

Individual (G-M) Comments and Responses

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From: [Gabbai, Joseph](#)
 To: [Westside Extension](#)
 Cc: [Goldman, Kenneth A.](#)
 Subject: Century City Station/Beverly Hills Route
 Date: Thursday, October 14, 2010 6:12:47 PM

535-1

I strongly oppose tunneling under the houses in Beverly Hills and the Beverly Hills High School and placing the station on Constellation. No engineer or consultant can guarantee 100% that there will be no damage or adverse effect on our homes and schools as a result of the tunneling and future operation of the subway. Nobody should have the right to play Russian Roulette with our homes, which for most of us is the single biggest asset we own. Beverly Hills homeowners and students should not have to pay with their property values and risk to their health and the health and welfare of their kids just because you want to save a few bucks. It's unconscionable.

The subway route should be under Wilshire Blvd. and then south under Santa Monica Blvd., with the station on SM Blvd.

Joseph Gabbai
Beverly Hills, CA

535-1

Your comment regarding the location of the Century City Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

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The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

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earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

535-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

Your comment regarding property values has been noted.

Since the LPA will improve transit service in the Study Area, research suggests that it is likely that properties within walking distance of the stations will realize value premiums over similar properties that are farther away. Based on studies of other regions with transit systems (i.e., San Francisco, San Diego, and San Jose, California; New York, New York; and Portland, Oregon), an average home price increase of 6.4 percent within one-half mile of each transit station may be experienced. Although most studies on real estate value impacts from transit show increases in value, they cannot explicitly isolate transit benefits from other market forces that affect real estate values.

Value increases within proximity of a transit station are realized in sales price as well as rent premiums. For residential properties, these increases resulted from potential commute or recreational travel time savings and associated vehicle cost reductions (including both reduced mileage as well as a reduction in the number of cars owned by the household).

Negative impacts on property values from transit (termed "nuisance" effects) also can occur. Measurable noise impacts from vehicles, increased foot traffic, adjacent structures, transit-associated parking, and increased bus traffic interfacing with transit stations can reduce the desirability of properties near a fixed guideway station. Such nuisance effects will most likely occur in areas where value is not attributed to the accessibility improvements that transit provides. This does not appear likely within the Study Area, as stations are planned for areas that are already densely developed and near major roads and bus routes.

All residents and businesses displaced as a result of the LPA will be given advance written notice and will be informed of their eligibility for relocation assistance and payments under

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the Uniform Relocation Assistance and Real Property Acquisition Policies Act. In areas where the subway operates under private property, Metro will work with the property owner to secure a subsurface easement. The following mitigation measures will be implemented to ensure just compensation for acquisitions and easements:

- CN-1-Relocation Assistance and Compensation
- CN-2-Propose Joint-use Agreements
- CN-3-Compensation for Easements

Please refer to Sections 4.2.2, 4.2.3, and 4.2.4 of this Final EIS/EIR for a discussion of the economic and fiscal impacts of the Project, including property acquisitions and easements. Refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* for a more detailed discussion of property value impacts.

From: GalenCrew@aol.com
 To: [Westside Extension](#)
 Subject: NOT IN FAVOR
 Date: Wednesday, September 29, 2010 12:34:41 AM

To Whom It May Concern,

122-1

We are not in favor of the Constellation Station in Century City, as drilling and construction would run under Beverly Hills High School. We urge you to use the original plan that incorporated Santa Monica Blvd for the Westside expansion of the subway.

The safety of our children must come first!

Jodi Galen

122-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

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From: Sarah
 To: [Westside Extension](#)
 Cc: sgallop100@aol.com
 Subject: DON'T DRILL UNDER OUR SCHOOLS!!!
 Date: Tuesday, October 05, 2010 8:40:53 AM

Dear MTA:

289-1

Please consider our community before building your subway. Please consider the hundreds of Beverly Hills High School students and teachers who will be put at risk from bad air quality from the methane gas pockets that exist below the surface of the high school grounds. Please consider that you will be putting a leash on the expansion that can be planned for improving the High School with bond money. Please consider the number of residents who will be infuriated should you decide to tunnel under their homes. An article in today's New York Times describes the unforeseen problems that have occurred as a result of expanding the Second Avenue Subway. I can only imagine the devastation caused when a unexpected tragedy happens in such a highly populated area.

Thank you,

Sarah Gallop
 Beverly Hills Resident
 Executive Board Member Beverly High School PTA

289-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

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From: Sarah [sgallop100@aol.com]
 To: Westside Extension
 Sent: Mon 10/11/2010 10:31 AM
 Subject: SUBWAY

Dear MTA,

351-1

This city is currently facing a serious crisis. The residents of Beverly Hills, the students at Beverly High and at Good Shepherd School who represent the future of our country, and the teachers and administrators who have dedicated their lives to educating our youth are at risk. The reasons to oppose this route are well known at this point-- from dangerous methane gas pockets to risks of tragic accidents--and I won't go into them here. A subway drilled underneath southwest residential homes and our historic high school is simply unacceptable.

I strongly urge you to make the responsible decision. No ethical professional should support the proposed outrageous route change. Please listen to the voices of a united community and act now to save our quality of life.

Thank you.

Sarah Gallop

Executive Board Member, El Rodeo and Beverly Hills High School

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Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

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664-1 |

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Anthony E. Gallucci
Bus Riders Union

Name: *Anthony E. Gallucci*
 Address: *535 West Beverly Blvd*
 Email: *agallucci@busriders.org*

Sincerely,
Anthony E. Gallucci
 Signature

Business or organization: _____

664-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

664-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #766 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Fernando
Last Name : Garcia
Group Affiliation : BRU
Submission Content :

766-1

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : I support TSM to benefit all Metro riders.
fernando.garcia.pdf (460 kb)

766-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.


Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rápido y servicio de autobuses locales en la area de estudio del bulevar de tránsito extensión al oeste."

Yo apoyo el plan TSM por el beneficio de los usuarios de Metro.

Sinceramente, 

Nombre: Fernando Garcia

Dirección: 132.5 Westmoreland #5

Negocio/organización: _____

Firma _____

Correo electrónico: _____

766-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: Robert GARIN
Organization/Organización: Self
Address/Dirección: 186 N. Crescent Dr. Beverly Hills 90210
Tel: (619) 917 8187
Email: robertgarin@hotmail.com

Meeting Venue: [X] LACMA [] WeHo [] Santa Monica [] Beverly Hills [] Westwood

- 12-1 1) Being a resident in Beverly Hills who uses the 720 Rapid daily to get to and from work downtown, I cannot wait to see the Westside Extension constructed and operating as far West as possible
12-2 2) The Constellation alignment makes much more sense as it financially serves the center of Century City (rather than the edge. The Santa Monica alignment would imply an additional 1/4 to 1/2 mile walking distance on average for customers).

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You may submit your comments by:



- > Email to: westsideextension@metro.net
> US Mail to: David Mieger, Project Manager, One Gateway Plaza, 99-22-2 Los Angeles, CA, 90012
> Visiting our website metro.net/westside and clicking on "contact us"
> Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
> Submit written comments at a public hearing

12-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). This alternative is the longest alignment that is affordable with available funds. In selecting a route, Metro considered several factors, including ridership, user benefits, travel time, capital costs, performance characteristics, and environmental impacts. If the LPA is approved for implementation by the Metro Board, the LPA will be designed so as not to preclude future westward extension.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

12-2

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

12-2

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #794 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Marisol
Last Name : Garrido
Group Affiliation : BRU

794-1 | **Submission Content :** As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : Don't eliminate Metro Rapid.
marisol.garrido.pdf (456 kb)

794-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de transito extensión al oeste."

Si no gusta el metro Rapid

Sinceramente,
Mansol Garrido
 Firma

Nombre: *Mansol Garrido*
 Dirección: *349 S Rampart Blvd # 302*
 Negocio/organización: *Mary Kay*
 Correo electrónico: *MansolGarrido.YS*

794-1


beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

679-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I support the TSM Alternative for better bus services.

Sincerely,

 Signature

Name: Joanna Gaspar
 Address: 214 S. Westlake Ave #107 LA CA 90024
 Email: jgasparjoanna@gmail.com
 Business or organization: Bus Riders Union

679-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

679-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #479 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Muriel
Last Name : Gemeiner
Group Affiliation : Home owner
Submission Content : I strongly urge Metro to select the CONSTELLATION AT AVENUE OF THE STARS location for a subway station. It is the logical choice as it is in the center of Commerce and will do less to disrupt our neighborhood.

479-1

479-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

479-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #388 DETAIL

Status : Submission Summarized
Record Date : 10/13/2010
Submission Date : 10/13/2010
First Name : Amy
Last Name : Gerber
Group Affiliation : Wells Fargo Bank
Submission Content :

388-1

I fully support the westside subway extension, and favor an alternative that includes a stop west of the 405 freeway for those of us working in Brentwood. This is something the people of the city greatly need, and will change the way Los Angeles operates for the better. I spend an hour in traffic each way every day commuting to work, just from near downtown, and every day it seems to get more congested. This would provide fast affordable transportation for many low income workers commuting from the eastside as well. The traffic problems are only going to get worse over the years if this problem isn't handled promptly. Please consider all the workers who commute to Westwood, Brentwood, and Santa Monica each and every day for the many job opportunities that exist there. Thank you!

388-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #385 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name : scott
Last Name : gillanders
Group Affiliation :
Submission Content :

385-1

As a native CA resident and now frequent visitor to LA, I rely on public transit for my visits. The Pink line connection must be included in the long range plan for MTA; connecting the high density housing of Hollywood/WeHo and the walkability of BH is imperative; dont make a huge mistake by neglecting to acknowledge the constituents that OVERWHELMINGLY passed measure R. I urge you to maintain the pink line connector to ensure the ability to build Heavy Rail through the SM/Hollywood/WeHo corridor. Thank you.

385-1

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

From: Roginsburg@apl.com
 To: [Westside Extension](#)
 Subject: Metro route through Beverly Hills
 Date: Monday, October 11, 2010 10:59:09 PM

413-1 | As a homeowner, parent, grandparent, Commissioner, and educator in this community, I must register my deepest concerns about the impending decision surrounding the proposed route(s) for the subway. While I understand the imperative of extending the subway to connect through and beyond our city, I do not understand how the argument has become weighted in favor of the south route for this purpose.

413-2 | Because numerous arguments against this decision have been eloquently conveyed both orally and in writing in a variety of venues, I will not attempt to restate those points of view in this message. My purpose in sending this communication is to implore those in whose hands will rest the final decision to search their minds and their consciences to determine the route that will, to the best of anyone's ability to ascertain, decrease the risk of hazard of any kind, and protect the safety -- both short term and long term -- of the citizens of this city.

While it is important to look ahead to the ultimate result at the conclusion of the construction process, one cannot overlook the impact of the very long period of construction, itself: That will be the equivalent of an entire school generation. One must consider the traffic, access and egress, noise and pollution, as well as the potential for unanticipated hazards, both natural and those that result from the building process itself, when determining the optimal route for this project.

413-3 | Many suggestions have been suggested to offset the 2 block differential that would exist if the subway stop were on Santa Monica Blvd., instead. These suggestions deserve in-depth consideration, not just a polite nod, and many others should be explored. Having recently taken an extensive Subway tour of many stations in Los Angeles, it is clear that some are placed more immediately on the doorsteps of specific sites than others. We need to look at the big picture here, and not overly focus on only one stop as though it were the first, last, and only stop in a complex network.

The citizens have spoken. They are speaking from points of view that are neither narrow nor selfish. Our residents comprise a thoughtful community who not only care about quality of life issues for themselves, but who are invested in and committed to creating and preserving the highest level of quality living for others as well. A review of civic involvement and philanthropic participation of the citizens of this community are testimony to that truth. In that spirit, they have spoken, and it is in that same spirit that I ask your careful consideration so that your final decision will reflect that you have listened and that you have heard.

Respectfully,
 Rochelle Ginsburg
 422 South Camden Drive
 Beverly Hills, CA 90212

413-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

413-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

413-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

413-2

Your comments about construction impacts have been noted.

The subway tunnels will be built using "Earth Pressure Balance" tunnel boring machines. Most of the tunneling happens completely below ground with little if any noticeable impact on the surface. Subway stations are built by excavating the site or the "station box" and then building the station below ground. If the station is built under a street, it is covered over with concrete decking during construction to allow traffic to continue to flow overhead. Traffic would be disrupted at the beginning of station construction to allow for initial excavation and installation of the concrete decking, and again at the end to remove the decking and reconstruct the street. Section 3.8, Section 4.15, and Appendix E of this Final EIS/EIR describe the construction process in detail.

Impacts of construction and potential mitigation measures were further evaluated in the Final EIS/EIR. Typical impacts that would occur during construction include temporary lane or roadway closures (to install decking over station areas or for temporary placement of construction equipment or materials), removal and hauling of earth from tunneling and station excavation, construction traffic and parking, potential detours to reach businesses or residences, and noise and air quality impacts. Mitigation measures will be implemented to reduce the intensity and inconvenience of these impacts. However, some impacts will remain significant and unavoidable during construction, including traffic, noise and air quality emission impacts.

As with other construction projects, Metro will work to minimize those impacts on businesses, residents, and property owners. Mitigation measures will encompass ensuring that the decking is flush with the street, locating earth removal sites near major streets and freeways, specifying haul routes, closing lanes for deck placement or removal during off-peak traffic periods, etc. Improved communications, including signage and advertising, are typically employed to help maintain access to businesses. In addition, Metro has established procedures to document existing conditions at properties along the subway construction alignment in advance of construction to accurately assess and address any damage claims that may arise.

Refer to Sections 3.8 and 4.15 of the Final EIS/EIR for an analysis of construction impacts and mitigation measures, and Appendix E for more discussion on subway construction methods.

413-3

Your comment regarding the location of the Century City Station and station access/ridership projections has been noted.

During preparation of the Final EIS/EIR, the ridership model from the Draft EIS/EIR was further refined to assess the LPA and incorporate any changes between the Draft EIS/EIR

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and the Final EIS/EIR. More than ten model runs were conducted to respond to changes, perform additional analysis, and answer questions that were raised during the project development process in the Final EIS/EIR phase. The main types of refinement included feeder bus service, balanced headways and some coding refinement, to determine what changes should be included in the Final EIS/EIR model runs. The refined model predicted boardings along the new Westside Subway Extension stations are approximately 49,300 with the Century City Constellation Station, which is about 3,350 more than the predicted 45,986 boardings with the Century City Santa Monica Station. The main difference in boardings at the Century City Station is the increased walk access trips in the Constellation Station over the Santa Monica Station. The walking time between the TAZ 738 (Century City)'s centroid node and the Century City subway station is 3 minutes in the Constellation Option and 13 minutes in the Santa Monica Option. The number of jobs and jobs per square mile in the ¼ mile and ½ mile area around the Century City Stations is much higher in the Constellation Option than in the Santa Monica Option.

In addition to the refined ridership model, a supplemental ridership study was prepared to evaluate the relative accessibility of the Century City Station locations to surrounding commercial and residential development within a 1/2-mile walking distance. This data was then used to estimate the number of Westside Subway Extension riders who would walk to and from the stations. It should be noted that these ridership projections only consider those riders who walk to the station and these projections are intended to supplement the ridership forecasts. This analysis concluded that the Century City Constellation Boulevard Station attracts more Westside Subway riders compared to the station location along Santa Monica Boulevard. Based on both existing and projected future development in Century City, the Constellation Station has the highest concentration of jobs and residents within the critical 600-foot and 1/4-mile walksheds. As a consequence, the 14,005 riders estimated to walk to the Century City Station along Constellation Boulevard is approximately 72% greater than the approximately 8,145 riders expected to walk to the Santa Monica Boulevard Station. The Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #565 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Elan
Last Name : Glasser
Group Affiliation :
Submission Content :

I am a strong supporter of the proposed subway extension, all the way to Santa Monica. If this subway existed today, I would ride it regularly.

I urge the MTA board to support the options that bring the subway all the way to Santa Monica. There is widespread voter support for this as evidenced by the 2/3 vote for measure R, which was widely viewed as the "subway to the sea" measure.

Building a purple line that stops in Westwood is a half-measure, similar to the half line that exists today from downtown to Western. In traffic, Westwood is a 20-45 minute drive from Santa Monica. Commuters are not likely to make that trip and then get on the train in Westwood. I would not. Even a drive to the VA, which is closer, can take 15 or more minutes from downtown Santa Monica. The idea here is for a solution, not another half-measure.

Even if current funding sources don't permit a full extension, I urge the board to move ahead with plans and studies to have the line go all the way to the sea. If the board shows the vision, the money from various levels of government will follow.

Furthermore, since there is widespread voter support for a full extension to Santa Monica, bond measures are an additional possibility for funding.

I urge the board to adopt Alternative 5 with both Santa Monica and West Hollywood lines. At a minimum, please keep this option open as a consideration.

A subway line to Santa Monica, will not only benefit westside residents, it will benefit those who work in the area, or anyone in LA county who visits the beach.

Furthermore, in the future, the board should consider linking a line from Santa Monica, along Lincoln Blvd directly to LAX, with stops in Santa Monica, Venice, Marina del Rey and Playa Vista.

Please do the right thing and build a subway all the way to the sea!

565-1

565-1

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #531 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : oliver
Last Name : goldsmith
Group Affiliation :

531-1

Submission Content : I hope you choose Constellation/Ave stars site and not the one on Santa Monica Blvd
 It seems to me that central site is most suitable to century city business, etc.

531-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

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Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Jacob Goldstein](#)
 To: [Westside Extension](#)
 Subject: Public Comments
 Date: Monday, October 11, 2010 2:38:44 PM

Dear Metro,

397-1 | The subway extension to Century City may enable would be criminals into Beverly Hills. The mind of a criminal is a bit opportunistic, and they may be somewhere in downtown and see that Beverly Hills/Century City is now a stop, and think about doing a home invasion robbery.

I would like it if you can amp up the security on the subways, perhaps make it mandatory to show your paid metro card as you leave the Century City exit, this way at least we know they paid their fare and may be law obiding. Increase the outfitted police at the station in order to scare off would be criminals.

Lets face it, we know that I'm right, and I would rather not have a subway here, if you can't provide some sort of protection, and stop criminals planning on going into Beverly Hills to commit crime.

397-2 | In addition to preventing crime, I would like to discuss the route. I believe you will be tunneling through oil fields under the Beverly Hills High School. Please consider relocating the classes into hotels while digging because I fear the fumes may become toxic and cause Cancer for many people.

I would like you to investigate my suggestions and do a crime report and medical report, and based on your findings make responsible decisions. I don't want a subway here if it means any kids get cancer or if anyone gets robbed.

Jacob Goldstein

397-1

Your comment on security measures has been noted. Metro continues to work through its Transit Services Bureau (TSB) with the local law enforcement agencies from the jurisdictions that host the Metro system to reduce crime risk to its passengers, employees, and communities at and near Metro properties. Crime information reported to Metro and local law enforcement agencies are available through city and county law enforcement agencies.

Operationally, the TSB and designated Metro staff are working to identify future resources and other security requirements for the proposed stations along the subway extension. The Metro TSB will evaluate their resources to identify appropriate staffing levels for the subway extension as stations are designed, built, and opened for service. To determine the most effective security design for stations and the extended system, a security assessment to identify potential vulnerabilities will be performed. Typically, the assessment will be developed based on crime report information from Metro, local law enforcement agencies, and various other vulnerability information. These and other assessment findings will be analyzed and used by Metro to develop the most effective security protection measures for each station along the subway extension.

Metro is currently testing Tap Gating at some station locations along the current subway to determine fare evasion rates. If fare evasion rates are found to be high, the Metro Board could implement turnstiles or other physical devices that would require proof of valid payment before entering or exiting the subway system.

397-2

Your comment regarding in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities

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and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements.

Tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling. Tunnels, through known oil well fields, have been safely constructed with no adverse incidents with either hazardous gas or oil casings. In recent Los Angeles tunneling history, there have been no oil well incidents related to tunneling, and oil well casings have been safely removed and re-abandoned.

During the Draft EIS/EIR, known oil fields and documented active or abandoned oil wells were identified from published oil well maps. Table 4-45 in the Draft EIS/EIR identifies oil wells (abandoned and active) that may be located within 100 feet of the proposed tunnel or station, as well as those that may be located within the proposed tunnel alignment. The oil fields themselves are much deeper than the potential subway tunnels. Shafts for existing active and abandoned oil wells have been mapped in the vicinity of the project alignment along with other utilities such as sewer, water, gas, and electric lines.

During the preparation of the Final EIS/EIR, a comprehensive study of all available information found that there was one mapped abandoned oil well within the proposed tunnel alignment. According to the state's records, the location of this well is beneath a parking structure on Century Park East and does not lie within the Beverly Hills High

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School (BHHS) campus. The magnetic survey program indicated that the mapped locations of abandoned oil wells could be inaccurate by 50 to 200 feet.

A geophysical (magnetic) survey was performed on the BHHS campus to detect metal, which would indicate the presence of an abandoned oil well casing. The survey identified only one anomaly on the BHHS campus that is close to the alignment. It is on the west edge of the lacrosse field and is located 5 to 10 feet north of the tunnel envelope. The anomaly may or may not be a well casing, but it will be further investigated and addressed appropriately as described below.

For exploration beneath the BHHS buildings during the next phases of design, horizontal directional drilling (HDD) investigation will be conducted along the alignment at tunnel level. A magnetometer probe survey will be conducted in the drilled hole to detect metal casings so that if found, they can be re-abandoned properly below the tunnel depth prior to tunneling. Moreover, during tunnel construction in Los Angeles, magnetometer surveys have been conducted in probe borings extending in front of the TBM to ensure that obstructions, such as well casings, are detected before they are reached by the TBM. In suspected oil field areas, probing of the tunnel zone will be carried out by HDD either before tunneling or ahead of the face during tunneling. To ensure that these additional studies are conducted, the following mitigation is included in the Final EIS/EIR.

- CON-53-Further Research on Oil Well Locations

With implementation of this mitigation measure, oil wells do not pose a risk to tunneling for the project. Abandoned oil wells have been encountered in the past during tunneling in Los Angeles. Procedures have been developed to evaluate the well conditions and safely re-abandon them. Metro has experienced no gas incidents related to encounters with oil well casings during tunnel excavation on other projects.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile

397-2

walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Please refer to Section 4.8 and Section 4.15 of the Final EIS/EIR for more detailed discussion of oil wells. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

728-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I AM IN SUPPORT OF THE TSM.

Name: Fabio Gomez
 Address: 1412 W. 2nd St. L.A. CA 90026
 Email: GOMZ.FABIO@GMAIL.COM
 Business or organization: CARPENTERS UNION LOCAL 1506

Sincerely,
Fabio Gomez
 Signature

728-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

728-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #817 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Luis
Last Name : Gomez
Group Affiliation : BRU

817-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : I support TSM.
 luis gomez.pdf (446 kb)

817-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

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Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de transito extensión al oeste."

*Yo soy para para de este ms TOP servicio de
Trans parte TS*

Nombre: *Duis Gomez*

Dirección: *38 Vermont Av 1192*

Negocio/organización:

Sinceramente,

Duis Gomez
Firma

Correo electrónico:

817-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #820 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Ranion
Last Name : Gonzalez
Group Affiliation : BRU

820-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : We don't need more rail, but rather more buses and lower rates.
 ranion.gonzalez.pdf (460 kb)

820-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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No necesitamos un sistema de rieles, si no mas bases y tarifas baratas.

Sinceramente: 

Firma

Nombre: Rafael Gonzalez.

Dirección: 710 S. Ford Blvd.

Negocio/organización: Carpinteria.

Correo electrónico: _____

820-1

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COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: <i>JAMES A GOOCH</i>	
Organization/Organización:	
Address/Dirección: <i>308 50. Rodeo Pk, Beverly Hills, CA 90212</i>	
Tel: <i>310 849-3387</i>	Fax:
Email: <i>dx.gooch@aol.com</i>	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

425-1 *I am For construction of the Westside Subway Extension
I am emphatically opposed to the route tunnel
under BHL, homes and schools.
I support the under Santa Monica Blvd route
or Wilshire to Santa Monica B1*

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You may submit your comments by:



- ➔ Email to: westsideextension@metro.net
- > US Mail to: David Mieger, Project Manager, One Gateway Plaza, 99-22-2 Los Angeles, CA, 90012
- > Visiting our website metro.net/westside and clicking on "contact us"
- > Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
- > Submit written comments at a public hearing

425-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

425-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

425-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

COMMENT DEADLINE: OCTOBER 18, 2010

WESTSIDE SUBWAY EXTENSION
Draft EIS/EIR – Public Hearings
Written Comment Form

Name/Nombre: <i>SHIRLEY GOOCH</i>	
Organization/Organización:	
Address/Dirección: <i>308 So. Rodeo Pl., Beverly Hills, CA 90212</i>	
Tel: <i>(310) 271-1749</i>	Fax:
Email: <i>sh.gooch@aol.com</i>	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

658-1 *I am For construction of the Westside Subway Extension
I am emphatically opposed to the route tunnel
under BHL, homes and schools.
I support the under Santa Monica Blvd route
or Wilshire to Santa Monica B/L*

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- Email to: westsideextension@metro.net
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- > Visiting our website metro.net/westside and clicking on "contact us"
- > Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
- > Submit written comments at a public hearing

658-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

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658-1

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674-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor" study area."

Concentrate on Significance Review

Sincerely,

 Signature

Name: DEVIN GOLEY
 Address: 1324 CANNONIER BLVD #7 VV 91607
 Email: _____
 Business or organization: PRU

674-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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674-1

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RECORD #275 DETAIL

Status : Submission Summarized
Record Date : 10/4/2010
Submission Date : 10/4/2010
First Name : John
Last Name : Gove
Group Affiliation :

Submission Content :

I am a life-long resident of the San Gabriel Valley and will use the subway to reach the West Side. I appreciate your hard work and think the DEIR is well considered. I would like to register for public record my opinion on three key design aspects to make sure we don't under-build and shortchange future benefits.

275-1

First, I think the Crenshaw station should be included. Despite the low density of the neighborhood, the proximity to the Western station, and the split support of the local residents, this line should be designed and built to serve the interests of our children and future residents. Attitudes about public rail transit are increasingly favorable among subsequent generations. Considering this trend, the split support among Windsor Square/Hancock Park residents for a Crenshaw stop shows how close we already are to the future where a clear majority of residents in this neighborhood will value the stop. Consider the past. Isn't the present level of support in the neighborhood far greater than when the subway was first proposed 20-25 years ago?

275-2

Second, despite the request of Beverly Hills, the residents of Los Angeles County are better served by a Century City station at Constellation. The projections confirm this as does simple observation of the alternative at Santa Monica Boulevard. The latter has over one quarter of its 1/2 mile service radius occupied by a golf course. With the slight move south to Constellation, Century City becomes maximally accessible. The concerns about tunneling under homes and "sensitive" properties in Beverly Hills are scientifically and demonstrably unfounded. Please do not bend to the politicization of this station's design. It is Beverly Hills council members going against experts and experience in order to build goodwill with their constituents for future campaigning. Ask anyone outside Beverly Hills, and this seems to be a no-brainer.

275-3

Third, I prefer to build the whole thing to the sea with the West Hollywood line, alternative 5. It is a good investment that will create great return over the next 100 years. However, I understand the Metro board will not select any alternative outside its Long Range Transportation Plan adopted not too long ago. I reluctantly request in lieu of alternative 5 to build Alternative 1. Stop at UCLA before we take a misstep and build at the VA Hospital. On the surface a VA stop appears to seem practical with patients as riders, surface parking west of the 405, and a potential connection to a 405 transit line. In reality, these apparent benefits don't pan out as positively. A VA stop has no potential for Transit Oriented Development and in fact necessitates increased auto traffic along the already congested Wilshire for riders just to access the station. It is a supremely un-pedestrian-friendly station proposal. The perfectly suited intersection at Barrington is foolishly eliminated as a stop despite being densely populated with jobs and residents. Yes, Barrington is close to Bundy, but splitting the demand between these two stations still exceeds ridership for other stops proposed in Santa Monica. Additionally, the phantom 405 line, though funded by Measure R, is decades away unless 30/10 gets finalized. Regardless of 30/10, the proposed connectivity to a 405 line is misleading, especially since no Early Scoping or Alternatives Analysis has even commenced on said line to determine if engineering constraints and ridership projections would dictate that the 405 line even route near the VA. We shouldn't spend millions of dollars to build a glorified Park n' Ride, supported with such vapid potentialities at the expense of very tangible missed opportunities.

Thank you for your hard work and excellent community outreach.

Sincerely,
John Gove

275-1

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

275-2

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the

275-2

West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

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Your support for Alternative 1 (Westwood/UCLA Extension) has been noted and your opposition to the Westwood/VA Hospital Station location has been noted. On October 28, 2010, the Metro Board approved Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively. During the Draft EIS/EIR scoping, the public suggested that an additional station should be provided west of I-405 because of the large distance between a Westwood/UCLA and a Wilshire/Bundy Station,

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as well as a desire to serve communities west of the I-405 more effectively. In response, five proposed stations west of I-405 were studied—two at Westwood/VA Hospital (one north of Wilshire and one south of Wilshire), Wilshire/Federal, Wilshire/Barrington, and Wilshire/Bundy. In analyzing the proposed stations, the potential to serve as a terminus station was an important consideration. In addition, all of the stations except for the stations at Westwood/VA Hospital are located too far west to be funded as part of Measure R and beyond the adopted LRTP.

The Wilshire/Federal Station would have been located on a site currently used by the U.S. Army Reserve, and the site was determined to be too small to accommodate the subway station without impacting adjacent historic homes in the VA property. From an engineering perspective, this also would have been a challenging site to construct a subway station because of the sharp curve of Wilshire Boulevard. Therefore, the Wilshire/Federal Station was eliminated from further consideration.

The Wilshire/Barrington Station would be located slightly west of the proposed Wilshire/Federal Station. While the Wilshire/Barrington Station is in a high density area with high ridership potential, comments were received from the community during scoping in opposition to locating a terminus station at Wilshire/Barrington due to traffic congestion and dense development concerns. Furthermore, the Wilshire/Barrington Station was not as evenly spaced between the Westwood/UCLA Station and the Wilshire/Bundy Station as is the Westwood/VA Hospital Station.

The Wilshire/Bundy Station is the farthest west of the terminus station considered and provided better potential transit connections as it aligns with the future planned Expo station at Olympic/Bundy. However, it is beyond Measure R funding.

Based on all of these considerations, and especially the fact that only the Westwood/VA Hospital Station is fundable within Measure R, the Wilshire/Federal, Wilshire/Barrington, and Wilshire/Bundy Stations were eliminated as potential terminus stations for the fundable Measure R alternatives. Both the North and South Options at the Westwood/VA Hospital Station were carried forward for further analysis in the Draft EIS/EIR. The Wilshire/Bundy Station was also carried forward into the Draft EIS/EIR as part of the Santa Monica Extension, which is beyond available Measure R funding, and would not serve as a terminus station.

Your comment regarding accessibility of the Westwood/VA Hospital Station has been noted. Convenient and safe access by pedestrians and bicyclists will be an important element of the design of all station areas, including the Westwood/VA Hospital Station. A comprehensive station access circulation study was conducted for this station due to feedback from both the VA and the public. The recommendations resulting from this study are available in the *Westside Subway Extension Station Circulation Report*. The report

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considered pedestrian access, bicycle access, bus access, and auto access to the Westwood/VA Hospital Station and resulted in a detailed urban design concept for the Westwood/VA Hospital Station-both the North and South locations. Potential impacts to interfacing transportation networks, including bus transit (specifically, the location of bus stops), and pedestrian and bicycle facilities (pedestrian crossings and bicycle lanes) are also presented in Section 3.7 of this Final EIS/EIR. In preparation of this Final EIS/EIR, the station box and station entrance for the Westwood/VA Hospital South Station was shifted north from the location evaluated in the Draft EIS/EIR. Based on feedback from the VA and the public, the station box was shifted to the far northern end of the parking lot to allow the VA to more easily develop their property in the future and to improve public access to the station. This station location farther from the VA Hospital also facilitates a clearer delineation between station activities and VA activities on the VA Campus.

Currently, Wilshire Boulevard and Bonsall Avenue are grade-separated with Bonsall Avenue passing beneath Wilshire Boulevard. For the Westwood/VA Hospital South Station, the proposed station entrance, as detailed in Section 2.6 of this Final EIS/EIR, would be located on the Bonsall level, beneath the bus drop-off area to the north of the VA Hospital parking lot. The existing bus drop-off area at the Wilshire level on the north and south sides of Wilshire Boulevard would remain the same. A passenger drop-off area would also be provided on the Wilshire level within the bus drop-off area on the north side of Wilshire Boulevard.

For the Westwood/VA Hospital North Station, the station entrance would be located along the north side of Wilshire Boulevard, just west of Bonsall Avenue and south of the station box on the Bonsall level, as detailed in Section 2.6 of this Final EIS/EIR. The existing bus drop-off area at the Wilshire level on the north and south sides of Wilshire Boulevard would remain the same.

Since the entrance for both the North and South stations are located along Wilshire Boulevard at Bonsall Avenue, on the Bonsall level, there are no major differences between the two stations for the purposes of evaluating station circulation. However, Section 3.7 of this Final EIS/EIR concludes that both the North and South entrance at the Westwood/VA Hospital Station will result in increased hazards to pedestrians and bicyclists due to a design feature or incompatible uses and will conflict with adopted plans or policies related to public transit, bicycle, or pedestrian facilities prior to mitigation. To improve access, the following mitigation measures will be implemented at the Westwood/VA Hospital Station (North or South):

- T-8-Install High-Visibility Crosswalk
- T-9-Provide consistency with General Plan Designation Sidewalk Width Adjacent to Metro-Controlled Parcels
- T-10-Provide consistency with General Plan Designation Sidewalk Width Coordination

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with Jurisdictions

- T-11-Provide High Visibility Crosswalk Treatments
- T-12-Meet Federal, State, and Local Standards for Crossing
- T-13-Meet Metro Rail Design Criteria Minimums for Bicycle Parking
- T-14-Study Bicycle Parking Demand and Footprint Configuration
- T-16-Study Bus-Rail Interface

With implementation of these measures, impacts to the interfacing pedestrian and bicycle networks and bus stops will be mitigated to less than significant levels at the Westwood/VA Hospital Station. While it is acknowledged that streets in the vicinity of the Westwood/VA Hospital Station are wide, pedestrian and bicycle movements in the study area can still occur without major barriers. The vicinity of the Westwood/VA Hospital Station does contain a network of sidewalks, including connections between potential future rail station entrances and nearby activities. Escalators will provide easy connections from the bus turnouts on Wilshire Boulevard to the Bonsall level, making transfers between bus and subway relatively convenient.

Your comment on future transit connections to a Sepulveda/I-405 line has been noted. The San Fernando Valley I-405 Corridor Connection is included in Metro's 2009 Long Range Transportation Plan and funding has been allocated in Measure R for the project. Metro will undertake planning studies for the corridor to identify the mode, alignment and appropriate connections to other area transit projects, including the Westside Subway Extension.

Please refer to Section 8.8.5 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/VA Hospital Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations in the Final EIS/EIR. In addition, the *Westside Subway Extension Station Circulation Report* provides a comprehensive station access circulation study of the Westwood/VA Hospital Station and Section 3.7 provides an analysis of potential impacts to pedestrian, bicycle, and bus networks. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #375 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name : Rob
Last Name : Greene
Group Affiliation :
Submission Content : I support the station on Avenue of the Stars and Constellation.

375-1 |

375-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

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Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Christine Gregory](#)
 To: [Westside Extension](#)
 Subject: Subway extension
 Date: Friday, October 01, 2010 3:33:23 PM

283-1

I live at 201 South Linden Drive Beverly Hills 90212. I do not want the subway extension to be dig underneath our homes in this area. No one can predict the type of damage that may incur while the digging is going on and the idea of digging underneath Good Shepherd Catholic School and the Beverly Hills HS is reprehensible.

Additionally no one knows whether there will be rumbling or other noise throughout the operation of the subway. There have been millions of dollars in lawsuits in the building of the downtown subway and there may be many more if this extension does not proceed under the most promising expectations. You must know in the building process problems do occur and no one here wants to lose their home due to unforeseen contingencies.

Please do the right think and extend the subway line along Santa Monica Blvd.

Thank you

Christine Gregory

Sent from my iPhone that I love!!!

283-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

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earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

283-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Christine Gregory](#)
 To: [Westside Extension](#)
 Subject: I live at 201 South Linden Drive
 Date: Monday, October 11, 2010 1:45:25 PM

398-1

I am opposed to the Constellation extension that would tunnel underneath Good Shepherd Catholic School and Beverly Hills HS and approximately 40 Homes. I think this plan is a potential disaster especially since there have been known and acknowledged problems with subway excavation and underground building. I believe the Santa Monica extension is the correct route as it would go underneath a major thoroughfare and commercial buildings

I believe the opinion of the Southeast Homeowner Assoc should be taken more seriously than the Century City business opinions. The Santa Monica extension will serve Century City well and will avoid potential problems from digging underneath two schools and at least 40 homes.

Christine Gregory

Sent from my iPad

398-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

398-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

398-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

Comment from
First Name: Cooper
Last Name: Griggs
Email: cooperis@yahoo.com
Phone:
URL:

62-1

EXTEND IT ALL THE WAY TO SANTA MONICA PIER!!!

The 10 is one of the worst highways in Los Angeles for congestion.

I would take the purple line every day if it extended to at least 3rd Street Promenade.

Thank you!

62-1

Your support for Alternative 3 (Santa Monica Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Although Alternative 3 (Santa Monica Extension) was not adopted as the LPA, and is not affordable within the adopted LRTP, an extension of the subway from Westwood to Santa Monica does demonstrate potential to be a successful rail transit line in the future. This corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #269 DETAIL

Status : Submission Summarized
Record Date : 10/1/2010
Submission Date : 10/1/2010
First Name : Vito
Last Name : Grillo
Group Affiliation :

269-1 | **Submission Content :** I want to chime in on the west side subway. Please pursue the 30/10
 269-2 | initiative. We need this subway as fast as possible. It would be ideal if it
 269-3 | could go all the way to Santa Monica and be a true subway to the sea. I
 269-4 | know there is not funding for it to go that far, but it is important to
 aggressively seek funding for that. I also want to voice support for a stop
 in Century City at Constellation. It would give the subway higher
 ridership and be more visible. A stop on Santa Monica is silly as there is
 only development on one side of the street and Santa Monica Blvd has
 too high a volume of car traffic. It would not create a pleasant,
 pedestrian-friendly environment. Also, I support a bike line down
 Wilshire for the entire length. This needs to be better than just a bike
 lane painted on the street that shares a lane with the 720 bus. We need
 a European-style bike lane that is separated by a barrier or to the right of
 parked cars. That will make bicyclists more visible and safer. I also
 support a stop at Crenshaw, but feel that could be added when the
 Crenshaw line is connected into the subway. That is not as important in
 the first phase. Thanks for all your hard work!

269-1

Your comments in support of the Westside Subway Extension Project and Alternative 3 (Santa Monica Extension) have been noted. On October 28, 2010, the Metro Board approved Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Although Alternative 3 (Santa Monica Extension) was not adopted as the LPA, and is not affordable within the adopted LRTP, an extension of the subway from Westwood to Santa Monica does demonstrate potential to be a successful rail transit line in the future. This corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will be designed so as not to preclude future westward extension of the subway.

Your comment about the project schedule has been noted. In April 2010, the Metro Board of Directors adopted the America Fast Forward 30/10 Initiative that directs that the Westside Subway Extension Project to seek accelerated federal funding to deliver the Project in a single phase to Westwood. Based on this accelerated funding schedule, the parallel construction of portions of the alignment and stations would allow the entire LPA to be open and operational to the Westwood/VA Hospital Station in 2022 as a single phase. In the event that accelerated federal funding cannot be secured, the LPA would be constructed in three sequential phases in accordance with the Metro Long Range Transportation Plan. The first phase to the Wilshire/La Cienega Station would open in 2020, the second phase to the Century City Station would open in 2026, and the final phase to the Westwood/VA Hospital Station would open in 2036.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process. Please refer to Section 2.6.11 of the Final EIS/EIR for further information on the construction schedule.

269-2

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in

269-2

preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

269-3

Convenient and safe access by pedestrians and bicyclists will be an important element of the Westside Subway Extension Project. Sidewalks, bicycle lanes, and other facilities along the Project corridor support non-motorized access. To assess potential future access improvements to subway stations, Project design efforts included a study of

269-3

circulation needs in each station area. The results of this study are available in the *Westside Subway Extension Station Circulation Report* and Section 3.7 of this Final EIS/EIR. This study provided important guidance on potential station features, including those specifically relating to pedestrian and bicycle access. Areas explored by the study included the following:

- Provision of bicycle facilities at stations
- Enhanced bus shelters and lighting
- Making crosswalks more visible with crosswalk treatments and advance stop bars, increasing safety for pedestrians transferring from buses or traveling to other destinations on foot
- Improving the transit and pedestrian environment with the addition of sidewalk treatments

Results of the station circulation study helped direct further design of subway stations and supported station area planning for the Project. The station area planning examined access opportunities and potential improvements in the neighborhoods surrounding subway stations.

Section 3.7 of this Final EIS/EIR summarizes the findings of the *Station Circulation Report* and lists specific measures to be implemented at stations to improve pedestrian and bicycle access. These measures include the following:

- T-5 through T-8—Install Crossing Deterrents/Crossing Deterrents
- T-9—Provide consistency with General Plan Designation Sidewalk Width Adjacent to Metro-Controlled Parcels
- T-10—Provide consistency with General Plan Designation Sidewalk Width Coordination with Jurisdictions
- T-11—Provide High Visibility Crosswalk Treatments
- T-12—Meet Federal, State, and Local Standards for Crossing
- T-13—Meet Metro Rail Design Criteria Minimums for Bicycle Parking
- T-14—Study Bicycle Parking Demand and Footprint Configuration
- T-15—Determine Alternative Sites for Bicycle Parking

Metro is committed to working with local jurisdictions to improve the environment for pedestrians and bicyclists at all Project stations and will continue to assess and refine the needs of pedestrians and bicyclists as the Project progresses into Final Design.

Please refer to Section 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to station connectivity. In addition, the *Westside Subway Extension Station Circulation Report* provides a comprehensive station access circulation study of Project stations and Section 3.7 provides an analysis of potential impacts to pedestrian and bicycle networks. All reports are available on the Metro Westside Subway Extension Project

269-3

website: www.metro.net/projects/westside/westside-reports.

269-4

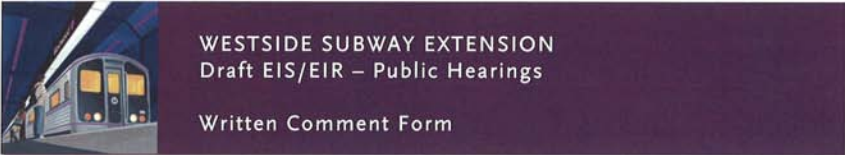
Your comment on the Wilshire/Crenshaw Station has been noted. As part of the LPA selection, the Metro Board of Directors decided to not include the Wilshire/Crenshaw Station in the LPA.

Your comment on future transit connections to the Crenshaw/LAX Line has been noted. In November 2009, the Metro Board voted to approve the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor. The Crenshaw/LAX LPA includes an 8.5-mile light-rail line that would connect the Metro Green Line and the Expo Line along Crenshaw Boulevard. The Crenshaw/LAX LPA would not connect the line to Wilshire Boulevard.

A potential connection to Wilshire Boulevard was studied in a May 2009 Metro feasibility report. Although beyond the available project funding, this report determined that a connection at Wilshire/La Brea instead of Wilshire/Crenshaw would be more cost-effective and more compatible with existing land uses. Please refer to the Crenshaw Transit Corridor Project: Final Feasibility Study - Wilshire/La Brea Light Rail Transit Extension, available on the Crenshaw Transit Corridor Project page on the Metro website.

Keeping these recommendations in mind, the Westside Subway Extension Project, if approved for implementation, will be designed so as not to preclude future northward extensions of the Crenshaw/LAX line along La Brea, La Cienega, or San Vicente.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: Kenneth Gaines

Organization/Organización: citizen

Address/Dirección: 1335 S. Carmelina Ave #105 Los Angeles, CA 90027

Tel: 310 979 7030 Fax:

Email: roaringrabbit@verizon.net

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

424-1 Please put the stations underground but elevate the tracks (like SF's BART). It will be cheaper to build, faster to build, be more inviting to passengers (who ~~wants~~ ^{wants} to be in a tunnel?), and offer scenic views of one of the world's most important cities. Can you imagine riding above traffic down the SM Blvd right-of-way from Bunker to the Disney Music Center? Awesome ride. Yes, the track must go to the Chandler/Music Center/Disney from SM. Think of it as tying this city together →

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You may submit your comments by:



Metro

- > Email to: westsideextension@metro.net
- > US Mail to: David Mieger, Project Manager, One Gateway Plaza, 99-22-2 Los Angeles, CA, 90012
- > Visiting our website metro.net/westside and clicking on "contact us"
- > Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
- > Submit written comments at a public hearing

424-1

Your comment about alternative routes and technologies for the subway has been noted. Between 2007 and 2009, Metro conducted an Alternatives Analysis (AA) Study for the Westside Corridor. The AA Study considered the need for transit improvements in the corridor and evaluated various transit technologies and alignments. During Early Scoping meetings, Metro presented the public with technology options that included Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Bus Rapid Transit (BRT). In response to comments received, Metro added monorail to those other technologies to be analyzed in the AA Study. As a result of these analyses, the Metro Board decided to carry five subway alternatives into the Draft EIS/EIR. An underground alignment was recommended because it has fewer land use, traffic, visual, historic, and noise impacts than an elevated alignment. This is due to the impacts an elevated alignment would have on adjacent buildings (some historic), visual quality, shadow, noise, land acquisitions and traffic, as well as the mitigations needed. The AA Study also identified HRT as the preferred mode for further study because it has the capacity to meet the anticipated ridership demand and would minimize the number of transfers.

Please refer to Section 2.3 of the Final EIS/EIR and the Westside Transit Corridor Alternatives Analysis Study, available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

While giving the public something to be proud of -- their city -- it's gorgeous.

Think outside the box created for you by the words, "subway-to-the-seat." Clever nomenclature is not design. People will want to ride an "EL", even if they have nowhere to go.

Spend this money wisely,
Spend it for the future
of Los Angeles. Tracks
UP, Stations DOWN.



P.S. Remember, if they are under-ground there is nothing to attract them to get off and buy something. Seeing a business district gets people there to buy!

RECORD #498 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : Jeff
Last Name : Gross
Group Affiliation :

	Submission Content :	Let me start my comments for the draft EIS/EIR by speaking to the six options referred to in the executive summary:
498-1		Option 1: Crenshaw station - If there is inadequate local support for this station, I would support excluding it. The proximity to Wilshire/Western and the lack of future development in this area do not make this station necessary.
498-2		Option 2: Wilshire/Fairfax - I support the eastern option, providing better service to LACMA and environs.
498-3		Option 3: Wilshire/La Cienega - This station should be built as a two-level station (like Wilshire/Vermont) to support a future transfer to the West Hollywood branch, whether it is built as part of the current project or not. What is not clear to me is why the 2-level station cannot be built east of La Cienega. I scoured the report to determine Metro's specific reasoning behind this. It seems to me that the West Hollywood branch entrance into the Wilshire/La Cienega station could extend further down San Vicente before station approach. I support the La Cienega east location for the station, but not at the cost of precluding a future West Hollywood branch transfer/interline point. It is imperative that the Wilshire/La Cienega station be built as not to preclude a future West Hollywood branch. Therefore, regardless of this station's location, it should be built as a 2-level station.
498-4		Option 4: I support the Constellation Avenue/Avenue of the Stars location for the station. It best serves the Century City job center, and also avoids the Santa Monica Boulevard earthquake fault. Furthermore, I support the Constellation South routing. There has been a lot of noise coming from Beverly Hills about potential noise and vibration issues. Metro's own analyses and experience with subway construction demonstrate that these are false concerns. It is important not to rule out this option because of unfounded fears. It is clear that Beverly Hills strongly supports the Santa Monica station and routing. This will be their position regardless of whether the Constellation North or South routing is its competition. The Constellation North route has tighter turns and slower operations than Constellation South. I wouldn't consider Constellation North a compromise between the two - Beverly Hills obviously doesn't. As far as the westward routing out of the Century City station, either the east or central route would be acceptable. The west route is slower, more expensive and just plain wasteful.
498-5		Option 5: It is clear to me that the Westwood/UCLA station should be sited directly under Wilshire and Westwood boulevards, as shown in the optional station location. It provides much better connectivity to the skyscrapers located on all sides of the intersection, which will help pedestrian flow out of the station. This station is also a case where entrances on all four corners would absolutely be necessary.
498-6		Option 6: Westwood/VA Hospital - The base station is the better location of the two proposals. However, I prefer neither of these locations. The station would be much better situated at either Wilshire/Federal or Wilshire/Barrington. The station is planned is too close to Wilshire/Westwood, and is too far from a potential Wilshire/Bundy station. The station as currently planned would only serve the VA, as there really is nothing else within walking distance. As the area north of

498-1

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

498-2

Your comment supporting the East location for the Wilshire/Fairfax Station has been noted. As part of the LPA selection, the Metro Board of Directors decided to include the Wilshire/Fairfax East Station location as part of the LPA due to stronger community support and better access and land integration opportunities, including proximity to Museum Row.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Fairfax Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

498-3

Your preference for the Wilshire/La Cienega Station has been noted. As part of the LPA selection, the Metro Board of Directors selected the East Station location without a West

498-3

Hollywood connection structure for inclusion in the LPA. This is the preferred station entrance location for the City of Beverly Hills because it would be located in a denser, more commercial area than the other station location to the west of La Cienega. This entrance location also would provide excellent connections to two major north-south arterials - La Cienega and San Vicente Boulevards.

The Board chose not to include a West Hollywood connection structure in the LPA due to funding constraints. Additionally, the cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line. The Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

A connection to the West Hollywood alignment would not be provided at the Wilshire/La Cienega East Station location due to the required curve radius of the tunnel alignment. Providing a connection to the West Hollywood branch east of La Cienega Boulevard would require swinging the curve further east, which would lengthen the tunnel alignment, increasing travel times, costs and the number of properties that would be tunneled beneath. Following Scoping for the Draft EIS/EIR, three alternative designs for the Wilshire/La Cienega Station were considered - East with Separate Track Connection, West with Track Connection and West with Passenger Transfer. Only East with Separate Track Connection and West with Passenger Transfer were evaluated in the Draft EIS/EIR. Please refer to the *Westside Subway Extension Alternatives Screening and Refinement Following Environmental Scoping Report* for a more detailed discussion of the screening of the Wilshire/La Cienega Station options in response to public comments.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/La Cienega Station, including the potential connection structure, following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

498-4

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station

498-4

directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

498-5

Your preference for the On-Street location of the Westwood/ UCLA Station has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both Westwood/UCLA station location options (On-Street and Off-Street).

A comparative study of the two proposed Westwood/UCLA station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR phase to expand on the studies conducted in preparation of the Draft EIS/EIR.

The Off-Street Station and tunnels would need to be deeper than the On-Street Station to clear the underside of foundations for a future hotel on Gayley Avenue, which makes the station and tunnels riskier and more expensive to construct, and requires more time for transit riders to travel between the platform and the station entrance. Additionally, the Westwood/UCLA Off-Street Station location would require approximately 13 additional permanent underground easements.

The On-Street Station location would provide at least one of entrance at the corner of Wilshire and Westwood Boulevards. This entrance location would provide better access to bus connections along Westwood Boulevard and would be closer to the major office buildings and Westwood Village than the entrances for the Off-Street Station. Furthermore, one of the station entrance options for the On-Street Station is a split entrance between the north and south sides of Wilshire Boulevard, providing access to both sides of busy Wilshire Boulevard. However, the Westwood/UCLA On-Street Station option is also expected to have greater traffic impacts during construction due to in-street construction along Wilshire Boulevard.

Based on these factors, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard.

The number of entrances at each station was based on the ridership projections for that station. Based on these projections, Metro would construct one station entrance at each of the proposed stations, with the exception of two entrances at the Westwood/UCLA Station due to high ridership projections. If the Westwood/UCLA On-Street Station is constructed, one of the two portals could be split between the north and south sides of Wilshire Boulevard.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives*

498-5

Screening and Refinement Following Scoping Report provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

498-6

Your preference for a modified Westwood/VA Hospital Station location has been noted.

During the Draft EIS/EIR scoping, the public suggested that an additional station should be provided west of I-405 because of the large distance between a Westwood/UCLA and a Wilshire/Bundy Station, as well as a desire to serve communities west of the I-405 more effectively. In response, five proposed stations west of I-405 were studied-two at Westwood/VA Hospital (one north of Wilshire and one south of Wilshire), Wilshire/Federal, Wilshire/Barrington, and Wilshire/Bundy. In analyzing the proposed stations, the potential to serve as a terminus station was an important consideration. In addition, all of the stations except for the stations at Westwood/VA Hospital are located too far west to be funded as part of Measure R and beyond the adopted LRTP.

The Wilshire/Federal Station would have been located on a site currently used by the U.S. Army Reserve, and the site was determined to be too small to accommodate the subway station without impacting adjacent historic homes in the VA property. From an engineering perspective, this also would have been a challenging site to construct a subway station because of the sharp curve of Wilshire Boulevard. Therefore, the Wilshire/Federal Station was eliminated from further consideration.

The Wilshire/Barrington Station would be located slightly west of the proposed Wilshire/Federal Station. While the Wilshire/Barrington Station is in a high density area with high ridership potential, comments were received from the community during scoping in opposition to locating a terminus station at Wilshire/Barrington due to traffic congestion and dense development concerns. Furthermore, the Wilshire/Barrington Station was not as evenly spaced between the Westwood/UCLA Station and the Wilshire/Bundy Station as is the Westwood/VA Hospital Station.

The Wilshire/Bundy Station is the farthest west of the terminus station considered and provided better potential transit connections as it aligns with the future planned Expo station at Olympic/Bundy. However, it is beyond Measure R funding.

498-6

Based on all of these considerations, and especially the fact that only the Westwood/VA Hospital Station is fundable within Measure R, the Wilshire/Federal, Wilshire/Barrington, and Wilshire/Bundy Stations were eliminated as potential terminus stations for the fundable Measure R alternatives. Both the North and South Options at the Westwood/VA Hospital Station were carried forward for further analysis in the Draft EIS/EIR. The Wilshire/Bundy Station was also carried forward into the Draft EIS/EIR as part of the Santa Monica Extension, which is beyond available Measure R funding, and would not serve as a terminus station.

Following the circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and better cost effectiveness. The one-station extension from Westwood/UCLA (Alternative 1) to the Westwood/VA Hospital (Alternative 2) results in approximately 3,500 new transit trips, an increase of almost 15 percent. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Section 8.8.5 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/VA Hospital Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations in the Final EIS/EIR. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

the VA is a park, there will be no future development there.

By siting the station at Wilshire/Federal, a station could be designed that both serves the VA and the businesses and residences west of the VA. Also, a good-sized bus station and transfer point could be located on the west side of the VA property in what now is a parking lot. Wilshire/Barrington would be more in the heart of the west of VA business district, and more centrally positioned between Wilshire/Westwood and Wilshire/Bundy, but may be difficult for bus connections and effectively serving the VA (via shuttle bus).

498-7 As far as the alternatives go, I would obviously prefer option 5 - building both the West Hollywood and Wilshire branches to the end. I do understand that only options 1 and 2 fit under current forecast revenues.

It is clear to me though that anything planned for this initial phase should do everything possible to prepare for an option 5 style system. Therefore, I would like to see Metro:

498-8 a. Build a 2 level station at Wilshire/La Cienega whether or not the West Hollywood branch will be included in the final EIS/EIR. Unless there is a specific reason that the eastern station proposal cannot serve a West Hollywood branch, the eastern station location is preferable. I believe that a West Hollywood branch can be routed through the proposed eastern station location - Metro just hasn't developed a particular alternative that would work as yet.

498-9 b. Avoid building a bad station at Wilshire/VA. If the station cannot be properly sited at Wilshire/Federal or Wilshire/Barrington, it should be left out of the final EIS/EIR. If there is an issue with a Wilshire/Federal station being located slightly outside of Westwood, I would recommend allocating funds that aren't restricted by the definition of Westwood to complete this routing.

I also have some other comments about Metro's planning of this project:

498-10 1. I believe that Metro has undervalued the benefit/efficiency of the West Hollywood branch by not including through running from North Hollywood in any of the EIS/EIR options. It is clear that a one seat ride from North Hollywood or Universal City to West Hollywood, Century City and Westwood would provide a fantastic amount of new mobility for these densely populated and huge employment areas. I think the heavy rail system should serve what is roughly a triangle with these three branches:

- a: Red line - North Hollywood - Union Station
- b: Purple line - Union Station - Wilshire/Westwood and points west
- c: Pink line - North Hollywood - Wilshire/Westwood and points west via West Hollywood

Even if it is ultimately beyond the scope of the current project, Hollywood/Highland is a crucial point in the entire network. It should be redesigned as a major interchange point in the heavy rail network. This goes beyond the three routes I've laid out above. A complete Hollywood/Highland gateway station could also serve:

- i: A "circle" heavy rail line running through Hollywood/Highland, Wilshire/La Cienega and Wilshire/Vermont
- ii: The ultimate northern terminus of the Crenshaw line. One transfer service from North Hollywood to LAX would be possible.

2: Other transfer stations need to be built into this current EIS/EIR. The most obvious is Wilshire/La Brea. If the Wilshire/Crenshaw station is left

498-7

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

498-8

Your comment regarding the Wilshire/La Cienega Station has been noted. Please see the above response to comment number 498-4 regarding the Wilshire/La Cienega Station location and a West Hollywood connection. A connection to the West Hollywood alignment could not be provided at the Wilshire/La Cienega East Station location due to the required curve radius of the tunnel alignment.

498-9

Your comment on the location of the Westwood/VA Hospital Station has been noted. Please see the above response to comment number 498-6 regarding the location of the Westwood/VA Hospital Station.

498-10

Your comment regarding connections from North Hollywood to West Hollywood have been noted. Physical and operational constraints at the existing Hollywood/Highland Red Line Station prevent direct subway access between North Hollywood and a future West Hollywood line. The Hollywood/Highland Station would serve as a transfer station between a West Hollywood line and the existing Red Line. Please see the above responses to comment number 498-3 and 498-7 regarding the elimination of the West Hollywood line from consideration in the Final EIS/EIR and potential future studies of a West Hollywood transit line.

498-11

out, it is clear that the most likely northward extension of the Crenshaw line will go from Expo/Crenshaw to Wilshire/La Brea. To prepare for this eventuality, a station similar to the Red/Blue station at 7th Street/Metro Center should be built. Ultimately I would like to see the Crenshaw line extend directly north from Wilshire/La Brea through Santa Monica/La Brea and share a bi-level tube with the West Hollywood heavy rail branch to Hollywood/Highland.

498-12

3: Another transfer station I would like to see integrated into this EIS/EIR is at Wilshire/Westwood. I think this is a logical place for the I-405 corridor project to transfer with the existing Metro system. I would like to see the I-405 corridor start as a heavy rail line from Wilshire/Westwood, with stops near the south entrance of UCLA and another in the central campus. That segment alone would serve a huge employment and activity center quite well with an easy transfer from Wilshire/Westwood, and provide the start of a line that can be extended north to the San Fernando Valley, and even south towards Santa Monica Boulevard and beyond.

I appreciate this opportunity to comment. Please keep the future in mind when creating the final EIS/EIR, in these four specific ways:

498-13

498-14

1. Don't design the project to preclude a future West Hollywood branch.
2. Do not compromise on station siting and routing. Locate stations that maximize ridership. Locate the line to minimize sharp turns so that speed and efficiency are maintained. (in other words, don't be fazed by Beverly Hills NUMBYs with regards to the Constellation South route)
3. Maximize transfer points in the design to encourage the benefits of the future network. Besides Wilshire/La Cienega, specifically focus on Wilshire/La Brea (for the Crenshaw line) and Wilshire/Westwood (for the I-405 line)
4. Don't let political constraints lead to bad station locations. Site the Wilshire/VA station at Wilshire/Federal or Wilshire/Barrington instead - use non-"Westwood" dependent funding to put this station in the best location.

498-15

498-16

498-11

Your comment on future transit connections to the Crenshaw/LAX Line has been noted. In November 2009, the Metro Board voted to approve the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor. The Crenshaw/LAX LPA includes an 8.5-mile light-rail line that would connect the Metro Green Line and the Expo Line along Crenshaw Boulevard. The Crenshaw/LAX LPA would not connect the line to Wilshire Boulevard.

A potential connection to Wilshire Boulevard was studied in a May 2009 Metro feasibility report. Although beyond the available project funding, this report determined that a connection at Wilshire/La Brea instead of Wilshire/Crenshaw would be more cost-effective and more compatible with existing land uses. Please refer to the Crenshaw Transit Corridor Project: Final Feasibility Study - Wilshire/La Brea Light Rail Transit Extension, available on the Crenshaw Transit Corridor Project page on the Metro website.

Keeping these recommendations in mind, the Westside Subway Extension Project, if approved for implementation, will be designed so as not to preclude future northward extensions of the Crenshaw/LAX line along La Brea, La Cienega, or San Vicente.

Since the Crenshaw line could connect to several different locations along the Westside Subway Extension Project, it would be premature to invest in infrastructure at one specific station.

498-12

Your comment on future transit connections to a Sepulveda/I-405 line has been noted. The San Fernando Valley I-405 Corridor Connection is included in Metro's 2009 Long Range Transportation Plan and funding has been allocated in Measure R for the project. Metro will undertake planning studies for the corridor to identify the mode, alignment and appropriate connections to other area transit projects, including the Westside Subway Extension.

498-13

Your comment on connections to the West Hollywood branch has been noted. Please see above responses to comments number 498-3 and 498-7 regarding connections to a future West Hollywood branch.

498-14

Your comment about selecting the most direct and least expensive route that generates the highest ridership has been noted. Ridership is indeed one of several important factors that Metro considers in its recommendations to the Board. In selecting a route, Metro considers several factors, including ridership, user benefits, travel time, capital costs, performance characteristics, and environmental impacts. Generally, the least expensive, most direct, and highest ridership route is the preferred route, but a combination or balancing of the

498-14

factors identified above are used in making a selection. Between Beverly Hills and Century City, two route options – Santa Monica and Constellation North – were carried forward for further analysis in the Final EIS/EIR as part of the Locally Preferred Alternative (LPA). These route options reflect the two station location options remaining in Century City. In the case of the route options between Century City and Westwood, the East Alignment was selected as part of the LPA, as it is shorter and less costly than the West Alignment and has fewer environmental impacts than the Central Alignment.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including alignment locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the alignments in the Century City vicinity following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

498-15

Your comment asking to maximize transfer points has been noted. Please see the above response to comments number 498-11 and 498-12 regarding planning for future connections/transfers to the Crenshaw/LAX line and a Sepulveda/I-405 project.

498-16

Your comment has been noted. Please see the above response to comment number 498-6 regarding the location of the Westwood/VA Hospital Station.

RECORD #789 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Maria
Last Name : Guardado
Group Affiliation : BRU
Submission Content :

789-1

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : I support TSM.
 maria.guardado.pdf (459 kb)

789-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.


Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero/o del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de transito, extensión al oeste."

Yo apoyo la alternativa TSM

Sinceramente,

 Firma

Nombre: Maria Guardado
 Dirección: 90006
 Negocio/organización: BRU
 Correo electrónico:

789-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #777 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Lasiyca
Last Name : Guilar
Group Affiliation : BRU

777-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : No to rail.
 lasyica guilar.pdf (439 kb)

777-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la área de estudio del bulevar de tránsito extensión al oeste."

KOARELES

Sinceramente,

Firma

Nombre: *Francisco Garcia*

Dirección: *1431 E. VERNO. A.B*

Negocio/organización:

Correo electrónico:

777-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

From: [Gilbert G. Gutierrez, Jr.](#)
 To: [Westside Extension](#)
 Subject: Comments on the West Side subway extension
 Date: Thursday, September 30, 2010 4:35:39 PM

142-1

If there was ever a time to speak up it would be now. A heavy rail subway station directly adjacent to a golf course makes no sense whatsoever. The alignment which allows for a station at Avenue of the Stars and Constellation makes far, far more sense.

I am 26 years old and have never owned a car. I live in Silver Lake and work at USC. I am a parent. I use Metro every day, I bike, and I have a bachelor's degree from UC Santa Barbara. I am not a car hater.

The West Side subway extension is about giving current transit riders choices and potential transit riders incentives. For example, a current transit rider really only has buses that are often stuck in the same traffic as the ocean of Single Occupancy Vehicles. This is not ideal. Neither is the Santa Monica alignment. The difference is that we now find ourselves with an opportunity to make things right. We have the chance now to improve access for current riders and attract new riders as well. A new transit rider would likely be put off by having to walk upwards of a quarter to half of a mile once they arrive at the station in order to get to their final destination. After all, if he or she can just drive directly there then what is the incentive? Office workers and those heading to the Century City mall would be far more likely to use the station if they knew they did not have to walk for any extended length of time.

The really very strange thing is that in a perfect world the entire Expo line to Santa Monica would be completed and I would have been there at the Santa Monica public library yesterday to voice my support for the Avenue of the Stars and Constellation station site. Alas.

My \$.02--> Avenue of the Stars and Constellation

Gilbert Gutierrez
 Monograph Acquisitions
 (213) 740-7470
 gilbergg@usc.edu

142-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

142-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #810 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Samuel
Last Name : Gutierrez
Group Affiliation : BRU

810-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : I support TSM. Much more bus service is needed.
 samuel.gutierrez.pdf (484 kb)

810-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.


Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del Tren Subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de transito extensión al oeste."

APOTO AA TSM
 PARO POR PASAJEROS PUBLICO
 MUDA LOS AUTOBUS A MISION

Sinceramente,

 Firma

Nombre: SAMUEL SUAREZ O.
 Dirección: 311 WILSHIRE AVE. LA CA 92017
 Negocio/organización: _____
 Correo electrónico: _____

810-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #760 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Daisy
Last Name : Guzman
Group Affiliation : BRU

760-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : I, as a passenger, suggest bettering service of the buses.
 daisy guzman.pdf (458 kb)

760-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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Yo como Pasajera como que mejora el servicio de los autobuses

Sinceramente, *Daisy Grogman*

Firma

Nombre: *Daisy Grogman*

Dirección: *144 N Hawshirpe ave 90004*

Negocio/organización:

Correo electrónico:

760-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

712-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Money that used to build the train could be used instead to lower the fare and have better bus service in South Central

Name: STEVE HORVITZ

Address: 135 W 105

Email: _____

Business or organization: _____

Sincerely, Steve Horvitz

Signature

712-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

712-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #100 DETAIL

	Record Date :	9/29/2010
	Submission Date :	9/29/2010
	First Name :	Oren
	Last Name :	Hadar
	Group Affiliation :	
100-1	Submission Content :	Please build the West Hollywood line. Traffic in that part of town is horrible, and I would love to be able to take the train.
100-2		Please put the Century City stop at Constellation, where people actually live and work.

100-1

Your support for the West Hollywood Extension has been noted. On October 28, 2010, the Metro Board approved Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively. There is not adequate funding available in Measure R or other sources to construct the West Hollywood Extension at this time.

However, the Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

100-2

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination

100-2

on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.



October 15, 2010

Honorable Don Knabe, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Knabe:

633-1

I, Greg Haddad, wholeheartedly support the Westside extension of the subway and continue to be a strong advocate for the creation of new public transit options for the community. We are encouraged by the progress Metro is making towards achieving this goal and want to contribute our comments to the Draft Environmental Review (DEIR) document now in circulation.

In order to serve this community with the most ridership, we believe that the Constellation Boulevard and Avenue of the Stars station alignment should be adopted for several reasons:

- It will bring passengers to the heart of Century City, providing both convenience to travelers, as well as increased ridership which will benefit everyone.
- With nearly 40,000 employees within Century City clustered around this intersection, they are more likely to use the subway for both commuting and for trips during the day if the portal is conveniently located.

Thank you for your attention to our views. We look forward to the subway reaching Century City at the corners of Constellation Boulevard and Avenue of the Stars.

Sincerely,

Greg Haddad
Vice President

Cc: Mayor Antonio Villaraigosa
City Hall
200 No. Spring Street
Los Angeles, CA 90012

Honorable Zev Yaroslavsky
L.A. County Supervisor
821 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

Councilman Paul Koretz, Council District 5
City Hall
200 North Spring Street
Room 440
Los Angeles, CA 90012

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1875 Century Park East, Suite 1400 · Los Angeles, CA 90067 · MAIN: (310) 270-9500 · FAX: (310) 270-9599 · www.1stcenturybank.com

633-1

Your comment in support of the Westside Subway Extension has been noted.

Your comment in support of the Century City Constellation Station location has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in

633-1

the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

Comment from

First Name: Keith
 Last Name: Hamm
 Email: hamm.keith@gmail.com
 Phone: 310 913-5847
 URL:

79-1

You can count me as one driver who makes the East to West trek everyday that is impatiently awaiting the subway extension. You can't build it fast enough as far as I'm concerned. I would also like to comment also that unless this subway also goes ALL the way to the ocean you are wasting a huge opportunity. I think more trains WILL reduce traffic but we need to be aggressive about it. Has anyone looked into the types of "buses" they are building in China that travel elevated above the lanes of traffic so cars can drive under then?

79-2

79-1

Your comment in support of the Westside Subway Extension Project, specifically Alternative 3 (Santa Monica Extension), has been noted. On October 28, 2010, the Metro Board approved Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Although Alternative 3 (Santa Monica Extension) was not adopted as the LPA, and is not affordable within the adopted LRTP, an extension of the subway from Westwood to Santa Monica does demonstrate potential to be a successful rail transit line in the future. This corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will be designed so as not to preclude future westward extension of the subway.

Your comment about the project schedule has been noted. In April 2010, the Metro Board of Directors adopted the America Fast Forward 30/10 Initiative that directs that the Westside Subway Extension Project to seek accelerated federal funding to deliver the Project in a single phase to Westwood. Based on this accelerated funding schedule, the parallel construction of portions of the alignment and stations would allow the entire LPA to be open and operational to the Westwood/VA Hospital Station in 2022 as a single phase.

In the event that accelerated federal funding cannot be secured, the LPA would be constructed in three sequential phases in accordance with the Metro Long Range Transportation Plan. The first phase to the Wilshire/La Cienega Station would open in 2020, the second phase to the Century City Station would open in 2026, and the final phase to the Westwood/VA Hospital Station would open in 2036.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process. Please refer to Section 2.6.11 of the Final EIS/EIR for further information on the construction schedule.

79-2

Your inquiry about the elevated "buses" being built in China has been noted. Between 2007 and 2009, Metro conducted an Alternatives Analysis (AA) Study for the Westside Corridor (please refer to the Metro report entitled *Los Angeles Westside Extension Transit Alternatives Analysis Study, January 2009*). The AA Study considered the need for transit improvements in the corridor and evaluated various transit technologies and alignments. In response to comments received during Early Scoping meetings, Metro added monorail, a technology that would be above grade, to those technologies to be analyzed in the AA Study. No additional studies were done on other above grade technologies including any

79-2

above grade bus system development in China. As a result of these analyses, the Metro Board decided to carry five subway alternatives into the Draft EIS/EIR. An underground alignment was recommended because it has fewer land use, traffic, visual, historic, and noise impacts than an elevated alignment. This is due to the impacts an elevated alignment would have on adjacent buildings (some historic), visual quality, shadow, noise, land acquisitions and traffic, as well as the mitigations needed. The AA Study also identified HRT as the preferred mode for further study because it has the capacity to meet the anticipated ridership demand and would minimize the number of transfers.


Please refer to Section 2.3 of the Final EIS/EIR and the *Westside Transit Corridor Alternatives Analysis Study*, available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

695-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

How can people get to the subway when they aren't on any buses, we need buses not sub-ways, why do you discriminate against the poor, the disabled and those of color?

Sincerely,

 Signature

Name: Dila Harrell
 Address: P.O. Box 11634 Long Beach, CA 90801
 Email: grommaapple@gmail.com
 Business or organization: BSM

695-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

695-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

From: Tahobets@aol.com
 To: [Westside Extension](#)
 Subject: (no subject)
 Date: Monday, October 11, 2010 2:33:50 PM

399-1

Sirs: I am very opposed to running the subway under homes and the Beverly Hills High School. Stay with the original route which the city endorsed. I have lived in BH for 50 years, and will fight to the finish if you cater to developers instead of the will of the people. A few of us plan to go to Washington and expose you and hope your funding will be gone.....stay with the original route, stop politics for once, Betty H. Harris, Beverly Hills, Calif.

399-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

399-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

399-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

662-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area.

I'd definitely would love to finally see the real live snowflake convenient line that have in South LA. The Imperial Station is too far away, required to be dangerous, especially at night. At least the bus connections could make sense. How much are commuters paying to connect to the beach? Are we subsidizing parking for this?

Name: Amish Harris
 Address: _____
 Email: _____
 Business or organization: _____

Sincerely, _____
 Signature

662-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Your comment regarding transit service in South Los Angeles has been noted. Although South Los Angeles is not within the Study Area for the Westside Project, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

662-1

The increased connectivity would also reduce the number of transfers which would have a beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region, including South Los Angeles. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR. Metro is also studying other potential rail lines that would serve South Los Angeles, including the Crenshaw/LAX Project.

828-1

Your comment in support of the Westside Subway Extension Project has been noted.

Your comment in support of the Century City Constellation Station location has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in

828-1

828-1

the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #158 DETAIL

Record Date : 10/1/2010
Submission Date : 10/1/2010
First Name : Yvonne
Last Name : Hatherill
Group Affiliation :
Submission Content :

158-1

I cannot emphasize enough how dismayed we, as homeowners and citizens of Beverly Hill feel about your suggestion to reroute the Westside Metro Rail under our homes, schools and most deplorably, our emergency / disaster center. You have previously suggested that Santa Monica is the route that will be used but since special interests have become involved, it appears you'd accommodate them before listening to the grave concerns the citizens of Beverly Hills are presenting.

Your new concern regarding the earthquake fault is insulting, particularly given that Wilshire Blvd. presents the same concern and you are building under it. The area proposed now has far greater safety concerns, (methane, oil, water) and your track record for addressing these issues isn't impressive. You must acknowledge the frequency of human error.

We do not need further toxicity in our neighborhoods and schools -- as a person diagnosed with leukemia, I still believe my time on the BHHS grounds were complicit in my illness. We don't need more residents to be harmed.

You are risking our safety and our opportunity to enhance our schools as funded by proposition E. Keep your plan on Santa Monica Blvd. in the commercial areas as originally proposed.

Thank you.

158-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

158-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

158-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

10509 Blythe Avenue • Los Angeles California 90064 • 310/558-3538 • sirrah@sbcglobal.net

9 Oct 2010

David Mieger, Project Manager
Westside Subway Extension
One Gateway Plaza, 99-22-2
Los Angeles CA 90012
westsideextension@metro.net

Dear Mr. Mieger,

I live in Rancho Park within walking distance of the future Expo Line Westwood Station, and within biking distance of the future Subway Century City Station. I am a co-chair of Light Rail for Cheviot, advocating for the Expo Line, and I am also very supportive of the Westside Subway Extension project. The Westside of Los Angeles needs off-road mass transit to give those of us who live here and those of us who work here an alternative to using our cars.

I attended your Public Hearing on the Draft EIS/EIR in Westwood on September 21, 2010. I would like to respond to the five questions that you posed to the public at that meeting.

- 551-1 First, I think that, within projected funding, the subway extension should be taken to the VA (Alternative 2). We who live here know that the 405 freeway is a huge barrier to traffic going east and west. Taking the line past the 405 would allow riders west of the freeway to access the line without having to negotiate the bottlenecks that cross the freeway. If I recall correctly, the option to the VA also had larger ridership numbers, and maximum ridership should be the aim of this project.
- 551-2 Second, the design should include alternatives that are not currently within projected funding including taking the line to Santa Monica and adding a West Hollywood Extension. Planning for these should be included in the design so that they can be added at some point when funding becomes available.
- 551-3 Third, I support the inclusion of a station at Crenshaw. Living in Rancho Park, I am familiar with the arguments of neighborhood transit opponents who aim to stop all progress of these projects through our neighborhoods to the detriment of the city and their own neighbors. I grew up in Hancock Park, and am also aware of the long-standing opposition that stopped the Wilshire subway when it was originally built. Don't let them mess with it again! For every nay-sayer north of Wilshire, there must be ten people south of Wilshire who will use the Crenshaw station. It makes no sense to put a line through with stops as far apart as Western and LaBrea. This line should be built for the long term, and there should be a station at Crenshaw.
- 551-4 Fourth, your numbers show greater ridership with a Century City Station at Constellation rather than at Santa Monica Boulevard. The station should be where the people are, and that is Constellation!

551-1

Your support for Alternative 2 (Westwood/VA Hospital Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

551-2

Your comment regarding the Santa Monica and West Hollywood Extensions planning has been noted. The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. The LPA will also be designed so as not to preclude future westward extension of the subway.

551-3

Your comment on the Wilshire/Crenshaw Station has been noted. As part of the LPA selection, the Metro Board of Directors did not include a Wilshire/Crenshaw Station in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the

551-3

Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

551-4

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of

551-4

the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

551-5 | And, lastly, the routes between Beverly Hills and Century City and between Century City and Westwood should be the shortest possible. This line will be built to serve the whole region since folks from all over the County and beyond travel from their homes to work in Beverly Hills, Century City, Westwood, and West Los Angeles. The residents of the region should not have to add minutes to their commute because a few residents object to a tunnel deep below their homes. Again, don't let unreasonable neighborhood opposition negatively impact the design that functions best for the region as a whole.

I have attended your Westside Subway Extension meetings in the past, and I thank you for your interesting presentations. I hope that the 30/10 plan is approved, and that I will be able to ride this subway from the Westside in my lifetime.

Sincerely,



Sarah Hays

551-5

Your comment about selecting the most direct and least expensive route that generates the highest ridership has been noted. Ridership is indeed one of several important factors that Metro considers in its recommendations to the Board. In selecting a route, Metro considers several factors, including ridership, user benefits, travel time, capital costs, performance characteristics, and environmental impacts. Generally, the least expensive, most direct, and highest ridership route is the preferred route, but a combination or balancing of the factors identified above are used in making a selection. Between Beverly Hills and Century City, two route options – Santa Monica and Constellation North – were carried forward for further analysis in the Final EIS/EIR as part of the Locally Preferred Alternative (LPA). These route options reflect the two station location options remaining in Century City. In the case of the route options between Century City and Westwood, the East Alignment was selected as part of the LPA, as it is shorter and less costly than the West Alignment and has fewer environmental impacts than the Central Alignment.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including alignment locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the alignments in the Century City vicinity following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Daniel Hazen](#)
 To: [Westside Extension](#)
 Cc: [Ozzie Dots](#)
 Subject: Westside subway Extension
 Date: Thursday, September 30, 2010 7:51:20 AM

Westside Subway Extension Comments,

136-1 I support the westside subway extension. All of the alternatives appeal to me, 1, 2, 3
 136-2 and 4. I do favor alternative 2 of the funded alternatives. I think that a station at
 136-3 Crenshaw should not be built. I support the station at Constellation in Century City,
 136-4 not on Santa Monica Blvd. I think that the station at the VA hospital, if built, should
 have two entrances, one nearer to Wilshire if possible, since not everyone will want to
 go the the VA Hospital.

Thank You

Daniel Hazen
 1741 Maltman Ave
 Los Angeles, CA 90026

136-1

Your support for Alternative 2 (Westwood/VA Hospital Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

136-2

Your comment on the Wilshire/Crenshaw Station has been noted. As part of the LPA selection, the Metro Board of Directors did not include a Wilshire/Crenshaw Station in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

136-3

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

136-3

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

136-4

Your comment regarding accessibility of the Westwood/VA Hospital Station has been noted. Only one station entrance will be constructed at the Westwood/VA Hospital Station. The number of entrances at each station was based on the ridership projections for that station. Based on these projections, Metro will construct one station entrance at each of the proposed stations, with the exception of two station entrances at the Westwood/UCLA Station due to high ridership projections.

Convenient and safe access by pedestrians and bicyclists will be an important element of the design of all station areas, including the Westwood/VA Hospital Station. A comprehensive station access circulation study was conducted for this station due to feedback from both the VA and the public. The recommendations resulting from this study are available in the *Westside Subway Extension Station Circulation Report*. The report considered pedestrian access, bicycle access, bus access, and auto access to the Westwood/VA Hospital Station and resulted in a detailed urban design concept for the Westwood/VA Hospital Station-both the North and South locations. Potential impacts to interfacing transportation networks, including bus transit (specifically, the location of bus stops), and pedestrian and bicycle facilities (pedestrian crossings and bicycle lanes) are also presented in Section 3.7 of this Final EIS/EIR.

In preparation of this Final EIS/EIR, the station box and station entrance for the Westwood/VA Hospital South Station was shifted north from the location evaluated in the Draft EIS/EIR. Based on feedback from the VA and the public, the station box was shifted to the far northern end of the parking lot to allow the VA to more easily develop their property in the future and to improve public access to the station. This station location farther from the VA Hospital also facilitates a clearer delineation between station activities and VA activities on the VA Campus.

Currently, Wilshire Boulevard and Bonsall Avenue are grade-separated with Bonsall Avenue passing beneath Wilshire Boulevard. For the Westwood/VA Hospital South Station, the proposed station entrance, as detailed in Section 2.6 of this Final EIS/EIR, would be located on the Bonsall level, beneath the bus drop-off area to the north of the VA Hospital parking lot. The existing bus drop-off area at the Wilshire level on the north and south sides of Wilshire Boulevard would remain the same. A passenger drop-off area would also be provided on the Wilshire level within the bus drop-off area on the north side of Wilshire Boulevard.

For the Westwood/VA Hospital North Station, the station entrance would be located along the north side of Wilshire Boulevard, just west of Bonsall Avenue and south of the station box on the Bonsall level, as detailed in Section 2.6 of this Final EIS/EIR. The existing bus drop-off area at the Wilshire level on the north and south sides of Wilshire Boulevard would remain the same.

136-4

Since the entrance for both the North and South stations are located along Wilshire Boulevard at Bonsall Avenue, on the Bonsall level, there are no major differences between the two stations for the purposes of evaluating station circulation. However, Section 3.7 of this Final EIS/EIR concludes that both the North and South entrance at the Westwood/VA Hospital Station will result in increased hazards to pedestrians and bicyclists due to a design feature or incompatible uses and will conflict with adopted plans or policies related to public transit, bicycle, or pedestrian facilities prior to mitigation. To improve access, the following mitigation measures will be implemented at the Westwood/VA Hospital Station (North or South):

- T-8-Install High-Visibility Crosswalk
- T-9-Provide consistency with General Plan Designation Sidewalk Width Adjacent to Metro-Controlled Parcels
- T-10-Provide consistency with General Plan Designation Sidewalk Width Coordination with Jurisdictions
- T-11-Provide High Visibility Crosswalk Treatments
- T-12-Meet Federal, State, and Local Standards for Crossing
- T-13-Meet Metro Rail Design Criteria Minimums for Bicycle Parking
- T-14-Study Bicycle Parking Demand and Footprint Configuration
- T-16-Study Bus-Rail Interface

With implementation of these measures, impacts to the interfacing pedestrian and bicycle networks and bus stops will be mitigated to less than significant levels at the Westwood/VA Hospital Station. While it is acknowledged that streets in the vicinity of the Westwood/VA Hospital Station are wide, pedestrian and bicycle movements in the study area can still occur without major barriers. The vicinity of the Westwood/VA Hospital Station does contain a network of sidewalks, including connections between potential future rail station entrances and nearby activities. Escalators will provide easy connections from the bus turnouts on Wilshire Boulevard to the Bonsall level, making transfers between bus and subway relatively convenient.

Please refer to Section 8.8.5 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/VA Hospital Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Circulation Report* provides a comprehensive station access circulation study of the Westwood/VA Hospital Station and Section 3.7 provides an analysis of potential impacts to pedestrian, bicycle, and bus networks. All reports are available on the Metro Westside Subway

136-4

Extension Project website: www.metro.net/projects/westside/westside-reports.

Comment from

First Name: cat
Last Name: healy
Email: catillac222@yahoo.com
Phone:
URL:

60-1

I live in santa monica and work in universal city. it ridiculous that there is nothing starting from the beach areas. we need one from SM to downtown (near staples center), SM to hollywood and the valley! these is high density areas, please help us!!

60-1

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.



October 15, 2010

Honorable Don Knabe, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Knabe:

634-1

I, Scott Healy, wholeheartedly support the Westside extension of the subway and continue to be a strong advocate for the creation of new public transit options for the community. We are encouraged by the progress Metro is making towards achieving this goal and want to contribute our comments to the Draft Environmental Review (DEIR) document now in circulation.

In order to serve this community with the most ridership, we believe that the Constellation Boulevard and Avenue of the Stars station alignment should be adopted for several reasons:

- It will bring passengers to the heart of Century City, providing both convenience to travelers, as well as increased ridership which will benefit everyone.
- With nearly 40,000 employees within Century City clustered around this intersection, they are more likely to use the subway for both commuting and for trips during the day if the portal is conveniently located.

Thank you for your attention to our views. We look forward to the subway reaching Century City at the corners of Constellation Boulevard and Avenue of the Stars.

Sincerely,

Scott Healy
Business Development Officer

Cc: Mayor Antonio Villaraigosa
City Hall
200 No. Spring Street
Los Angeles, CA 90012

Honorable Zev Yaroslavsky
L.A. County Supervisor
821 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

Councilman Paul Koretz, Council District 5
City Hall
200 North Spring Street
Room 440
Los Angeles, CA 90012

1ST CENTURY BANK, N.A.

1875 Century Park East, Suite 1400 · Los Angeles, CA 90067 · MAIN: (310) 270-9500 · FAX: (310) 270-9599 · www.1stcenturybank.com

634-1

Your comment in support of the Westside Subway Extension Project has been noted.

Your comment in support of the Century City Constellation Station location has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in

634-1

the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Hebert, Colette](#)
 To: [Westside Extension](#)
 Subject: Please Don't Tunnel under Beverly Hills High School!!!!
 Date: Thursday, October 07, 2010 2:54:10 PM

343-1

Please do not pursue the Constellation Station in Century City, which would route the subway under Beverly Hills High School. The High School serves as our community's Disaster Recovery Center. The Santa Monica Blvd. option - the ONLY option which was originally presented to the citizens of Beverly Hills in the early days of this project, when you were seeking to garner support for the Westside expansion of the subway - continues to remain the best choice. Thank you.

Colette Flannick Hebert, Esq.
 Senior Vice President - Manager
 City National Bank
 Management Consulting Group
 400 North Roxbury Drive, 8th Floor
 Beverly Hills, CA 90210
 colette.hebert@cnb.com
 T: 310.888.6788
 F: 310.888.6557

343-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

343-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

343-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: Ezekiel Henshaw [ezekiel1hen@yahoo.com]
 To: Westside Extension
 Subject: My comments.

Here are my comments:

- 24-1 | First, while there is a lot of opposition for the Wilshire/Crenshaw station, I believe an infill station "box" should be built in case of a future need for the station. The issue being, if we don't build we have a large 2 mile gap in the purple line that without some kind of infill station, we would be stuck with it this forever.
- 24-2 | I would like alternative 5 built. However, I have a few problems with this alignment:
 24-3 | 1) The purple would end in Santa Monica so close to the Expo line. My issue is the fact that we would end up with 2 rails connecting the same 2 places - Santa Monica and Downtown. Considering our system needs to cover an entire county, I think it wouldn't be cost effective nor fair to the other communities of LA in need of rail, as the money could be spent elsewhere. Instead of Santa Monica, I would like to see the purple go through the Sepulveda pass, or end at an eventual rail line that *will* go through the pass.
- 24-4 | 2) The West Hollywood subway. I would like to see this built, but it would be disappointing not having a connection structure at Hollywood and Highland. I would like to see a 'triangle' of lines - 1 line from Union to No. Hollywood, 1 line from Santa Monica to Union, and lastly 1 line from No. Hollywood to Santa Monica using the new West Hollywood line. This would make more sense and be more straight forward.

24-1

Your comment suggesting the construction of an undeveloped station box for a future station at the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA. Because the Wilshire/Crenshaw Station would be a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit Project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Excavating an undeveloped station box for the potential future development of a Wilshire/Crenshaw Station is also not a viable option at this time. The cost of excavating an empty box for a future station adds a considerable cost to the Project and such a station has not been approved at this time for the future (approximately \$70 million) or included in the LPA. Additionally, if the station is developed in the future, the process of constructing a full station from an undeveloped station box while the system is operational would present technical challenges that would further increase the station construction costs and would be disruptive to the existing service.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

24-2

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in

24-2

the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

24-3

Your comments have been noted. The Westside Subway Extension would terminate at a Westwood/VA Hospital Station and would not parallel the Expo line in Santa Monica.

Your comment on a Sepulveda/I-405 line has been noted. The San Fernando Valley I-405 Corridor Connection is included in Metro's 2009 Long Range Transportation Plan and funding has been allocated in Measure R for the project. Metro will undertake planning studies for the corridor to identify the mode, alignment and appropriate connections to other area transit projects, including the Westside Subway Extension.

24-4

Your support for the West Hollywood alignment has been noted. Please see the above response to comment number 24-2 regarding the Metro Board selection of Alternative 2 as the LPA and future studies of a potential West Hollywood line.

The Metro Board of Directors chose not to include a West Hollywood connection structure in the LPA due to funding constraints. Additionally, the cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line.

Due to existing design constraints at the Hollywood/Highland Station, a future West Hollywood line could not run through Hollywood/Highland to North Hollywood. The Hollywood/Highland Station would have to serve as a transfer station between the existing Red Line and any future West Hollywood Line.

RECORD #332 DETAIL

Status : Submission Summarized
Record Date : 10/7/2010
Submission Date : 10/7/2010
First Name : Carolyn
Last Name : Hernandez
Group Affiliation :
Submission Content :

332-1

I am very much in support of the Westside Subway Extension. I have lived in Culver City for the past 16 years and have seen the traffic congestion when going to and from the Westside. Having a subway in this area would be a great alternative to sitting in traffic.

332-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #752 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Alma
Last Name : Hernandez
Group Affiliation : BRU
Title :

752-1 | **Submission Content :** As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Yes, I support TSM.

752-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la área de estudio del bulevar de tránsito extensión al oeste."

Si al TSM apoyado.

Sinceramente,

Alma Hernández
Firma

Nombre: *Alma Hernández*
 Dirección: *7020 MTN View apt. H, P.C.A.*
 Negocio/organización:
 Correo electrónico:

752-1


beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

739-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I don't think that this is fair because it's really expensive how to try and mobility less and if it increases a lot of people won't be able to afford it :-)

Sincerely, 

Name: MARGO HERRERA
 Address: 959 S. Soto St L.A CA
 Email: _____
 Business or organization: Starbucks

Signature _____
 Business or organization: _____

739-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

739-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

From: [Litvak, Jody Feerst](#)
 To: [Westside Extension](#)
 Subject: FW: Subway comments
 Date: Thursday, September 30, 2010 1:48:44 PM

-----Original Message-----
 From: Regional Connector
 Sent: Thursday, September 30, 2010 12:52 PM
 To: Mlieger, David; Litvak, Jody Feerst
 Subject: FW: Subway comments

-----Original Message-----
 From: Hetz Matthew [<mailto:hermes333@dslextreme.com>]
 Sent: Wednesday, September 29, 2010 3:58 PM
 To: Regional Connector
 Subject: Subway comments

115-1

I highly support the Wilshire Subway, extending the existing Purple Line from Western and Wilshire east, along the Wilshire corridor, to the Veterans Administration's complex. This is Alternative 2. This is the most direct route, and will allow other Prop. R funds to be spent on other transit projects.

I hope the subway is built as quickly and as safely as possible.

I am a transit rider primarily, though I have a car. I ride out of environmental concerns-air pollution and global warming carbon gases from vehicle exhaust; and after riding mass transit in Los Angeles consistently since 1992, it is more preferable to the madness of driving on the gridlocked and angry streets, boulevards and freeways of Los Angeles.

Subways offer the transit rider the fastest rides and quickest trips, plus the ride the smooth which is of great benefit to the rider. The entry and exits of subway trains are far superior to the slow and awkward boardings and exits of buses.

Some parts of beat up, broken and pothole scarred Wilshire Boulevard while riding inside a Rapid Bus is like being inside a blender on the chop cycle. Moreover, the buses are stuck in traffic, and can be quite slow.

Thank you,
 Matthew Hetz
 6211 W. 78th Street
 Los Angeles, CA 90045

115-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board approved Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

In April 2010, the Metro Board of Directors adopted the America Fast Forward 30/10 Initiative that directs that the Westside Subway Extension Project to seek accelerated federal funding to deliver the Project in a single phase to Westwood. Based on this accelerated funding schedule, the parallel construction of portions of the alignment and stations would allow the entire LPA to be open and operational to the Westwood/VA Hospital Station in 2022 as a single phase.

In the event that accelerated federal funding cannot be secured, the LPA would be constructed in three sequential phases in accordance with the Metro Long Range Transportation Plan. The first phase to the Wilshire/La Cienega Station would open in 2020, the second phase to the Century City Station would open in 2026, and the final phase to the Westwood/VA Hospital Station would open in 2036.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process. Please refer to Section 2.6.11 of the Final EIS/EIR for further information on the construction schedule.

From: YSHILLER@aol.com
 To: [Westside Extension](#)
 Subject: From Yvonne Hiller
 Date: Monday, October 11, 2010 12:42:32 PM

To Whom it May Concern,

400-1

I have attended every meeting, listen to all the speakers and reviewed documents. I beg you to choose the Wilshire Santa Monica route to Century City, and **NOT** the other two alternative routes that go under our homes and schools. Please place the station on Santa Monica Blvd. Walking one or two blocks to and from the station will not be a problem for anybody except for the developers that want to put the station in the middle of Century City. The developers are not concerned about anything but what will put more money in their pockets and politics. You and I have seen this before.

I lived for many years in Santiago Chile, and I often visit the city. I always use the subway system in Santiago and people do not mind walking a few blocks to and from the stations.

The Subway routes should be placed under main streets and not under homes and schools.

Thank you for your consideration

Yvonne Hiller

400-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

400-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

400-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: YSHILLER@aol.com
 To: [Westside Extension](#)
 Subject: Century City Alignment
 Date: Wednesday, October 13, 2010 10:25:07 AM

442-1

Thank you for this informative e-mail.

Of course the people outside Beverly Hills do want the Constellation station rather than the Santa Monica Station.

Those people are the developers that only care about their pockets, politicians, and riders that would prefer not to walk a block. These people have no concern about the quality of life, noise, vibration, property value, and future unpredictable problems caused by digging under our homes, and High School.

As, a Chilean-American who has lived here for over 30 years, I have been glued to the television watching as each miner is rescued. We should take Chile and his people as an example. The well being of each person is more important than politics or money. People in Chile deeply care about each other.

Placing the station on Santa Monica boulevard should be the only option considered for further study.

Thank you,

Yvonne Hiller

442-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

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The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

442-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

442-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #512 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : Janet
Last Name : Hindler
Group Affiliation :
Submission Content :

512-1

We urge you to select the Constellation location for the Purple Line subway station for Century City. This will put it in the center of Century City at Constellation and Avenue of the Stars where the thousands of employees need to get to work. Thank you for considering my thoughts on this matter.

512-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

512-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

Comment from
First Name: Josh
Last Name: Hirschel
Email: hirschel113@aol.com
Phone:
URL:

34-1

The Century City station should be on Constellation, not Santa Monica. There is no reason to spend so much more to build on an earthquake fault. Plus, Constellation is in the CENTER of Century City, making it more convenient, which public transit must be in order to attract enough riders.

34-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

34-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #92 DETAIL

Record Date : 9/28/2010
Submission Date : 9/28/2010
First Name : Richard
Last Name : Hogge
Group Affiliation :

- 92-1 | **Submission Content :** I like option 5 (Downtown LA to Santa Monica + Hollywood to Santa Monica via West Hollywood) if we can get 30/10 funding.
- 92-2 | If not, I'm hoping for option 2 (Downtown LA to Westwood VA) with the hopes that you can design the line so the West Hollywood pur can be integrated later without totally disrupting service (is it possible to leave a small "starter tunnel" for future tracks to align through?) That way the option for a future West Hollywood line is there when the ridership/funding demands it (whether it's a subway that connects to those tracks underground, or just an extension of the future Crenshaw line above ground, with timed transfer opportunities.)
- 92-3 | And I think the Crenshaw stop should be included since the spacing of stops without it seems pretty far apart (again if this cannot be funded, maybe a basic stop "box" can be done for a lot less, leaving the option for a future stop - or is that even a possibility?)
- 92-4 | And with regards to the Beverly Hills and UCLA routes, I think the stops and underground alignment that is chosen should be based on ridership/density rather than the houses and businesses they might be traveling under.
- Thanks for the opportunity to give feedback online!

92-1

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

92-2

Your comment regarding the West Hollywood connection structure has been noted. A connection structure was considered as a means to provide a future connection to a West Hollywood line. The Metro Board chose not to include a West Hollywood connection structure in the LPA due to funding constraints.

Additionally, the cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line. The Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria. Furthermore, the Wilshire/La Cienega station has been designed as not to preclude a future connection to a northward extension of the Crenshaw line.

92-3

Your comment on the Wilshire/Crenshaw Station has been noted. A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the

92-3

existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Your comment suggesting the construction of an undeveloped station box for a future station at the Wilshire/Crenshaw Station has been noted. Excavating an undeveloped station box for the potential future development of a Wilshire/Crenshaw Station is also not a viable option at this time. The cost of excavating an empty box for a future station adds a considerable cost to the Project and such a station has not been approved at this time for the future (approximately \$70 million) or included in the LPA. Additionally, if the station is developed in the future, the process of constructing a full station from an undeveloped station box while the system is operational would present technical challenges that would further increase the station construction costs and would be disruptive to the existing service.

92-4

Your comment about selecting the most direct and least expensive route that generates the highest ridership has been noted. Ridership is indeed one of several important factors that Metro considers in its recommendations to the Board. In selecting a route, Metro considers several factors, including ridership, user benefits, travel time, capital costs, performance characteristics, and environmental impacts. Generally, the least expensive, most direct, and highest ridership route is the preferred route, but a combination or balancing of the factors identified above are used in making a selection. Between Beverly Hills and Century City, two route options – Santa Monica and Constellation North – were carried forward for further analysis in the Final EIS/EIR as part of the Locally Preferred Alternative (LPA). These route options reflect the two station location options remaining in Century City. In the case of the route options between Century City and Westwood, the East Alignment was selected as part of the LPA, as it is shorter and less costly than the West Alignment and has fewer environmental impacts than the Central Alignment.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including alignment locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the alignments in the Century City vicinity following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

738-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Charles J. The MS

Name: *L. D. Howard*
 Address: *1234 1/2 Wilshire*
 Email:
 Business or organization:

Sincerely,
 Signature

738-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

738-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #486 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Walter
Last Name : Hoye
Group Affiliation :
Submission Content :

486-1

I prefer the Constellation and Ave of the Stars station location. High density, many employees, many businesses, entertainment venues and condominiums. Great way to reduces driving and increase use of public transportation.

486-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

486-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #487 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Sheran
Last Name : Hoye
Group Affiliation :
Submission Content :

487-1

I prefer the Constellation and Ave of the Stars metro station site. High number of employees working there, tall buildings, wide streets, many businesses, restaurants, entertainment venues. Good way to get people out of their cars and into public transportation.

487-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

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Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

487-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

729-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

HELL NO!

Name: Gwendolyn Hudson

Address: 4027 URSULA H-207

Email: FR CALIF 90008

Sincerely,

Gwendolyn Hudson
Signature

Business or organization:

729-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

729-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #98 DETAIL

Record Date : 9/29/2010
Submission Date : 9/29/2010
First Name : Niall
Last Name : Huffman
Group Affiliation :

98-1 | **Submission Content :** I support the construction of the Westside Subway Extension as an important investment in Los Angeles County's transit future.
98-2 | Additionally, I support the construction of a Century City station on Constellation Avenue, and oppose a station on Santa Monica Boulevard. The Constellation option will be much more effective in facilitating pedestrian connections to the surrounding uses, as it would be situated in the middle of Century City rather than on the edge. Furthermore, the Santa Monica Boulevard station would empty out onto a busy, dangerous, high-speed arterial highway that is ill-suited to providing safe, comfortable and convenient access between the subway station and surrounding uses.

I urge the Metro board to approve the Westside Subway Extension with a Century City station at Constellation, and look forward to seeing this important project implemented swiftly and in a manner that maximizes the benefit it will bring to the people of the Westside and of Los Angeles County.

98-1

Your comment in support of the Westside Subway Extension Project has been noted. Your comment in support of the location of the Century City Station location has also been noted.

98-2

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

98-2

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: MILTON HYMAN

Organization/Organización:

Address/Dirección: 216 SO LINDEN BLVD BEVERLY HILLS, CA

Tel: 202-7145 Fax:

Email: MHYMAN@IRELL.COM

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

164-1

I am opposed to the route under Beverly Hills High School and our homes. The tentative and limited benefits of the non-Santa Monica Blvd routes do not warrant the extensive detriments to our homes and schools. As a 40 year resident I am opposed to this risk to our safety and residential neighborhood - please return to the original S. M. Blvd. route.

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You may submit your comments by:



- > Email to: westsideextension@metro.net
- > US Mail to: David Mieger, Project Manager, One Gateway Plaza, 99-22-2 Los Angeles, CA, 90012
- > Visiting our website metro.net/westside and clicking on "contact us"
- > Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
- > Submit written comments at a public hearing.

164-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

164-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

164-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: Chad Hymel [chad_hymel@yahoo.com]
 To: Westside Extension
 Sent: Mon 10/11/2010 10:21 AM
 Subject: Crenshaw stop

352-1

I would like to see a Crenshaw stop. The area has alot of future development potential and could serve the Larchmont area in Hancock Park.

Thanks,
 Chad

352-1

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Tania Ibanez](#)
 To: [Westside Extension](#)
 Subject: comments re extension of purple line
 Date: Friday, September 24, 2010 10:50:33 AM

110-1

I submit this comment to encourage Metro to stop at Crenshaw and Wilshire. I routinely take the 20 and 720 bus to work, and I have noticed a lot of people getting on and off at this stop. Metro should not only focus on the commuter traffic at Crenshaw but also at the businesses and communities around Crenshaw that will benefit from this stop. Although Crenshaw is less than one mile from Western, by putting a stop at this location, people north and south of Wilshire in the vicinity of Crenshaw will have access to the line. There is a lot of businesses near Crenshaw and multiple housing units have also recently been built in the are. The stop at Crenshaw would serve the communities and businesses located off of Highland, Melrose, Rossmore, and Vine. Thank you for your consideration.

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

110-1

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

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----- Original Message -----

From: alan iezman [mailto:aiezman@shelterpeople.com]
 Sent: Monday, October 18, 2010 03:39 PM
 To: Leahy, Arthur
 Subject: <no subject>

Dear Arthur,

RE: Beverly Hills subway route choices

585-1

It is incomprehensible to me, given the various choices of subway routes, that the option of going under schools and homes in Beverly Hills, is even on the table for discussion. The route originally planned, and the only one put forth by Metro (up till now), down Santa Monica Blvd, is the only safe, logical and viable way to go.

It seems apparent by now, that the only reason for a possible change of route, would have to do with pressure being put on the decision makers, by private business interests in locations such as Century City. Voters have a long memory when it comes to these things, and the voters and residents of Beverly Hills are united in their opposition to any subway route other than the Santa Monica route.

Sincerely,

Alan Iezman

585-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

585-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

585-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: Isola_Chris@LosAngeles
To: [Westside Extension](#)
Subject: Subway Location in Century City
Date: Friday, October 15, 2010 12:43:42 PM
Attachments: [Letter to D.Knabe re Subway location in CC.pdf](#)

Chairman Knabe,

Please see the attached letter. As a Board member of the Century City Chamber of Commerce, I am very concerned about the location of the Subway station in Century City.

Best,
Chris

Christopher A. Isola | Senior Associate | Lic. 01454942
CB Richard Ellis | Broker Lic. 00409987 | Brokerage Services
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T 213.613.3204 | F 213.613.3005
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Chris Isola
Senior Associate
Lic. #: 01454942

CB Richard Ellis, Inc.
Office Properties

October 14, 2010

Honorable Don Knabe, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Knabe:

I, Christopher Isola, wholeheartedly support the Westside extension of the subway and continue to be a strong advocate for the creation of new public transit options for the community. We are encouraged by the progress Metro is making towards achieving this goal and want to contribute our comments to the Draft Environmental Review (DEIR) document now in circulation.

In order to serve this community with the most ridership, we believe that the Constellation Boulevard and Avenue of the Stars station alignment should be adopted for several reasons:

- It will bring passengers to the heart of Century City, providing both convenience to travelers, as well as increased ridership which will benefit everyone.
- With nearly 40,000 employees within Century City clustered around this intersection, they are more likely to use the subway for both commuting and for trips during the day if the portal is conveniently located.

Thank you for your attention to our views. We look forward to the subway reaching Century City at the corners of Constellation Boulevard and Avenue of the Stars.

Sincerely,

Christopher A. Isola
Senior Associate

Cc: Mayor Antonio Villaraigosa
City Hall
200 No. Spring Street
Los Angeles, CA 90012

Councilman Paul Koretz, Council District 5
City Hall
200 North Spring Street
Room 440
Los Angeles, CA 90012

Honorable Zev Yaroslavsky
L.A. County Supervisor
821 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

537-1

Your comment in support of the Westside Subway Extension Project has been noted.

Your comment in support of the Century City Constellation Station location has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in

537-1

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the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #365 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name : Akiko
Last Name : Izumitani
Group Affiliation :
Submission Content : I support the station on Ave. of The Stars and Constellation.

365-1 |

365-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

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Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [John Jackson](#)
 To: [Westside Extension](#)
 Subject: Century City Station
 Date: Sunday, October 03, 2010 10:34:12 PM

Dear Metro,

286-1 | I support the subway.

286-2 | Please put the Century City station at Constellation, not at Santa Monica.

- John

286-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

286-2

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by

286-2

recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #440 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : Cooper
Last Name : Jackson
Group Affiliation : Comstock Hills Homeowners

440-1

Submission Content : I strongly urge you to make the subway stop at Constellation Blvd., which is closest to commerce, not the other options you are considering, all of which would greatly disrupt and impact our quiet, residential neighborhood.

440-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

440-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

668-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I don't want to the subway because the subway is limited and the bus is not

Sincerely,
Catherine Jackson
 Signature

Name: *Catherine Jackson*
 Address: *4031 W 25 Street*
 Email: *Los Angeles Calif 90008*
 Business or organization:

668-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a beneficial economic impact to elderly and low-income communities. The Project would also

668-1

allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

While the subway route cannot be changed once in place, the subway offers additional capacity and travel time reliability as it is in its own "lanes". Due to the flexibility of bus, bus connectivity with the rail can be adjusted over time maximizing service opportunities.

From: [Jeff Jacobberger](mailto:jjacobberger@midcitywest.org)
 To: [Westside Extension](#)
 Subject: Query re Ridership Projections
 Date: Thursday, October 07, 2010 11:41:41 AM

346-1

I am attempting to locate the portion of the Draft EIR/EIS that discusses the models used to generate ridership projections. In particular, I would like to know whether the model is based solely on population/employment densities, or whether it takes into account other types of users, such as tourists (the line serves many tourist destinations), patients at medical centers (Cedars-Sinai, UCLA, VA Hospital), etc.

I can find a lot of places in the EIR/EIS that talks about the ridership projections, but not a detailed discussion of how those numbers were derived.

Thanks,

Jeff Jacobberger
 Chair, Mid City West Community Council
 543 North Fairfax Avenue
 Los Angeles CA 90036
 Phone: 323.646.3308
 E-Mail: jjacobberger@midcitywest.org
 Visit our website: www.midcitywest.org

346-1

Your comments about transit ridership have been noted. Transit ridership projections for the forecast year of 2035 were developed using the travel forecasting model developed by Metro and the Southern California Association of Governments, which followed Federal Transit Administration (FTA) guidance and meets FTA's goals: to have the model tell a coherent story about travel behavior, reliably reproduce current travel patterns, and ensure a rational response to change. Metro's travel demand model is a resident model stratified by three income levels and includes the three standard trip purposes of Home-Based Work, Home-Based Other, and Non-Home Based, plus the additional trip purpose of Home-Based University. The model does not include tourism or special events. The modeling effort included FTA's participation throughout the process and a final review was held in September 2009 during which FTA concurred that the model was ready for application to this Project. The model was calibrated with 2001 and 2006 on-board survey data and then validated against transit ridership information to ensure it properly represents travel activity for the Los Angeles County and regional transportation system.

The Metro forecasting model uses "best practices" for urban travel models in the U.S. and reflects changes in land use, socioeconomic conditions, trip flows and transportation network improvements. The model is based on a set of realistic input assumptions regarding land use and demographic changes between now and 2035 and expected transportation levels-of-service on both the highway and public transit system. Key data used by the model include the following:

- Southern California Association of Government (SCAG) forecasts of population and employment densities
- SCAG-forecasted socio-demographic characteristics of travelers
- Person-trip flows
- Characteristics of the roadway and transit systems, including travel times, costs, and capacity reflective of No Build, TSM, and Build Alternatives

Documentation is available in available in Section 3.2.1 of this Final EIS/EIR and in the *Los Angeles Mode Choice Model: Calibration/Validation Report*.

Please refer to Section 3.2.1 of the Final EIS/EIR for more information on ridership forecasting methodology. In addition, the *Los Angeles Mode Choice Model: Calibration/Validation Report* provide detailed information about the ridership model and the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* provides a summary of the updated results prepared for the Final EIS/EIR. The *Technical Report Summarizing the Results of the Forecasted Alternatives* is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #515 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : sharon
Last Name : jaffe
Group Affiliation : comstock hills homeowners
Submission Content : The most appropriate place for a subway station is at Constellation, not SM Blvd. The latter will compromise the quiet and safety of residents.

515-1

515-1

Your comment in support of the Century City Constellation Station and station access/ridership projections has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

During preparation of the Final EIS/EIR, the ridership model from the Draft EIS/EIR was further refined to assess the LPA and incorporate any changes between the Draft EIS/EIR and the Final EIS/EIR. More than ten model runs were conducted to respond to changes, perform additional analysis, and answer questions that were raised during the project development process in the Final EIS/EIR phase. The main types of refinement included feeder bus service, balanced headways and some coding refinement, to determine what changes should be included in the Final EIS/EIR model runs. The refined model predicted boardings along the new Westside Subway Extension stations are approximately 49,300 with the Century City Constellation Station, which is about 3,350 more than the predicted 45,986 boardings with the Century City Santa Monica Station. The main difference in boardings at the Century City Station is the increased walk access trips in the Constellation Station over the Santa Monica Station. The walking time between the TAZ 738 (Century City)'s centroid node and the Century City subway station is 3 minutes in the Constellation Option and 13 minutes in the Santa Monica Option. The number of jobs and jobs per square mile in the 1/4-mile and 1/2-mile area around the Century City Stations is much higher in the Constellation Option than in the Santa Monica Option.

In addition to the refined ridership model, a supplemental ridership study was prepared to evaluate the relative accessibility of the Century City Station locations to surrounding commercial and residential development within a 1/2-mile walking distance. This data was then used to estimate the number of Westside Subway Extension riders who would walk to and from the stations. It should be noted that these ridership projections only consider those riders who walk to the station and these projections are intended to supplement the ridership forecasts. This analysis concluded that the Century City Constellation Boulevard Station attracts more Westside Subway riders compared to the station location along Santa Monica Boulevard. Based on both existing and projected future development in Century

515-1

City, the Constellation Station has the highest concentration of jobs and residents within the critical 600-foot and 1/4-mile walksheds. As a consequence, the 14,005 riders estimated to walk to the Century City Station along Constellation Boulevard is approximately 72 percent greater than the approximately 8,145 riders expected to walk to the Santa Monica Boulevard Station. The Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension.

In addition to ridership studies, the geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

673-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Instead of putting money towards the subway, money should be given to the MTA Buses.

Sincerely,
 Name: Dennis Blanson
 Address: 115 S Oak apt #9
 Email: blanson1@aol.com
 Signature: Dennis Blanson
 Business or organization: _____

673-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

673-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

725-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

*This is ridiculous
Most of us are on federal income*

Name: *Cynthia Johnson*
 Address: *6028 Florence Ave #2*
 Email: _____
 Business or organization: _____

Sincerely,
Cynthia Johnson
 Signature

725-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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The increased connectivity would also reduce the number of transfers which would have a

725-1

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743-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I support TSM and its function. This system should have been built yrs. Ago. The Red Car never should have stopped operating. To spend All that money & unable to keep up with the population is a shame!

Name: Becky Torres
 Address: 676 S. Central Ave. # 226
 Email: Art77obmo@yahoo.com

Sincerely,

 Signature

Business or organization:

743-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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The increased connectivity would also reduce the number of transfers which would have a

743-1

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WESTSIDE SUBWAY EXTENSION COMMENTS

Mark R. Johnston, 4185 Van Buren Street, Chino, Ca. 91710

I have submitted many of these comments before and would like them addressed in the final report. I am happy with about 90% of the route so my comments have been modified to specific issues on the full build out of the line.

- 421-1 | 1/ Skip Crenshaw Station. Too close to Western/Wilshire, buses can still come up Crenshaw and turn into Wilshire to connect at that station. Plus the Crenshaw Line light rail line is not coming up this street, so no future rail connection needed here.
- 421-2 | 2/ If Crenshaw Line light rail is coming up to Wilshire (and it needs to) it should connect at Wilshire/La Brea, therefore- PLEASE build a 4 way station box at this location so when the light rail comes up and it will probably after Wilshire opens, the construction of the light rail line will not interfere with the operation of the Wilshire line.
- 421-3 | 3/ Another reason for Wilshire/La Brea, is the Crenshaw Line in mid-to-long term future should go all the way to Hollywood and a Red Line connection. Therefore when you build the West Hollywood segment of the subway into the Hollywood/Highland Station, please once again build a station box to accommodate the Crenshaw line coming up La Brea from Wilshire to also connect at Hollywood/Highland.
- 4/ Another item for consideration at Hollywood/Highland is to design a station box to allow for the West Hollywood Subway Segment to continue either North to Burbank or Northeast towards Glendale. Don't "box" your self in, Leave all future directions open. We must think beyond the near-term and really, really think about where other lines will join or extend in the future !.
- 421-4 | 5/ Wilshire/La Cienega needs to be at the junction of the 2 streets. This station should be an exact copy "in reverse" of the Wilshire/Vermont Station. Passengers coming from LA Downtown are not going to want to travel all the way to Wilshire/Rodeo to change to a train going partially backwards to reach Beverly Center or West Hollywood Points.

421-1

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

421-2

Your comment on future transit connections to the Crenshaw/LAX Line has been noted. In November 2009, the Metro Board voted to approve the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor. The Crenshaw/LAX LPA includes an 8.5-mile light-rail line that would connect the Metro Green Line and the Expo Line along Crenshaw Boulevard. The Crenshaw/LAX LPA would not connect the line to Wilshire Boulevard.

A potential connection to Wilshire Boulevard was studied in a May 2009 Metro feasibility report. Although beyond the available project funding, this report determined that a connection at Wilshire/La Brea instead of Wilshire/Crenshaw would be more cost-effective and more compatible with existing land uses. Please refer to the Crenshaw Transit Corridor Project: Final Feasibility Study - Wilshire/La Brea Light Rail Transit Extension, available on the Crenshaw Transit Corridor Project page on the Metro website.

Keeping these recommendations in mind, the Westside Subway Extension Project, if approved for implementation, will be designed so as not to preclude future northward extensions of the Crenshaw/LAX line along La Brea, La Cienega, or San Vicente.

421-2

Since the Crenshaw line could connect to several different locations along the Westside Subway Extension Project, it would be premature to invest in infrastructure at one specific station.

421-3

Your comment regarding design of the station at Hollywood and Highland has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively. There is not adequate funding available in Measure R or other sources to construct the West Hollywood branch at this time.

The Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria. This could include studies of connections to Burbank or Glendale. As noted above in response to comment number 421-2, it would be premature to invest in infrastructure at any one specific station when a project has yet to be studied and defined.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

421-4

Your comment regarding a connection structure at Wilshire/La Cienega has been noted. The Board selected the East Station location without a West Hollywood connection structure for inclusion in the LPA. This is the preferred station entrance location for the City of Beverly Hills because it would be located in a denser, more commercial area than the other station location to the west of La Cienega. This entrance location also would provide excellent connections to two major north-south arterials - La Cienega and San Vicente Boulevards.

A connection to the West Hollywood alignment could not be provided at the Wilshire/La Cienega East Station location due to the required curve radius of the tunnel alignment. Providing a connection to the West Hollywood branch east of La Cienega Boulevard would require swinging the curve further east, which would lengthen the tunnel alignment, increasing travel times, costs and the number of properties that would be tunneled beneath. Following Scoping for the Draft EIS/EIR, three alternative designs for the Wilshire/La Cienega Station were considered - East with Separate Track Connection, West

421-4

with Track Connection and West with Passenger Transfer. Only East with Separate Track Connection and West with Passenger Transfer were evaluated in the Draft EIS/EIR. Please refer to the *Westside Subway Extension Alternatives Screening and Refinement Following Environmental Scoping Report* for a more detailed discussion of the screening of the Wilshire/La Cienega Station options in response to public comments.

The West Hollywood branch is not included in the LPA as identified by the Metro Board in October 2010. As noted above in response to comment number 421-2, it would be premature to invest in infrastructure at any one specific station when a project (the West Hollywood branch) has yet to be studied and defined.

421-5

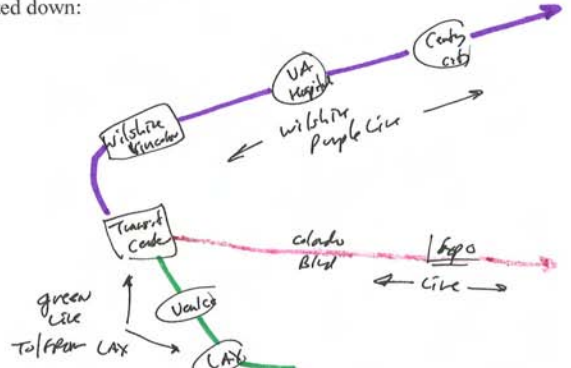
6/ Century City needs to be at Constellation, especially if I read correctly somewhere a developer is planning for station assistance/connections to some development. Take the help. Sticking the station out on Santa Monica Blvd only helps bus transfers. Constellation will be for pedestrians first and foremost. Buses can always loop into this station.

421-6

7/ The UCLA station needs to be as close to campus as possible.

421-7

8/ End of the line in Santa Monica at 4th and Wilshire is odd. Why, when the city of Santa Monica has put so much into building a transit center for the arrival of the Expo Line would you not curve the Purple Line into it????? Move the 4th and Wilshire station to Wilshire/ Lincoln and then make the last stop the transit center.. The reason ? One of these days, a line will go south on Lincoln from Santa Monica to Venice, Marina del Rey and LAX area. Even if its light rail, such as the Green Line coming up from LAX, allowing Purple light passengers from UCLA, Santa Monica points along Wilshire to change at the transit center and continue to points south. See small map I jotted down:



10/ My last point is probably my most important and ties into whatever transit line is being thought for the 405 route from West LA to the SF Valley. I will also put a small map at the end of this page. I think to balance my thoughts of travel patterns and ridership is to run your trains like this=

421-5

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted*

421-5

Alternatives and the Westside Subway Extension Century City TOD and Walk Access Study. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

421-6

Your comment regarding the proximity of the Westwood/UCLA Station to the UCLA Campus has been noted. Connections to the UCLA Campus were an important consideration in evaluating the Westwood/UCLA Station.

During public scoping, the public was presented with several station options for Westwood/UCLA. Six station location options were developed in response to scoping comments, including two locations along Le Conte Avenue closer to the UCLA campus. These station options were evaluated based on a number of engineering and environmental criteria. Based on the results of this screening, the two Le Conte Stations were eliminated from further consideration for two primary reasons. First, they would have required tunnel alignments to travel under the Veterans National Cemetery in order to allow the subway to continue west. In addition, the narrow streets in Westwood Village and the additional distance from Wilshire Boulevard made these locations ill-suited for station construction and associated impacts, including the location of sufficient land for construction staging and earth removal and the identification of haul routes. Station locations closer to or under Wilshire Boulevard will serve Westwood Village as well as the high-rise office buildings along Wilshire Boulevard and the multi-family residential buildings in that vicinity.

The Westwood area already serves as a major transportation hub for buses, shuttles, pedestrians, and bicyclists. Westwood Village is a pedestrian friendly area with wide, continuous sidewalks and many shops and restaurants. Bicycle lanes along Wilshire Boulevard and Westwood Boulevard have been identified for implementation in the next five years in the adopted City of Los Angeles 2010 Bicycle Plan. In addition, Le Conte Avenue and Veteran Avenue have been identified for longer term implementation.

Significant bus service already exists in the Westwood Village area provided by Metro, Santa Monica Big Blue Bus, Culver City Municipal Bus Lines, UCLA Transit, and others. These services provide connections between Wilshire Boulevard and the UCLA campus. The bus stop for the UCLA Campus Express is currently located on the south side of Kinross Avenue between Veteran and Gayley Avenues, which is easily accessible from the station entrance at the corner of Wilshire Boulevard and Gayley Avenue for either the Off-Street or On-Street Station.

Of the two Westwood/UCLA Stations under consideration in the Final EIS/EIR, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard

421-6

intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard, including bus connections to the UCLA Campus.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations and the *Westside Subway Extension Station Circulation Report* provides a comprehensive station access circulation study. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

421-7

Your comment regarding the end of the line station in Santa Monica and improving connectivity to the Expo Line and other lines beyond has been noted. However, the Metro Board selected a Locally Preferred Alternative that terminates at Westwood/ VA Hospital. Although the Santa Monica Extension was not adopted as the LPA, and is not affordable within the adopted LRTP, an extension of the subway from Westwood to Santa Monica does demonstrate potential to be a successful rail transit line in the future. This corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. These future studies could reconsider the connection to the Expo Line and other lines in Santa Monica.

421-8

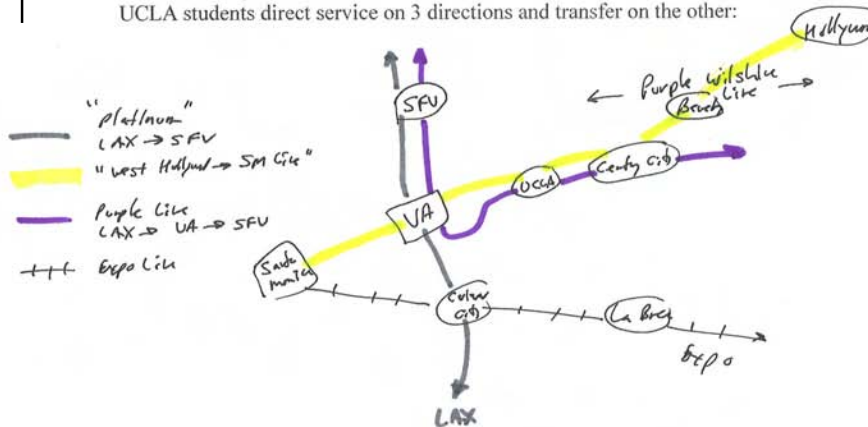
1/ **Purple Line** coming out of LA Downtown comes down Wilshire through Century City, UCLA and at VA Hospital turns NORTH up the 405 to the SFV valley, to at least the Orange Line- providing an East/West feeder from across the whole SFV valley and then maybe even the Amtrak/Metrolink Station Van Nuys for true regional and long distance connections..

2/ Then you West Hollywood Segment (I'll call it the **Yellow Line** for now) Will leave Downtown Hollywood, through West Hollywood, Beverly Center, Century City, UCLA, VA Hospital and continues on to Santa Monica. I think there is some concern the Santa Monica end of the line will have lower ridership than the center sections of the line.

So say for example, you balance these lines by running 4-6 car trains on my Purple from LA to SFV and then 2-4 car trains from Hollywood to Santa Monica. Passengers from the SFV can transfer at VA to go to Santa Monica, otherwise the heavier ridership will continue with no transfer down the 405 and then eastward down Wilshire

-then, a 3rd option-

3/ Design the VA transfer station to also allow some trains coming south out of the SFV on the 405 line to continue south along the 405 through Culver City to LAX. Finally, your SFV to LAX line. Call this the Platinum or Centennial Line or something special. My map of these 3 lines and a map of the VA Hospital Transfer junction follow. This would allow Veterans to access the hospital from 4 different directions.. This junction will also allow UCLA students direct service on 3 directions and transfer on the other:



421-8

Your comment on future transit connections has been noted. Connections beyond the Westside Subway Extension study area are important considerations as the system expands and Metro will take your suggestions into consideration.

The San Fernando Valley I-405 Corridor Connection is included in Metro's 2009 Long Range Transportation Plan and funding has been allocated in Measure R for the project. Metro will undertake planning studies for the corridor to identify the mode, alignment and appropriate connections to other area transit projects, including the Westside Subway Extension.

The West Hollywood and Santa Monica branches are not included in the LPA as identified by the Metro Board of Directors in October 2010 because they are beyond the available Measure R funding. However, the Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood and Santa Monica, and these corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

Since these projects have yet to be defined, it would be premature to invest in specific infrastructure to support transfers at Westside Subway Stations.

Thank you for the time to read all of these ideas and I have a whole lot more. I have attended so many MTA meetings and submitted many , many comments but are never responded to. I just hope all ideas are considered. I also hope we can get 30/10 plan so we can get this all done long before I am too old to use it !
Thank you again.

Comment from

First Name: Raffi
Last Name: K
Email: raffi@cilicia.com
Phone:
URL:

63-1

Hi - I have been following metro's growth for years, and can't understand why both the Expo line and the Purple line are likely going to terminate a few blocks from each other in Santa Monica, going parallel for miles.

If the Expo line starting in Culver City went straight down Venice Blvd to the ocean, I think a much great area could be serviced, including Venice and Marina del Rey. From there it could one day head up along the coast and meet up with the Purple Line in Santa Monica, allowing a lot more development along the coast to be serviced by metro. After all, isn't the beach what most people think of as part of the LA lifestyle?

I know it's very late in the process, but I just don't understand why two lines would go almost side by side when instead an additional large and popular section of the coast could be serviced for the same price.

Thanks,
Raffi

63-1

Your comment regarding the Expo Line providing parallel service has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. The LPA identified by the Metro Board would not extend to Santa Monica and therefore would not parallel the Expo Line.

From: Dorothy Kamins [mailto:dorothy@pkdkamins.com]
Sent: Wednesday, October 13, 2010 08:20 PM
To: Leahy, Arthur
Subject: MTA

450-1

Ridiculous to go under Beverly Hills schools and homes. Wait until we find out about the Inglewood fault under the School and the Andreas fault under Santa Monica Blvd. - Caution Please.
 Better still, scrap the entire plan.

Dorothy Kamins

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Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

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earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

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projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.