 1" = 100'
8
Figure 1

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

Activity at the project site could affect three transportation components: automobile traffic, transit and parking.

Traffic

Demolition: Demolition activities at the project site would require three construction trucks hauling debris for a total of six trips per day, plus six construction workers generating a total of 12 trips per day. Other demolition activities such as waste minimization/recycling may occur for up to 30 days after the startup of demolition. 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/Vine (LOS D), Hollywood/Cahuenga (LOS F) and Hollywood/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/Highway 101 would not change the levels of service from existing conditions. However, minor traffic disruptions would occur on El Centro Avenue as a result of truck and earthmoving equipment movement in and out of the project site, and street closure between Hollywood Boulevard and the adjacent alley. These impacts would cause temporary inconvenience to businesses immediately adjacent to the site. Access to the alley way abutting the project site to the south would be temporarily discontinued during this period.

Remediation and Site Preparation: Construction activity under this phase would require the use of five trucks for a total of 10 trips per day plus six construction workers generating a total of 12 trips per day. The addition of these trips on major intersections along Hollywood Boulevard in the vicinity of the project site would not significantly affect the existing levels of operations during the AM and PM peak hours. Minor traffic delays on El Centro Avenue would occur as a result of construction equipment movement. These delays would cause temporary inconvenience to businesses immediately adjacent to the site during this period. Access to El Centro Avenue and to the alley way adjacent to the property would be temporarily discontinued during this period.

Staging Activities: The project site would be used as a construction staging area during station construction at the Hollywood/Vine Station. Staging activities are discussed in the FEIS/FEIR. At the site, these activities would vary. However, the number of trips per day would be minimal and would not affect the current LOS. Access to businesses immediately adjacent to the site would not be significantly affected during this period since most of the construction activity would take place within the project site. Through access to the alley would not be affected.

Transit

The major transit line in the project area is along Hollywood Boulevard. No re-routing or displacement of transit facilities or bus operations would occur as a result of demolition, remediation, site preparation, and staging operations at the project site.

Parking

Demolition, remediation, and site preparation activities would directly affect only one on-street one-hour metered parking spot along the western side of El Centro Avenue. On the eastern side of El Centro Avenue, four one-hour metered parking spots could be indirectly affected as a result of construction equipment movement in and out of the project site. These effects would occur only during the construction period between 7:30 AM and 3:30 PM. The temporary loss of these parking spots would have insignificant effect on the overall parking availability in the area.

The effect of the project on the Sunshine Parking lot just south of the project site is expected to be minimal. The lot is fenced and no direct intrusion by construction equipment would occur. However, temporary delays of few minutes could occur in accessing the lot via El Centro Avenue during the construction period. These delays are expected to be insignificant since they would not be permanent or lengthy.

Mitigation Measures

The minor transportation impacts described for demolition, remediation, and site preparation activities are consistent with those identified in SEIS/SEIR for temporary construction activities. Additionally, the adopted mitigation measures as those described in the SEIS/SEIR would be implemented during the short duration of construction activity.

2.2 Noise and Vibration

Noise and vibration would result from construction activities during the demolition phase and during the remediation and site preparation phase of the proposed project. Criteria and various means to limit noise and vibration are given in the Project Pollution Controls Specifications (01566), which include maximum allowable nighttime noise levels under the nighttime construction variance issued by LAPD. Metro Rail Red Line noise limits for residential, commercial and industrial receptors are included in the specifications as well. The municipal code of the City states that the project noise shall not exceed the ambient by more than 5 dB. The project specifications require that the more stringent of the given noise limits must be complied with for a given time and receptor location.

Noise

Using the noise limits from Table 1 of the Project Pollution Controls specifications, dated July 19, 1993, and the locations of the nearby noise sensitive receptors, the limits for each location can be obtained. Table 1 gives the receptor noise limits. Except for the hotel, these limits apply 24 hours per day and seem to be more stringent than both

the nighttime variance noise limits given in the specification and the standard noise limit of 5 dB over ambient from the municipal code.

Table 1.
Noise Limits for Nearby Locations

Location Name	Street Address	Approximate Distance, Ft.	Hourly Noise Limit, dBA
Fonda Theater[1]	6124 Hollywood Blvd.	160	70
Pep Boys	6125 Hollywood Blvd.	200	75
Office	6140 Hollywood Blvd.	80	75
Network Auto	6141 Hollywood Blvd.	130	85
Hastings Hotel	6162 Hollywood Blvd.	30	70/60[2]
Capitol Records	6207 Hollywood Blvd.	280	75
Bank of LA	6225 Hollywood Blvd.	480	75
Pantages Theater[1]	6233 Hollywood Blvd.	580	70
West Coast Ens.[1]	6240 Hollywood Blvd.	280	70
Commercial Bldg.	6270 Hollywood Blvd.	570	75
Academy Pacific	1777 Vine Street	600	70

Source: Engineering-Science
1) Daytime rehearsals, evening performances.
2) Daytime/nighttime noise limit.

Demolition: During the demolition phase of the project, which would last about one month, the following equipment listed in Table 2 would be operational and would generate noise.

Table 2
Demolition Equipment Noise

Construction Equipment	Number Operating	50-foot Sound Level	Hourly Usage Correction	Hourly Leq, dBA
Dozer	1	88	-5	83
Front End Loader	1	88	-2	86
Truck	3	85	-7	78
Total Hourly 50-foot Leq Noise Level				88

Source: Engineering-Science

Table 3 shows the results of applying distance losses to the total 50-foot noise levels during the demolition phase. The table shows the estimated noise levels at the receptor locations and whether significant noise impacts would be experienced.

Table 3.
Estimated Demolition Noise Levels at Nearby Locations

Location Name	Approximate Distance, Ft.	Maximum Noise Level, dBA	Significant Noise Impact
Fonda Theater	160	80	Yes
Pep Boys	200	78	Yes
Office	80	86	Yes
Network Auto	130	82	No
Hastings Hotel	30	94	Yes
Capitol Records	280	75	No
Bank of LA	480	70	No
Pantages Theater	580	69	No
West Coast Ens.	280	75	No
Commercial Bldg.	570	69	No
Academy Pacific	600	68	No

Source: Engineering-Science

Remediation and Site Preparation: During the remediation and site preparation phase of the project the equipment listed in Table 4 would be operational and would generate noise.

Table 4
Site Remediation and Preparation Equipment Noise

Equipment Type	Number Operating	50-foot Sound Level	Hourly Usage Correction	Hourly Leq, dBA
Dozer	1	88	-5	83
Truck	5	85	-5	80
Total Hourly 50-foot Leq Noise Level				85

Source: Engineering-Science

Based on the 50-foot noise levels during the remediation and site preparation phase and for distance losses only, Table 5 shows the estimated maximum noise levels at the receptor locations and whether significant noise impacts would be experienced.

Table 5.
Estimated Remediation and Site Preparation
Noise Levels at Nearby Locations

Location Name	Approximate Distance, Ft.	Maximum Noise Level, dBA	Significant Noise Impact
Fonda Theater	160	75	No
Pep Boys	200	73	No
Office	80	81	Yes
Network Auto	130	77	No
Hastings Hotel	30	89	Yes
Capitol Records	280	70	No
Bank of LA	480	65	No
Pantages Theater	580	64	No
West Coast Ens.	280	70	No
Commercial Bldg.	570	64	No
Academy Pacific	600	63	No

Source: Engineering-Science

Traffic Noise: No significant traffic volume increase would occur along truck haul routes for demolition and remediation and site preparation. Likewise, no significant increase in hourly traffic noise would occur.

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

Vibration

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

Demolition and Remediation and Site Preparation: The Hastings Hotel, located immediately adjacent to the project site may very likely experience vibration impacts. Based on vibrations at other Metro Rail sites where sleeping quarters were immediately adjacent to the site, there would be significant vibration impacts at the hotel during the demolition phase of the project. These impacts would only occur during the normal working hours from 7:00 am to 3:30 pm.

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

Mitigation Measures

Due to the estimated construction-related noise impacts for both demolition and remediation/site preparation phases of the proposed project, noise mitigation measures recommended in the Project Pollution Controls specifications will be implemented. The most critical location is the hotel where about 20 dB of noise reduction is required.

The Hastings Hotel management should be contacted to determine tenant occupancy and sleep patterns. Permanent tenant day sleepers should be relocated. Application of these noise mitigation measures would reduce impacts to a level of insignificance.

Vibration mitigation measures are outlined in the FEIR/FEIS and in Project Pollution Controls Specification 01566. Project operations and practices should avoid direct equipment contact with the wall or foundation of the Hastings Hotel. The hotel management should be contacted to determine tenant occupancy and sleep patterns during times when vibration could occur from project demolition and site remediation activities. Permanent tenant day sleepers should be relocated. Application of these vibration mitigation measures would reduce impacts to a level of insignificance.

2.3 Air Quality

Air contaminant emissions from the development of the construction staging area would not significantly increase the project's overall construction phase emissions analyzed in the 1989 Final SEIS/SEIR. The air quality analyses and the resultant emissions in the SEIS/SEIR were developed from emission factors and procedures identified in the South Coast Air Quality Management District's Air Quality Handbook for Preparing Environmental Impact Reports, April 1987. Since the preparation of the SEIS/SEIR, SCAQMD has published new air quality impact guidelines. Potentially significant air quality impacts in the Basin are now 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 criteria as shown on Table 6. The daily construction emission threshold levels were used in determining whether this part of the project's construction activity has the potential to cause a significant adverse impact on air quality.

Table 6

SCAQMD Air Quality Impact Significance Thresholds

	Air Contaminant Emission Rate (lb/day)					
Project Phase	**CO**	**ROC**	**NO_x**	**SO_x**	**PM10**	**Lead**
Construction	550	75	100	150	150	3
Operation	550	55	55	150	150	3

Source: SCAQMD, 1987, 1993

Construction Activities

The projected emissions from construction equipment were calculated according to the number and type of equipment and the hourly equipment operation. Appendix A1 provides the associated emission factors and daily hours of operation. Construction activities are assumed to take place over an 8-hour work day, five days per week.

Mobile source emissions would occur from six construction worker single-occupant vehicles, and from the transport of materials carried by trucks from the site. The total estimated miles traveled for single-occupant vehicles is 50 miles per day, and transport truck daily mileage is estimated to range from 30 to 300 miles. Contaminated soil and asbestos material are disposed in a Class I disposal site which is located in Bakersfield. Other truck activity includes the transport and disposal of approximately 1,000 cubic yards of dirt to the BKK landfill in West Covina, located approximately 15 miles from the project site. Fugitive dust (assumed to be PM10) emissions would be generated from both vehicle travel and onsite equipment operation. Off-site PM10 emissions were calculated from travel on paved roads. On-site PM10 emissions were calculated from soil and material handling. Appendix A2 provides the vehicle exhaust emission and Appendix A3 provides the PM10 emission calculations.

The demolition activity consists of the removal and disposal of approximately 1,300 cubic yards of building material. Asbestos material has been identified in the building and 0.01 pounds of asbestos material would be removed daily, along with the remaining debris for disposal. (Refer to Appendix A4.) Asbestos removal is subject to SCAQMD Rule 1403 - Asbestos Emissions from Demolition/Renovation Activities. Compliance with this rule mitigates the emissions to a level of insignificance.

Following demolition activities, site remediation and preparation would take place. Approximately six cubic yards of contaminated soil would be removed daily and transported by one truck every other day for disposal. The site cleanup is subject to SCAQMD Rule 1166, "Volatile Organic Compounds from Decontamination of Soil", which provides for emissions control. Additionally during this period, ramp construction would require the excavation and removal of approximately 1,000 cubic yards of soil. The daily level of activity includes the excavation and truck transport of 50 cubic yards of soil. Minor grading would also take place over the approximately 0.34 acre site.

For purposes of comparison to the SCAQMD's air quality impact significance thresholds, construction estimated emissions for each of the construction activities are shown on Tables 7 and 8. These activities would not take place concurrently, and would not exceed the SCAQMD's threshold levels for any pollutant category.

Table 7

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

Construction Activity	Air Contaminant[1] (lb/day) CO	ROC	NO_x	SO_x	PM10
SCAQMD Threshold Level	550	75	100	150	150
Demolition	23.8	3.6	30.7	1.2	0.50
Site Remediation and Preparation	19.8	2.5	22.6	1.2	3.0

Source: Engineering-Science
1) 0.001 lbs of lead emissions would be generated from construction worker vehicles.

Table 8

Estimated Daily PM10 Emissions from Construction Activities

Construction Activity/Source	PM10 Emissions (lb/day)
Demolition	
Construction worker vehicles	5.4
Construction equipment	65.4
Material handling	0.17
Building wrecking	2.5
Trucks	103.1
Total Unmitigated Emissions	**176.6**
(Less 50 percent reduction)	**-32.8**
Total Mitigated Emissions	**143.8**
Site Remediation and Preparation	
Construction worker vehicles	5.4
Construction equipment	65.4
Material handling	0.21
Trucks	55.9
Total Emissions	126.9

Source: Engineering-Science

Table 8 shows that PM10 emissions from the demolition construction phase would exceed the SCAQMD's threshold level. However, the estimated PM10 emissions from soil disturbance did not take into account a 50 percent reduction of fugitive dust emissions to be achieved by active site watering. This control measure would reduce the on-site generated PM10 emissions to 65.6 pounds per day to 32.8 pounds per day. This measure identified for implementation in the SEIS/SEIR would reduce the PM10 emissions generated from the demolition activity to insignificance.

Staging Activities

Air impacts from construction staging activities are discussed in the SEIS/SEIR. No increase in activity, equipment, or other factors would cause these factors to change as a result of the proposed use of the site.

2.4 Subsurface Conditions

Based on past history of the Network Auto Body site, there is a probability that potentially hazardous substances may exist on-site. These substances may include (but are not limited to): paints, solvents, metals, asbestos, and petroleum hydrocarbons. Some preliminary investigations have been conducted at the site. A 280 gallon underground storage tank was removed on October 3, 1990. Results from soil analysis at the time of removal showed Total Petroleum Hydrocarbons from four borings at non detect, 10 ppm, 20 ppm, and 210 ppm (detection limit 10 ppm), respectively. The soil was also analyzed for Organic Volatile Aromatics. Results indicated that only benzene and toluene were found at 0.001 ppm, which was the detection limit (GeoResearch, 1990).

A Phase I and Phase II site investigation would determine the types and extent of contamination which may occur on-site. These investigations would determine the hazardous nature of soils on-site as described in Section 15.9.1.4, of the Final SEIS/SEIR, prepared in July, 1989, by the United States Department Of Transportation, the Urban Mass Transportation Administration, and the Southern California Rapid Transit District. Impacts associated with the excavation, remediation, transport and disposal of hazardous soils are addressed in the Final SEIS/SEIR.

If soils are found to be hazardous, they would 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.

Acquisition of the Network Auto Body Shop, with subsequent use as a construction staging area, would result in no additional impacts over those presented in the Final SEIS/SEIR, Section 15.9.1.4. There would be no additional mitigation measures required over those outlined in the Final SEIS/SEIR, Section 15.9.3.

2.5 Hydrology

There are no surface or subsurface bodies of water that would be affected by the proposed property acquisition and subsequent use as a construction staging area beyond that anticipated in the SEIS/SEIR. Groundwater monitoring would continue as part of the General NPDES Permit.

A ramp is to be constructed at the site and it is possible for water to collect at the bottom of the ramp from either rainfall or groundwater draining from perched or fluctuating water tables. If this occurs, dewatering may be necessary to remove water that accumulates at the bottom of the ramp during construction and utilization. Impacts associated with dewatering are discussed in Section 13.9.5 of the Final SEIS/SEIR.

Acquisition of the Network Auto Body Shop, with subsequent use as a staging area, will result in no additional impacts over those presented in the Final SEIS/SEIR, Section 13.9.5. There will be no additional mitigation measures required over those outlined in the Final SEIS/SEIR.

2.6 Other Impact Areas

Acquisition of the Network Auto Body Shop, with subsequent use as a construction staging area, is not anticipated to result in significant environmental impacts to the following issue areas.

Social and Community

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

Safety and Security

Because this acquisition would enhance and maximize off-street excavation and reduce construction related impacts to the Hollywood Boulevard business district, no impacts beyond those discussed in the SEIS/SEIR are anticipated.

Aesthetics

The overall character, scale, and form of the Hollywood/Vine Station and surrounding area would be similar to that anticipated in the SEIS/SEIR. The vacant building, which would be demolished, is of no historical significance, nor is it a visual landmark or part of a scenic vista. Therefore, no significant change to the environmental impacts associated with aesthetics anticipated in the SEIS/SEIR for this project is expected to occur.

Energy

The equipment required for demolition, remediation, and site preparation is discussed in Section 2.3 of this Addendum. Diesel fuel would be required to operate the on-site equipment and to power trucks hauling materials off-site. Gasoline would be consumed by the six construction employees vehicles, while commuting to and from the site. The fossil fuel requirements for the proposed property acquisition and subsequent use as a construction staging area are minimal and are not significantly beyond the energy impacts anticipated in the SEIS/SEIR. The incremental increase in vehicle fuels consumed is considered negligible when compared to the overall project's energy demand.

Biological Resources

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

Electromagnetic Emissions

The acquisition of the Network Auto Body Shop, with subsequent use as a construction staging area, 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.

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.

The following mitigation measures are those prescribed in the FEIS/FEIR and SEIS/SEIR and will be implemented for this phase of the Project:

Transportation:

- Station a flag person to guide traffic properly and to ensure safety at the construction site.
- Maintain access to adjacent businesses throughout the construction period.

Noise:

- Use of new or newly new construction equipment with exhaust muffling to reduce noise to acceptable levels.
- Use of small construction equipment hand tools which are new or nearly new and that meet current allowable of noise and/or vibration schedules.
- Noise-intrusive impacts should be minimized during the most sensitive hours.
- Noisier operations shall be planned for times of highest ambient levels.
- Noise levels shall be kept at relatively uniform levels, and the peaks and impulse noises shall be avoided.
- Equipment not in use shall be turned off.
- Measures to mitigate vibrations include avoiding dropping materials and having equipment impacting or thumping the ground near to or at the hotel wall.

Subsurface Conditions:

- Physical and chemical analysis may be required of soils and other materials 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.

- The disposal method for hazardous and extremely hazardous materials shall be conducted in accordance with the California Hazardous Waste Control Law, Section 25100, Chapter 6.5, Division 20 of the Health and Safety Code.
- All haul routes must meet with approval of the City of Los Angeles Department of Transportation.
- The handling and transportation of hazardous materials shall be done in accordance with the California Administrative Code, Title 22, Division 4, Section 66000..

Hydrology:

- Use dewatering techniques, such as inserting slotted pipes into saturated soils and then pumping or allowing water to flow from the pipes or pumping water from shallow ditches or sumps, to remove water from excavation areas.
- Use of compressed air, chemical grouting, freezing, slurry shields or earth pressure balance, where local geologic or other constraints dictate, to limit dewatering activities to the immediate excavation area.

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:

- Recommend measures to mitigate noise and vibrations are contacting the Hastings Hotel management to determine tenant occupancy and their sleep patterns. Permanent tenant day sleepers should be relocated.

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

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APPENDIX A1

CONSTRUCTION EQUIPMENT EMISSION CALCULATIONS

Emission Factors (exhaust only):

Equipment Type	Units	CO	ROC	NO_x	SO_x	PM10
Dozer	lb/hr	1.8	0.19	4.2	0.35	0.165
Front-end loader	lb/hr	0.572	0.25	1.89	0.182	0.172

Source: AP-42.3.3-1-EPA, 1985

Daily Usage:

Equipment	Hours
Dozer	3 hours/day
Front-end loader	5 hours/day

Source: MTA, 1993

Calculation Results:

	Air Contaminant Emissions (lb/day)				
Equipment	CO	ROC	NO_x	SO_x	PM10
Dozer	5.4	0.57	12.6	1.1	0.50
Front-end loader	2.9	1.2	9.5	0.91	0.86
Total	8.3	1.8	22.1	2.0	1.4

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. 6 persons travel in single-occupant vehicles. Round Trip = 50 miles.

Equation: pounds per day = 12 vehicle trips per day x 25 vehicle miles x emission factor/454 grams per pound.

	Emissions Calculation Results (lb/day)					
Source	CO	ROC	NO_x	SO_x	PM10	Lead
Construction worker vehicles	6.8	0.56	0.59	0.05	0.07	0.0001

Source: Engineering-Science

	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 - 30 miles per hour. (Cold start, hot start, soak and diurnal emission factors not available.)

Diesel Truck Assumptions:

Demolition Activity:[1] Truck carrying capacity 20 tons or 14 cubic yards. Daily volume of demolished material = 44.3 cubic yards/14 = 3 truck trips pers per day. Round trip = 300 miles (approximately 36 percent of the trip miles is in the San Joaquin Valley Air Basin; 64 percent of the trip miles are in the South Coast Air Basin).

Site Remediation and Ramp Construction:[2] Truck carrying capacity 20 tons or 14 cubic yards. Daily volume of contaminated soil = 6 cubic yards/14 = 1 truck trip every other day. Round-trip = 300 miles (approximately 36 percent of the trip miles is in the San Joaquin Valley Air Basin; 64 percent of the trip miles are in the South Coast Air Basin). Daily volume of ramp excavated soil = 50 cubic yards/14 = 5 truck trips per day. Round trip - 30 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				
Demolition	8.7	2.5	17.5	2.4
Site Remediation and Preparation	4.7	1.4	9.4	2.4

Source: Engineering-Science

1) Building to be demolished is 115 feet in length, 130.16 feet in width, and 12 feet in height. Based on other auto repair facilities with similar proportions, the demolished material estimated is approximately 20 percent of the total volume. (115l x 130.16w x 12h = 179,621 square feet/27 = 6,653 cubic yards/30 days of activity = 221.8 cubic yards x 0.20 = 44.3 cubic yards per day.

2) Soil remediation activity would result in 28 cubic yards of excavated soil per day. Twenty percent of this soil is estimated to be contaminated and will require disposal in a Class 1 landfill. The 50 cubic yards of soil removed for ramp construction will be disposed of in a Class 3 landfill.

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:

6 construction worker vehicles x 50 miles of paved road x 0.018 lbs/mile = 5.4 pounds of PM10 emissions.

3 trucks x 192 miles on paved road x 0.179 lbs/mile = 103.1 pounds of PM10 emissions.

1 truck x 192 miles on paved road x 0.179 lbs/mile = 34.4 pounds of PM10 emissions.

4 trucks x 30 miles on paved road x 0.179 lbs/mile = 21.5 pounds of PM10 emissions.

Construction Equipment PM10 Emissions Calculations

PM10 emission factors: Buildozing - 21.8 pounds per hour of operations

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

Building wrecking - 2.5 pounds per day

Source: SCAQMD, 1993

PM10 Emissions Calculations Results:

Buildozer operating for 3 hours per x 21.8 pounds per hour = 65.4 pounds of PM10 emissions per day

43.3 cubic yards of demolished material x 0.00385 per cubic yard = 0.17 pounds of PM10 emissions per day

6 cubic yards of contaminated soil material x 0.00385 per cubic yard = 0.02 pounds of PM10 emissions per day

50 cubic yards of soil x 0.00385 per cubic yard = 0.19 pounds of PM10 emissions per day

APPENDIX A4

ASBESTOS EMISSION CALCULATIONS (DEMOLITION)

Demolition Parameters:

(1) Building length (L) - 115 feet

(2) Building width (W) - 130.16 feet

(3) Building height (H)- 12 feet

(4) Number of days of activity - 30

Source: MTA, 1993

Unmitigated Asbestos Emission Calculations:

(1) Total volume of demolished material = 35,924.2 cu ft

(2) Daily volume of demolished material = 1,197.5 cu ft

(3) Asbestos emission rate, 0.00006 pounds per cu ft[a]

(4) Asbestos emissions = 1,197.5 cu ft x 0.00006 = 0.07 pounds per day

[a] Table A9-10, SCAQMD 1993

Mitigated Asbestos Emission Calculations:

Assumption: Surface (demolition area) would be wetted adequately in compliance with SCAQMD Rule 1403.

1) Mitigated emissions were estimated using the procedure suggested in Table AII-I0, SCAQMD, 1993.

M = E x (J/H) where,

M = Mitigated emissions (pounds per day)
E = Non-mitigated emissions
J = New fiber count after implementation of mitigation measures
H = Original fiber count before implementation of mitigation measure

Based on data provided in Table AII-10-A, SCAQMD 1993, a maximum of 82.2 fibers per cubic centimeters would be emitted during dry removal of material from 8 x 12 foot ceiling. If the untreated water handling method is used, the 88.2 fibers per cubic centimeters would be reduced to 23.1. Using these emission rates, the ratio of J and H is estimated at 0.28, resulting in mitigated asbestos emissions of 0.07 x 0.28 pounds per day, or O.02 pounds per day.