

**Board Report**

File #: 2015-1601, **File Type:** Project**Agenda Number:** 30.

**CONSTRUCTION COMMITTEE
NOVEMBER 19, 2015****SUBJECT: WESTSIDE PURPLE LINE EXTENSION PROJECT - SECTION 2****ACTION: APPROVE MINOR CHANGES TO WESTSIDE PURPLE LINE EXTENSION,
SECTION 2 AND CEQA ADDENDUM****RECOMMENDATION**

APPROVING AND ADOPTING project definition changes, CEQA Addendum and Findings and authorize staff to file a Notice of Determination on the Addendum for the **Westside Purple Line Extension Project - Section 2**.

ISSUE

On May 24, 2012, the Metro Board certified the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Westside Purple line extension from Wilshire Western to Westwood/VA and approved the Project Definition, and adopted Findings of Fact and a Statement of Overriding Considerations under CEQA. Subsequently, due to a proposed commercial development at the corner of Avenue of the Stars and Constellation Boulevard (section 2), the selected construction staging area in Scenario A (Area 1) can no longer be used for the project. Instead, the construction staging areas identified in the Final EIS/EIR as part of Scenario B sites (Area 2 and Area 3) will be used. The station entrance location will remain in the original location at the northeast corner of Constellation Boulevard and Avenue of the Stars (Area 1), and will be incorporated into future developments to be constructed at this location.

In addition, the existing Metro bus layover site on the southeast corner of Century Park West and Constellation Boulevard will be used for the storage of construction materials and parking of construction equipment during the construction period. To offset the loss of the bus layover site, a temporary bus layover site will be constructed in the median of Santa Monica Boulevard.

Pursuant to CEQA Guidelines Section 15164, Metro analyzed potential environmental impacts of the construction area changes and concluded that an addendum would be appropriate. The Addendum

concludes that none of the changes associated with the change in construction staging areas represent substantial changes to the project, result in new significant impacts, or result in previously identified significant effects becoming substantially more severe than shown in the EIS/EIR.

DISCUSSION

As part of the approved project, Scenario A, as identified in the approved EIS/EIR, with the Century City Constellation Station entrance and approximately 5.5 acre construction staging and laydown area at the northeast corner of Constellation Boulevard and Avenue of the Stars (Area 1) was included in the adopted project. Scenario A had sufficient space available for a tunnel excavation operation, construction staging, parking, storage and other work areas. Due to a proposed commercial development at this site, the selected construction staging area can no longer be used for the project. Instead, the staging areas identified in the EIS/EIR as part of Scenario B will be used. The Scenario B sites (Area 2 and Area 3) include two locations along Century Park East and require approved full acquisition of 1940 Century Park East, and 1950 Century Park East as identified previously in the EIS/EIR. Additionally, a temporary construction easement may be used along the property at 2010 Century Park East (AT&T Building) for placement of a conveyor system between Staging Areas 2 and 3.

A portion (less than 0.25 acres) of Area 1 will be required for construction of the station entrance which is to remain in the original location at the northeast corner of Constellation Boulevard and Avenue of the Stars and will be incorporated into future development to be constructed at this location. Metro will coordinate with the developer regarding the station entrance. If the site is not developed at the start of the Constellation Station Construction, it is possible that more than 0.25 acres of Area 1 will be used for construction activities.

Additionally, changes in the scenarios for construction staging have prompted the following adjustments:

- The tunnel boring machine (TBM) will be lowered into the station excavation along Constellation Boulevard. This will require a six-month full closure of approximately 200 feet of the eastern end of Constellation Boulevard between Century Park East and the first driveway on the north side of the street.
- Installation of a new tunnel access shaft and conveyor in Area 2. A vertical access shaft, up to 80 feet in diameter will be constructed to provide access to the tunnel heading for workers and materials and to remove excavated material from the tunnel.
- Operation of an inpatient long-term rehabilitation facility adjacent to construction staging Area 3. Immediately south of staging Area 3, a former physician-run hospital is being remodeled to become a new inpatient rehabilitation facility with a tentative opening date of March 2016. The nine story rehabilitation facility was not in operation at the time of the EIS/EIR certification,

therefore, the analysis of the adjacent construction staging area did not assess potential noise, air quality, dust, light, and visual impacts to an inpatient medical facility. Construction Area 3 will be primarily used for the temporary storage of excavated material which will be hauled away for off-site disposal, as well as storage of materials and equipment required for tunnel and station construction, and for the design-build contractor's office, maintenance shops, and parking.

- Use of existing Metro bus layover area for construction material storage. A material storage area will be placed at the existing 0.3 acre Metro bus layover site on the southeast corner of Century Park West and Constellation Boulevard (Area 5). There will be no ground disturbing activity at the site other than for the installation and removal of soundwalls, and for removal and restoration of curbs and landscaping.
- Temporary bus layover on Santa Monica Boulevard. Due to the use of the existing Metro bus layover site (Area 5), a new temporary bus layover approximately 250 feet long and 12 feet wide will provide parking for up to five buses in the median of Santa Monica Boulevard between Avenue of the Stars and Century Park East (see Figure 4). The layover zone will be located in the landscaped median between the eastbound lanes of Santa Monica Boulevard and a dedicated bus lane, and will be in use for approximately seven years. Also included will be restroom facilities for Metro bus operators.
- Ventilation/Exhaust Structures into the Westfield Century City Property. Metro will require temporary and permanent easements in the Westfield Century City mall property for the purpose of constructing ventilation ducts to service the subway.
- Elimination of train cross-over at Wilshire/Rodeo Station. After an operational analysis was performed to verify that the train cross-over east of the Wilshire/Rodeo Station could be eliminated while maintaining operational requirements for the Westside Subway Extension Project, Section 2, the Metro Board, at its, September 2014 Board meeting approved the elimination of the cross-over. This action will result in significant shortening of the underground station, thus reducing construction costs and impacts to traffic and disruption to the surrounding streets and businesses.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards.

FINANCIAL IMPACT

Together, all the changes described in the Addendum will not increase the cost of the Project.

NEXT STEPS

Staff will prepare an amendment to the RFP for Westside Purple Line Extension, Section 2 that will include all necessary design specifications, and mitigation measures to minimize impacts.

ATTACHMENTS

Attachment A - Addendum to the Final Environmental Impact Report/Westside Subway Extension
<[http://libraryarchives.metro.net/DB Attachments/151106 Attachment A Addendum FEIR with Appendices.pdf](http://libraryarchives.metro.net/DB_Attachments/151106_Attachment_A_Addendum_FEIR_with_Appendices.pdf)>

Attachment B - Notice of Determination

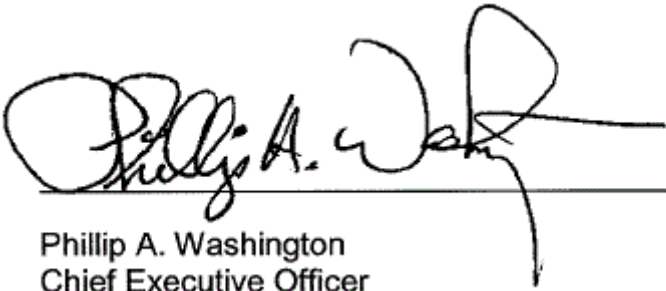
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