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**ADDENDUM
TO THE**

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

(JULY 1989)

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

**RELOCATION OF MID LINE VENT SHAFT
ON HORTENSE STREET**

**LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

FEBRUARY 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 for the relocation of the C331 mid line vent shaft on Hortense Street.

This Addendum contains an assessment of the environmental impacts associated with the relocation of the mid line vent shaft, 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 changes described in the addendum.

1.1 Project Location

The proposed site for the relocation of the ventilation shaft is at the intersection of Lankershim Boulevard and Hortense Street. The location of the proposed project is presented in Figures 1 (Regional Location Map) and 2 (Site Location Map). The original site was located at Lankershim Boulevard and the northbound Ventura Freeway (Route 134) exit in North Hollywood.

1.2 Background

The MTA has identified the need to relocate the ventilation shaft currently planned to be adjacent to the Lankershim Boulevard freeway exit of the northbound Route 134 in the community of North Hollywood. The recommended relocation site is at the intersection of Lankershim Boulevard and Hortense Street. The purpose of this relocation is to reduce traffic circulation impacts associated with the construction of the ventilation shaft. The original location of the ventilation shaft was evaluated in the July 1989 Final SEIS/SEIR. That document contains environmental impact mitigation measures and criteria applicable to the potential impacts of construction and operation of the ventilation shaft.

1.3 Project Description

Construction of the vent shaft at the intersection of Lankershim and Hortense would take place over approximately two years. Most of the construction activities would occur between 6.00 A.M. and 8.30 P.M. There would be six phases during the entire construction period. The first phase would include installation of soldier piles on the east side of the intersection of Hortense Street and Lankershim Boulevard. During this phase, there would be ten construction workers on site. The construction equipment fleet mix for this period would include one crane with auger, one backhoe, one pile truck and two dump trucks to haul material.

The second phase would include the installation of soldier piles on the west side of the intersection of Hortense Street and Lankershim Boulevard, and would be similar to that of Phase I. Traffic detours are expected to occur during Phases I and II.

During Phase III, the installation of the deck would require approximately fifteen construction workers. The construction equipment fleet mix for this period would include two cranes, one backhoe, two dump trucks to haul material, four flat bed trucks/trailer and one welding machine. During this phase, Lankershim Boulevard would be entirely closed for approximately four to six nights.

It would take approximately two and half months to complete Phases I, II and III. Construction in this area is expected to commence in June 1994 and be completed by mid-August 1994.

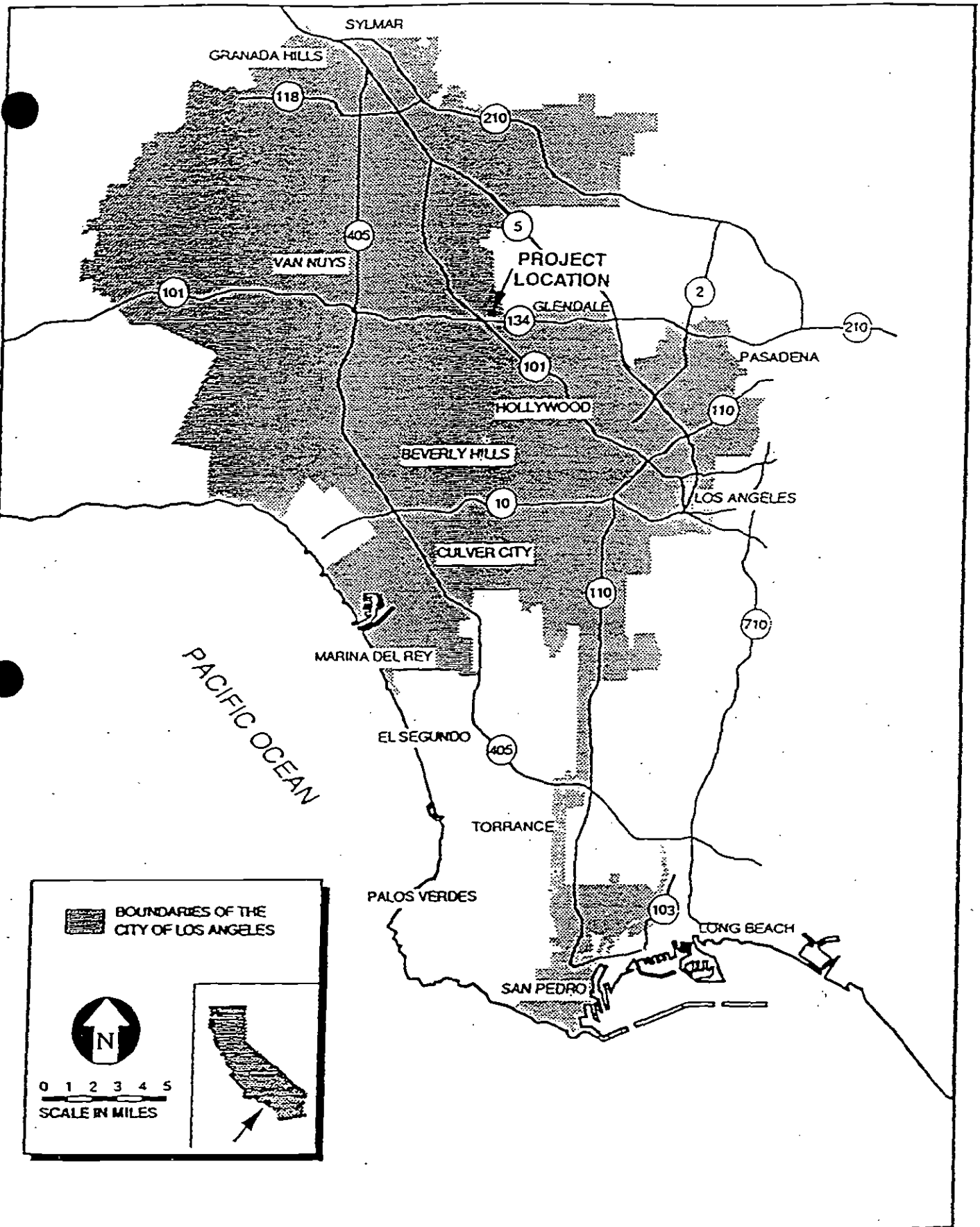


Figure 1
Regional Location Map

Phase IV, the construction of the shaft itself, would require ten construction workers. The equipment fleet mix for this phase would include one flat bed truck to haul steel, ten dump trucks, one backhoe, and one small crane. No street closures are expected to occur during this phase.

Phase V, the construction of appendages, would also require ten construction workers. The equipment fleet mix for this phase would include one flat bed truck to haul steel, four dump trucks, one backhoe, and one small crane. No street closures are expected to occur during this phase.

Phase VI, the removal of the deck and backfill, would be similar to that of Phase III. It would take approximately one and half years to complete Phases IV, V, and VI.

2.0 ENVIRONMENTAL ISSUES AREAS AND FINDINGS OF SIGNIFICANCE

For the convenience of the reader, the categories of environmental analysis used in the SEIS/SEIR are followed in this addendum.

2.1 Transportation

The following section explains the effects of the project on aspects of the transportation system.

Traffic

Phases I and II - Installation of Soldier Piles

Construction activities during these phases of the project will require placement of the soldier piles on the street. This activity will occur in stages, entailing work on one side of the street between 6:00 A.M. and 8:30 P.M. One through lane will be closed during this period, between Route 134 and Kling Street. This closure will leave four through lanes open on Lankershim Boulevard, and a middle turning lane. Traffic flow during this period, especially in peak hours, will be temporarily disrupted along this segment of Lankershim Boulevard. Delays and congestion are expected to occur on left and right turn lanes onto Lankershim Boulevard from Hortense Street and Kling Street, especially during the A.M. and P.M. peak hours.

Site preparation and mobilization activities at the vent site would require ten construction workers and two dump trucks to haul material. This will result in twenty employee trips and four truck trips per day. No significant queuing is expected on the Route 134 off-ramp as a result of these activities; in fact the possible congestion of the Route 134 off-ramp will be reduced. The intersection of Lankershim Boulevard and Vineland Avenue is not expected to be significantly affected. Vineland Avenue is a divided six-

lane roadway with access to Route 134.

Phase III - Installation of Deck.

This phase of the project will require fifteen construction workers, two dump trucks to haul material away, and four flat bed trucks. This will result in thirty employee trips and twelve truck trips during the night. During this phase, the segment of Lankershim Boulevard between Route 134 and Kling Street will be entirely closed to traffic for four to six nights between 9:00 P.M. and 6:00 A.M. Since this activity will occur at off-peak hours, no significant impacts are expected to occur at the surrounding intersections.

Phase IV - Construction of the Shaft.

Construction of the shaft will require ten construction workers, ten dump trucks and one flat bed truck. This will result in twenty employee trips and twenty-two truck trips per day. No street closures will occur in this phase of the project since most of the construction activity will take place below the decking. The construction employee trips on Lankershim Boulevard, and surrounding roadways and intersections will be minimal since the majority of these trips will be generated at off-peak hours of the day, and the same trips would have occurred under the original project. The construction truck trips will have an insignificant effect on the A.M. and P.M. peak hour traffic volumes.

Phase V - Construction of the Appendages.

This phase of the project will require ten construction workers, ten dump trucks, and one flat bed truck. This will result in twenty employee trips and twenty-two truck trips per day. No street closures will occur during this phase since most of the construction activity will take place below the decking. The construction employee trips on Lankershim Boulevard, and surrounding roadways and intersections will be minimal and no significant effects on the A.M. and P.M. peak hour traffic volumes are expected.

Phase VI - Removal of the Deck.

This phase will require removal of the deck and backfilling of the construction area. The traffic impacts will be similar to those of Phase III where work is performed on one side of the street requiring closure of one through lane. This activity will require closure of Lankershim Boulevard for four to six nights between Route 134 and Kling Street. Traffic at this time will be detoured on Vineland Avenue which has access to Route 134. Since this activity will occur at off-peak hours, no significant impacts are expected to occur at the surrounding intersections.

Transit

The major transit line in the project area runs along Lankershim Boulevard. This route is operated by MTA bus numbers 96, 97, and 412. Project construction activity will not require re-routing of these lines during the day since traffic lanes will still be accessible during the construction period. However, the closure of the street for four to six nights between 9:00 P.M. and 6:00 A.M. will require re-routing of the bus lines onto Vineland Avenue during that period. This detour is not expected to significantly affect patronage or create delays to the bus operations. The nearest bus stop is approximately one block north of Hortense Street East, and will not be affected by the construction activity. There are no transit routes along Hortense or Kling Streets.

Parking

The stretch of Lankershim Boulevard between Route 134 and Kling Street has two-hour metered parking on both sides of the street. Closure of the right lane on either side of the street during Phases I, II, III, and VI will result in temporary loss of fourteen spaces on the east side and fifteen spaces on the west side of Lankershim Boulevard. This loss is not expected to be significant since on-street parking is allowed on Hortense and Kling Streets. In addition, customer parking is also available at the Mazda, Hyundai and Toyota auto dealerships in the area. The affect on the overall parking availability in the area will be insignificant. Parking for construction workers will be arranged by the contractor.

Mitigation Measures

The level of operation along this segment of Lankershim Boulevard will not be impacted any differently than it would at the original location. The impacts described above are the same type of impacts as were described in the SEIS/SEIR for construction. They have been moved a few blocks to the north by the relocation of the vent shaft. There is therefore, no significant environmental impact that has not already been described in the project environmental documents.

The minor transportation impacts described for Phases I - VI will be mitigated by implementation of the adopted mitigation measures described in the Final SEIS/SEIR in addition to the mitigation measures recommended in Section 3.

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 noise level by more than 5 dBA. The project specifications require that the most stringent of the given noise limits 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 5, 1993, and noting the land use type of the nearby noise sensitive receptors, the limits for each location can be obtained.

Table 1 of this report gives the receptor noise limits. With the exception of the residential complex, these limits apply 24 hours per day. These limits are based on project noise limits which appear to be the most stringent.

Table 1.
Noise Limits for Nearby Locations

Location Name	Approximate Distance, Ft.	Hourly Noise Limit, Lmax in dBA
Mazda of N. Hollywood (Car Dealer)	30	70
Office Complex	35	70
Le Petit Chateau (Restaurant)	40	70
Closest Residential Complex on Hortense Street (east)	340	65/551
Closest Residential Complex on Hortense Street (west)	50	65/551
Precision Die Engravers (Business)	150	70
Universal City Hyundai, Oldsmobile, and Subaru (Car Dealer)	40	70

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

Construction Activities

The construction period would require at least 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 Section 3.

Traffic Noise

No significant traffic volume increase would occur along truck haul routes for construction activities (refer to Section 2.2, Traffic). 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

No vibration impacts would occur during the installation of soldier piles.

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. In addition, mitigation measures suggested in the FEIR/FEIS will be implemented. 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. Application of vibration mitigation measures, as stated in Section 3, would reduce impacts to a level of insignificance.

2.3 Other Impact Areas

Relocating the vent shaft from the Ventura Freeway off-ramp at Lankershim Boulevard to near the intersection of Lankershim Boulevard and Hortense Street 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 vent shaft construction. Groundwater should not be affected either, as it lies below the level of the vent shaft. Therefore, mitigation measures are not required.

Air Quality

Air quality impacts were analyzed in the 1989 Final SEIS/SEIR for the original vent shaft location at Ventura Freeway off-ramp. With the relocation, no new impacts are anticipated beyond those described in the 1989 Final SEIS/SEIR.

Social and Community

The community's cohesion and accessibility of neighborhoods as analyzed in the SEIS/SEIR will be unaffected by the construction of the vent shaft proposed in this Addendum.

Safety and Security

The relocation of the vent shaft would reduce the impacts to freeway access during the period of construction, therefore project would result in fewer impacts than those discussed in the SEIS/SEIR.

Aesthetics

Relocation of the vent shaft will not impact aesthetics beyond those discussed in the SEIS/SEIR.

Energy

The equipment required for construction of the vent shaft is discussed in Section 1 of this Addendum. Diesel fuel would be required to operate the on-site equipment and to power trucks hauling materials off-site. The energy impacts are same as for the original site addressed in the SEIS/SEIR.

Biological Resources

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

Electromagnetic Emissions

Although electric hook ups would be installed at the site, the relocation of the vent shaft would result in no additional impacts to electromagnetic emissions over those described in the Final SEIS/SEIR.

Cultural Resources

The proposed relocation of the vent shaft does not involve any structures, sites, or objects of historic, architectural or cultural significance. The Project Archaeologist will monitor surface disturbance for signs of cultural resources. A Paleontologist will spot check the excavation for fossils.

Cummulative Impacts

The proposed changes does not cause any cummulative impacts but it reduces the traffic circulation impacts associated with the construction of the ventilation shaft at the original site.

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 will be implemented:

Transportation:

- Follow the Worksite Traffic Control Plan to be developed in coordination with Los Angeles Department of Transportation.
- Maintain access to adjacent businesses and residences throughout the construction period.
- Provide signs and notices informing the residents and business owners in the neighborhood about the construction schedule.
- Provide early warning detour signs at the intersection of Lankershim and Vineland several days prior to the street closure.

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 current allowable 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.
- Avoid dropping of materials and prevent equipment from impacting or thumping the ground near to or at the car dealerships and the office complex.

These and other measures are contained in the contract specifications under Section 01566, Pollution Controls.

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.

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.

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.

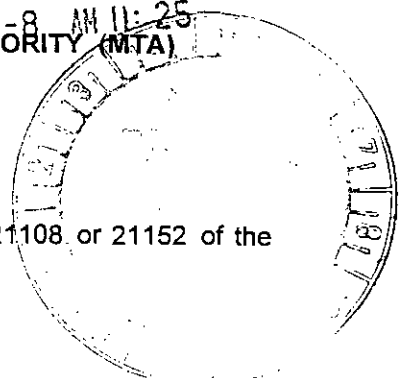
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NOTICE OF DETERMINATION L.A.C.M.T.A.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

1994 APR - 8 AM 11:25



TO: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, California 95814

SUBJECT: Filing of a Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

PROJECT TITLE AND STATE CLEARINGHOUSE NUMBER:

Los Angeles County Metropolitan Transportation Authority (MTA), Los Angeles Rail Rapid Transit Project (Metro Rail) for the Relocation of Midline Vent Shaft on Hortense Street, Addendum to the 1989 Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report. SCH# 91111074

LEAD AGENCY CONTACT PERSON AND TELEPHONE NUMBER:

James L. Sowell, Manager of Environmental Compliance, MTA, (213) 244-6730

PROJECT LOCATION:

The proposed site for the relocation of the vent shaft is at the intersection of Lankershim Boulevard and Hortense Street in North Hollywood.

PROJECT DESCRIPTION:

The project involves relocation of the Metro Rail Vent Shaft currently planned to be adjacent to the Lankershim Boulevard exit of the northbound Route 134 in the community of North Hollywood. This is to advise that the Los Angeles County Metropolitan Transportation Authority has approved the above described project on March 23, 1994 and has made the following determinations regarding the project:

1. The project will not have a significant effect on the environment.
2. An Addendum to the 1989 Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A Statement of Overriding Considerations was not adopted for this project.

This is to certify that the Addendum to the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and the record of project approval are available to the general public at the following location:

Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street, 5th Floor Library
Los Angeles, CA 90017

DATE RECEIVED FOR FILING AND POSTING AT OPR:

John Williams
Signed: Los Angeles County Metropolitan Transportation Authority

3/24/94
Date

