

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: IRA KAPLAN	
Organization/Organización:	
Address/Dirección:	
Tel: 310-658-7762.	Fax:
Email:	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

154-1 |

Request paper copies of Draft EIS/EIR - approx A+B for name as I'm not active on archive

Document Request

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

154-1

Metro staff received your request for information and provided the requested document during the public comment period.

349-1

Metro staff received your request for information and provided the requested document during the public comment period.

From: Kaplan, Ira [ira.kaplan@twcable.com]
 To: Westside Extension
 Sent: Mon 10/11/2010 10:35 AM
 Subject: re getting paper copies of draft eis/eir and app a & B

349-1

had put in request at meetings I have been attending reg last 18 mo and am an advocate of subway ext I cannot because of job requiremets no computer at home and no avail of library to view -had ask through Jody Litvak to rec paer copies of draft eis/eir and its app A & B at home and said spokesman has put me in metro data base and said they would consider providing these doc tome. I saw at rect mettings spoekes peiple for opposing aspect of porject waiving copies of this document I am a supporter and feel I should have this courtesy from you please call me on 310-658-7762 rather tha e-mail to me Thank you IRA KAPLAN address for mailing 729 s hobart bl #45 la ,ca 90005

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COMMENT DEADLINE: OCTOBER 18, 2010



WESTSIDE SUBWAY EXTENSION
Draft EIS/EIR - Public Hearings

Written Comment Form

Name/Nombre: IRA KAPLAN	
Organization/Organización:	
Address/Dirección: 729 S HOBART BL #45 Los Angeles, Ca 90005	
Tel: 310 - 658 - 7762	Fax:
Email:	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

426-1

I implore the Metro Board (headly Mayor) to adopt option 5 as LPA - I understand funding on the entire build is beyond current scoping + expectations but gentlemen you are in an historic spot you have captured public opinion on the project and like lightning in a bottle the public mood can be changed + fixed - so at this historic moment the Metro Board has the opportunity to step up boldly and adopt the entire build plan option 5 - if LA does not do it near generations of Angelenos will remember that at this moment the Metro Board did not arise to the occasion (build with Greenshaw station) (small low density but has potential on ridership
 as in metros data base" Dan Kaplan

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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

I support our rail efforts and promote to all I come in contact with



426-1

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.

451-1

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

From: SkinHlp@aol.com [mailto:SkinHlp@aol.com]
Sent: Wednesday, October 13, 2010 10:47 PM
To: markridley-thomas@bos.lacounty.gov; zev@bos.lacounty.gov; molina@bos.lacounty.gov; cpedersen@lacos.org; fifthdistrict@lacos.org; councilmember.huizar@lacity.org; fasanaj@accessduarte.com; pam.oconnor@smgov.net; anajarian@ci.glendale.ca.us; katzr@metro.net; Robinsonr@metro.net; Leahy, Arthur; Gorman, Karen; Jackson, Michelle; Safer, Charles
Subject: Santa Monica Route for the subway through Beverly Hills

451-1

I am writing to you to ask you to support the Santa Monica route for the subway through Beverly Hills. Please understand that I support a subway, and want it to go through Beverly Hills.

The new alternative routes under Linden or Lasky Drives are bad. By moving the subway station one block from Santa Monica to Constellation (two-tenths of a mile), the tunneling goes directly under the middle of Beverly Hills High School, the District offices and residential properties.

There is absolutely NO benefit for our Beverly Hills High School students, staff, or community for tunneling under our district office and high school. NONE! In fact, the "alternate" routes under Linden or Lasky limit the District in our plans for modernization at the High School and District office property.

Santa Monica Blvd is the best route. It is cheaper and safer with no risk to homes schools, underground oil wells, liquefaction, etc. When there is a viable alternative of a public roadway versus tunneling under schools and homes, the choice becomes clear. Why risk safety, damage and property value issues under schools and under homes?

I want a subway, but I want a safe subway. Please support the **Santa Monica Route for the subway through Beverly Hills**

Sincerely,
 Stuart H. Kaplan, MD

Medical & Cosmetic Dermatology
 Assistant Clinical Professor of Medicine, UCLA Medical Center
 Assistant Clinical Professor of Dermatology, West LA Veterans Hospital
 435 N. Roxbury Drive, Suite 210
 Beverly Hills, CA 90210
 tel: 310.858.7880 fax: 310.858.7887
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www.KaplanMD.com

451-1

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

451-1

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 #489 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Ronald
Last Name : Kaplan
Group Affiliation : CHOA

489-1

Submission Content : The mess, lies, budget overages, traffic problems, delays and a host of other problems I lived through with the Santa Monica Boulevard Project is a very strong incentive to support the Constellation & Avenues of the Stars subway station alternative.

489-1

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 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*

489-1

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 #568 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Mitchel
Last Name : Karp
Group Affiliation :

568-1 | **Submission Content :** I live in the Miracle Mile area. I support the Fairfax station on the east
568-2 | side of Fairfax. I also support a station at the VA. For people
connecting from the subway to points further west, being on the west
side of the 405 will save a huge amount of time versus transferring to a
bus in Westwood and then heading west down Wilshire. The area
around the 405 entrance is a huge bottleneck for much of the day. I
would rather see funds spent on the VA station than on Crenshaw, if
both can't be built. Lastly, I support a Century City stop on Constellation.
568-3 | That is the heart of Century City and would be an easy walk to most
of the area. It would be great if MTA could build the Century City station
with multiple exits so that you could exit at the mall or at the Century
Plaza or at the twin towers, for example. This is pretty standard in other
cities. They link centers around a subway station via underground
passage.

Thanks for your consideration. Good luck with 30/10!!

568-1

Your comment supporting the East location for the Wilshire/Fairfax 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, which includes the Wilshire/Fairfax East Station location 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.

568-2

Your comment in support of a station at Westwood/VA Hospital and in opposition of a station at Wilshire/Crenshaw 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 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 Board's approval of the LPA also included the decision to not build a Wilshire/Crenshaw 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 and the LPA selection process.

568-3

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

568-3

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. Your comment suggesting the construction of multiple entrances at the Century City Station has been noted. The number of entrances at each station was based on the ridership projections for that station. Based on these projections, Metro would construct one entrance at each of the proposed stations, with the exception of two entrances at the Westwood/UCLA Station due to high ridership projections.

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: Jackie Kassova
 Organization/Organización: Homeowner / parent student in district
 Address/Dirección: 471 S. Beck or Bth CA 90212
 Tel: 310 277 0004 Fax:
 Email: jkassova@gmail.com

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

155-1

I am opposed to revised route, not the subway.
 I feel very strongly about not tunneling under the high school.

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155-1

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

155-1

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.

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155-1

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



Name/Nombre: *Ronnie Kassork*

Organization/Organización: *S.W. Homeowners Assoc / Parent of child in district*

Address/Dirección: *305 S. Bedford Dr.*

Tel: *310 277-5554* Fax:

Email: *rkassork@roadrunner.com*

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

163-1

I am extremely concerned about tunneling under the high school and my 2 properties, and on Spalding and on Bedford.

I have no objection to the subway. In fact I applaud it but I strongly object to the alternate route. Please leave it along S.M. Blvd

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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



163-1

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

163-1

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

163-1

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.

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Via Email WestsideExtension@metro.net and Mail

September 27, 2010

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Re: Westside Extension of Wilshire Subway

While you and I have met many times over the years, for the record I will repeat my history with the Wilshire Subway. I have been a supporter of the Wilshire Subway to the Sea since it was a glint in Mayor Bradley's eyes. I was there when he went to Washington D.C. to get the first seed money to begin to even think about his and a great many citizens dream.

Let me offer a statement of fact which I learned when I was Chairman of the Citizens Advisory Committee on the Downtown Central Business District Redevelopment Project, if nothing else I was the chair of a committee with the longest name I ever saw.

423-1

Every time government acts, some people are hurt by the action and some people benefit. The goal is to reduce the number of people hurt by the action and maximize the number of people who benefit. When it comes to the Subway this is also true and we cannot allow a few people with concerns, many of which have been proven to be untrue, to impact the decision of the route so that the maximum number of people benefit from the alignment. I am of course talking about the proposed Subway Station at Constellation and Avenue of the Stars and then the route into Westwood and then hopefully to the VA property where we might be able to establish a parking facility, the profits there from, if there are profits, to go to the Veterans.

I was there when the engineers first proposed five lanes in each direction on Santa Monica Blvd. Parkway, with one lane for the exclusive use of busses, and at the time I don't even think we had carpool lanes but as it took over 30 years to get the improvement built, it would have included carpool lanes. Wouldn't it have been wonderful to have carpool lane exits from the 405 on to the carpool lanes on Santa Monica Blvd? After all we are spending \$1 billion for the carpool lane to the valley. But no there were those citizens that literally screamed out the word "Freeway" at the concept of five lanes in each direction instead of the existing three lanes in each direction and we ended up with three lanes and some creative engineering that almost created a forth lane.

Katz, Fram & Co.
CERTIFIED PUBLIC ACCOUNTANTS
www.katzfram.com

423-1

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.

Your comment regarding the Century City Station has been noted. Please see response below to comment number 423-2.

Your comment regarding parking at the Westwood/VA Hospital Station has been noted. Metro decided to not provide park-and-ride facilities at any of the stations along the Westside Subway Extension. 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.

The Project Study Area, including the vicinity of the Westwood/VA Hospital Station, is already very congested and Metro seeks to discourage people from driving to access the subway. Park-and-ride facilities could lead to increased auto use and potentially result in traffic impacts at intersections. Metro Rail Design Criteria identifies auto access at stations as a lower priority than pedestrian, bicycle, and bus access. Although improvements to bus connections are not part of the Project, the Westwood/VA Hospital Station will provide access to five bus lines, including the Santa Monica Big Blue Bus. Furthermore, any added park-and-ride facilities would have major implications on Project costs. Due to land costs and scarcity, any parking would need to be in multi-story garages, resulting in substantially higher capital costs than current estimates. Additionally, any park-and-ride facility at the Westwood/VA Hospital Station would require locating the garage on the VA Campus with the cooperation of the VA.

Please refer to Section 8.8.5 and 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and parking. 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 3.6 provides an analysis of potential impacts to parking. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

423-2

We cannot spend the kind of money we are going to spend and have its ridership reduced because some citizens have a false concern about noise and vibration from a subway 70 feet below their homes. That question was asked and answered at any number of the previous public meetings at which I was present.

I've read about the group of about 60-70 in Beverly Hills and another 60-70 people who live between Century City and Westwood and who oppose the most optimum route and I refer to my opening statement, the people that will benefit by a Constellation and Avenue of the Stars Station will number in the thousands and will grow in future years.

I hope that the elected officials who will make the final decision will carefully consider what I have written in reaching their final conclusion. The alternative station at Santa Monica Blvd. and Avenue of the Stars is to far North to serve all of Century City. In addition Metro officials have assured everyone that they will not feel vibrations nor be bothered by the noise. There are thousands of miles of Subway all over the country that can prove this representation.

Respectfully submitted,

Harold L. Katz

HLK/clm

O:\HLK\LTRS\CCCC\MTA\ 092710 Ltr2MetroReRouteOfExtension.doc

Cc: Jody Litvak, Richard Katz, Mark Ridley-Thomas, Pam O'Connor, Mayor Antonio Villaraigosa, Zev Yaroslavsky, Rita Robinson, Jose' Huizar

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

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423-2

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.

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*

423-2

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 #507 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : Cristenrob
Last Name : Kauffman
Group Affiliation : Comstock Hills
Submission Content : We would prefer the Constellation Blvd. station, as it would impact my quality of life and my home less.

507-1

507-1

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*

507-1

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 #249 DETAIL**Record Date :** 10/1/2010**Submission Date :** 10/1/2010**First Name :** Greg**Last Name :** Kay**Group Affiliation :**249-1 | **Submission Content :** I support Alternative 2 for the route.

249-2 | I also support the Century City station being on Constellation because it will make using the subway to commute more efficient for thousands of people.

249-3 | For the route of the tunnels, I think the subway should use whichever route makes the journey the fastest, even if it goes under residences. Underground subway tunnels have already shown that they are not a problem in LA.

249-1

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.

249-2

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.

249-2

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.

249-3

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: emailthis@ms3.lga2.nytimes.com on behalf of suzinkee@gmail.com
 To: [Westside Extension](#)
 Subject: NYTimes.com: Subway Work on 2nd Avenue Hobbles Stores
 Date: Monday, October 04, 2010 11:17:07 PM



This page was sent to you by: suzinkee@gmail.com

Message from sender:

RIDICULOUS move to build a subway under our homes and schools in Beverly Hills. Please stay the course and build under Santa Monica Boulevard. That'll be bad enough!

N.Y. / REGION | October 05, 2010

[Subway Work on 2nd Avenue Hobbles Stores](#)

By JOSEPH BERGER

Disruption is far worse than many merchants had expected when work resumed.

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CONVICTION - Based on the incredible true story. Starring Hilary Swank, Sam Rockwell, and Minnie Driver. In theaters October 15.
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297-1

297-1

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.

297-1

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

297-1

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.

RECORD #491 DETAIL

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

491-1

SantaMonica Blvd. is heavily impacted as I write this to you. It makes total sense to have a Metro station at Constellation and Avenue of the Stars which will serve citizens not only living and working in Century City but also those both living and working on both sides of Century City.

491-1

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*

491-1

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 #464 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : Michael
Last Name : Kelley
Group Affiliation :
Submission Content :

First off, let me thank you for the hard work that you are doing to improve public transit in Los Angeles. This can not happen soon enough. I live in West Hollywood and commute south of Los Angeles to work. I also drive everywhere I go outside of West Hollywood (West LA, Hollywood, Downtown, etc). I make these trips quite often. I would love to take public transit, however it does not make sense when it is faster to drive. I've lived in LA for nearly 5 years and pay close attention to the changes in the transit routes (bus), hoping there will be better/faster options. I am constantly talking to people I know who live in WEHO and Hollywood and the response is often the same, "If these is no subway coming through West Hollywood, we are going to continue to drive". Please find a way to include Westside Subway Extension Alternative 5 in Phase 1. Thanks, Michael

464-1

464-1

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 #104 DETAIL

Record Date : 9/30/2010
Submission Date : 9/30/2010
First Name : Kevin
Last Name : Kellogg
Group Affiliation :
Submission Content :

104-1
 104-2
 104-3
 104-4
 104-5
 104-6

I have read most of your recent reports (I'm an engineer so it comes naturally) and I must say I support:
 + the station at Constellation Avenue
 + Alternative 2 with current funding
 + Alternative 5 if you can get that funding
 + no station at Wilshire/Crenshaw
 + incorporating the Connection Structure around La Cienega
 + building the Wilshire/Fairfax Station East Station Option
 + I believe you guys at Metro can get around that La Brea Tar Pits gas
 + the Westwood off-street option works best

Good job and keep up the great work.
 -Kevin

104-1

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*

104-1

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.

104-2

Your support for Alternative 2 (Westwood/VA Hospital Extension) or 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.

104-3

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

104-3

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.

104-4

Your preference for the inclusion of the West Hollywood connection structure has been noted. As part of the LPA selection, 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.

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.

104-5

Your comment supporting the East location for the Wilshire/Fairfax Station has been noted. As part of the LPA selection, the Metro Board decided to include the Wilshire/Fairfax East Station location 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*

104-5

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.

104-6

Your preference for the Off-Street location of the Westwood/ UCLA Station has been noted. As part of the LPA selection, the Metro Board 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.

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

104-6

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.

From: Mike [mjoonki@gmail.com]
 To: Westside Extension
 CC: Paul.Koretz@lacity.org
 Subject: Westside Extension

Hello,

First off, I want to thank you for having these informative meetings about the Westside Extension. I learned a great deal about the actual project, as well as hearing the opinions of our fellow Angelenos, whether positive or negative.

43-1 | As a resident of the Miracle Mile for the past 2 years, I am excited that the subway will pass through the heart of the district. I believe that I live in one of the best parts of the city. I feel that I am in the middle of it all. I work in Century City, go to a gym in Hollywood, and hang out in Korea Town as well as Downtown LA. Having a means to get to all these places by way of mass transit (other than the bus) would allow me to travel without my car. I am very happy that the city is progressing forward into the future with a subway. I may not be living in the area by the time everything is finished, but I know that this connection will be a God send for everyone in LA proper, as well as the surrounding cities and counties around us.

I understand that we have limited funds, and as of now, Alternatives 1 and 2 are about our only choices, but I feel Alternative 5 would be the best fit. With this system, we can travel from Hollywood/Highland through West Hollywood, Beverly Hills, Westwood and finally to Santa Monica. Providing mobility in an area like West Hollywood is a great need. When I used to live in the Los Feliz area, I would do my best to avoid Santa Monica blvd because of the congestion from Century City. The travesty of this is the fact that I work stock market hours, and usually left Century City around 2:30pm! I can only imagine how much more frustrating it is for those that leave work at 5pm. I also believe that for the sake of all the proposed lines in this extension, please leave out the Wilshire/Crenshaw station since it has very little projected ridership. 1/2 a mile isn't very long to walk, not to mention an excuse for some to get a little bit of exercise.

43-2 | I have heard that most likely, construction bids will come in under what was projected for each alternative. If that is the case, then I believe trying to do more than just Alt 1, 2 or 3 should be looked into. The other projects, such as Crenshaw, Eastside extension are important, however, I believe that the Westside extension should be prioritized and given the most funds, as it is very important to connect all the neighborhoods in the city.

Once again, thank you for all the hard work you have been doing. It has been a long time coming, and I hope to see the day that we can truly be a walkable city.

To Paul Koretz and staff: Thank you for the support you've given to the subway. I hope that you will work hard to find other alternative funding (if possible) other than federal to get this extension fully funded.

If I can be of any help in the future, please feel free to contact me.

Regards,

Mike Kim

43-1

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.

43-2

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

43-2

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

43-3

Chapter 6 of the Draft EIS/EIR provides the cost and financial analysis prepared for all the alternatives under consideration in the Draft EIS/EIR. These costs will be refined during the Preliminary Engineering phase of study and will be presented in the Final EIS/EIR. Subsequent to the Final EIS/EIR/PE phase, the Project would move into the Final Design and as the design is further refined so would the cost estimates. Throughout the process, Metro will seek to design and ultimately construct the most cost-effective project possible. At this time, there is no mechanism for accounting for what construction bids would come in at. Once the bid process begins and are received, Metro will evaluate them based on current evaluation procedures. If bids are lower than estimated costs, Metro would then make decisions at that time as to how to address the application of any excess in funding.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: Youngku Kim,	
Organization/Organización:	
Address/Dirección: 2017 Kerwood Ave, Los Angeles 90025	
Tel: 949 981 5566	Fax:
Email: Angelokim3@gmail.com	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

- 167-11
- ① When Metro will find out which address of residents directly affected by project
 - ② Is there any detail maps to find out which alternative project is affected our house?

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

167-1

Your comment on specific locations of property acquisitions has been noted. Please refer to Appendix C - Acquisitions of the Final EIS/EIR and the *Westside Subway Extension Displacement and Relocation Supplemental Technical Report* for detailed information, maps, and aerial photos. This technical report is available in the project website, www.metro.net/westside.

From: [Rob Kim](#)
 To: [Westside Extension](#)
 Subject: Wilshire/Crenshaw Station
 Date: Tuesday, October 05, 2010 5:30:52 PM

To whom it may concern:

331-1

I am embarrassed to admit that I have just recently been informed about the proposed optional subway station at Wilshire and Crenshaw, and am aware that you are very close to making your decisions about the Westside extension. I hope my late response will not be misconstrued as lack of care or concern, as I could not be more **vehemently opposed** to the possibility of a subway station at Wilshire/Crenshaw.

Hancock Park/Windsor Square is neither a commercial, nor a business destination. I am aware that there are a few office buildings along Wilshire in the vicinity, but it certainly could not be classified as a destination. There is essentially nothing near this intersection but residences. Western is a destination. LaBrea is a destination. Fairfax is a destination. But why would any significant number of people need to exit the subway at Wilshire and Crenshaw? As you state in your EIS/EIR, the Western Avenue station is a mere 1/2 mile away. **THERE ARE LITERALLY FOUR BUS STOPS AT WILSHIRE/CRENSHAW, WILSHIRE/LORRAINE.** Literally one on every corner. I don't understand why it would make sense to build a subway station, 1/2 mile away from another one, when there are no commercial interests at the location, and very very few businesses, AND ALREADY FOUR BUS STOPS. West of Western Avenue, the only next logical stop is Highland (where a stretch of commercial interests begins) or better yet, LaBrea (which is right in the center of commercial and business).

More to the point, I have recently moved to Windsor Square after years of trying to find the right home in which to raise my family. Hancock Park/Windsor Square was the only area we were interested in, due to its rich historical upkeep, estate-sized homes and lots, and its true neighborhood feel. This area is an island in the middle of the city. The value of real estate in this area plays an important role in our local economy. But as we all know, due to its unique location, HP/WS is already a target for crime. Security is probably the number one issue on the minds of every single resident of this area. Crime is probably the number one reason for residents choosing to move out of HP/WS and head west. To add a subway exit right at the heart of Windsor Square, where the four bus stops already provide such welcome access to our neighborhood, would do irreparable damage to the property value of Windsor Square, starting from Van Ness, Norton, Irving and Lorraine, and heading north and west. Already, due in part to the four bus stops, there is an inordinate amount of foot-traffic through our neighborhood. People who come here to use our front yards as public parks. Unfortunate homeless people who use our driveways and carports to sleep. And as you surely know, this area is all HPOZ, so we cannot (with very little exception) gate or fence-in our front yards and properties to bolster our privacy and safety. For those of us who have children, the foot-traffic renders our front yards (hundreds or thousands of square feet of our property) unusable. **Simply put, should Metro decide to build a subway station at Wilshire/Crenshaw, I would immediately put my house on the market and having spoken to many of my neighbors, they have said they would do the same.** Can you imagine what that would do to property value in Windsor Square? A fire sale on homes in this area with the knowledge that a subway station is coming in? We would all lose incredible amounts of money on our homes and as a result, completely devalue the entire area making a real estate market recovery even more difficult. The domino effect that would have on this entire area could be devastating. This city cannot afford to topple the only high-end real estate market east of Robertson and south of Sunset.

I also don't understand who the people are that would be serviced by this station? I think it is safe to say that the residents of HP/WS are a demographic that is highly unlikely to utilize public transportation to get to Beverly Hills or Westwood. It just isn't realistic. I worked in the heart of Beverly Hills for SEVENTEEN YEARS while living in Miracle Mile. There were countless people I worked with and knew throughout Beverly Hills who came to work from Miracle Mile, Hancock Park, and Windsor

331-1

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board approved 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.

While the Wilshire/Crenshaw Station is not included in the LPA, it is important to note that several security features would be implemented to prevent criminal activity at station locations as described in Section 4.12 of the Final EIS/EIR. These features include lighting, communication devices (e.g., passenger telephones), closed circuit television, signs and other design features, and law enforcement officers.

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

Square. In seventeen years, NOT A SINGLE ONE OF THEM EVER TOOK THE BUS TO WORK, with the exception of people who did it for "fun" on Earth Day!! It is a great notion that this demographic will contribute to reducing traffic and carbon footprints by taking the subway, but it is just not realistic.

So if you are not servicing the residents of this area, AND you already have four bus stops at the location, AND there is a subway station 1/2 mile away, why would there be a need to put a station at Wilshire/Crenshaw? With the exception of a few buildings with business offices nearby, for whom are you providing this subway exit? Who is going to get on the subway from Westwood or BH, or from the eastside, and opt to exit at Wilshire/Crenshaw? If you are going to shops, restaurants, or businesses, you would get off at Fairfax, LaBrea or Highland. If you are going to Koreatown, you would exit at Western. What reason would there be to exit at Wilshire/Crenshaw? There is almost NOTHING to exit at Wilshire/Crenshaw for, unless you are intentionally coming to HP/WS, or heading to a residence South of Wilshire.

Please, please, reconsider the possibility of placing a station at Wilshire/Crenshaw. The downside unreasonably outweighs any upside. Given the opportunity, I would come down to your offices and beg. It is that important to me, my family, and my neighbors. Please do not force us out of our homes and out of our neighborhood.

Should you want to discuss further, please do not hesitate to email me back.

Thank you.

Rob
resident of Lorraine Blvd

331-1

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 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.

RECORD #457 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : rebecca
Last Name : kneubuhl
Group Affiliation : comstock hills homeowners association

457-1

Submission Content : I personally strongly urge Metro to select the CONSTELLATION AT AVENUE OF THE STARS location for a subway station. It is the logical choice because that is the center of commerce, not our neighborhood.

If SANTA MONICA BOULEVARD is chosen for the subway station, it will be extremely disruptive for our neighborhood with not only years of construction and dirt, but traffic will have to be rerouted, security will become an issue and everyone with jobs in Century City will be using the station next to our homes rather than in the middle of Century City where people work. With all the condos and offices completed, there will be thousands of daily commuters to Century City.

I again strongly urge Metro to select the CONSTELLATION AT AVENUE OF THE STARS location for the proposed subway station!

457-1

Your comment in support of the Century City Constellation Station and concerns about traffic and construction impacts of the Century City Santa Monica 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 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.

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 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

457-1

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.

However, 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.

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.

Construction impacts of the Project will be temporary and limited in areas as construction proceeds along the length of the Locally Preferred Alternative. Metro will coordinate with affected residents and businesses prior to construction. A detailed survey of community stakeholders and businesses will be conducted. A construction safety campaign will be developed and community response protocols (notification of construction activities, hot lines, etc.) will be produced. A public involvement plan will be developed prior to each construction phase and will be tailored to the construction phase. Metro will maintain the Project website, which will provide information to the public regarding construction phasing. Metro will develop a program tailored for different locations and needs. The program will involve signage and marketing to assistance to businesses, identification of parking alternatives, and other measures.

Metro also considers the cumulative impact of multiple projects in the Study Area under construction at the same time as the subway extension. Careful coordination will occur with local jurisdictions to ensure that potential impacts from the simultaneous construction of multiple projects are addressed and mitigated to the extent feasible.

Traffic impacts associated with LPA construction include reduced roadway traffic lanes and

457-1

temporary street closures that could result in major traffic disruptions and bottlenecks. These impacts are associated with contractor work and storage areas, stations, crossovers, mining entry/exit locations, TBM operations and support activities, truck haul routes, transportation of oversized construction materials, station entrances, station appendages, grout injection, and drop holes for the LPA and are detailed in Section 3.8.2 of this Final EIS/EIR.

Subway stations are built by excavating the site for 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 will 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 details the traffic-control activities during station construction and the duration of each activity.

Street closures will be coordinated with local jurisdictions and the maintenance of traffic lanes during construction will follow local agency requirements and standards with respect to minimum lane widths, the number of available travel lanes, and the duration of temporary lane closures. Specific street closure locations will be identified in close coordination with local agencies during the final design phase.

To minimize impacts to traffic circulation, the following mitigation measures will be implemented during construction:

- TCON-1—Traffic Control Plans
- TCON-2—Designated Haul Routes
- TCON-3—Emergency Vehicle Access
- TCON-4—Transportation Management Plan
- TCON-5—Coordination with Planned Roadway Improvements

T-CON-2, TCON-3, TCON-4, TCON-5 were added during this Final EIS/EIR phase based on additional analysis of construction impacts on traffic circulation and concerns raised by the public. With implementation of the mitigation, construction-related adverse effects on traffic circulation will be reduced for adjacent commercial areas and residential neighborhoods. Although the construction impacts on traffic circulation identified will be temporary, impacts and/or residual impacts after mitigation will remain significant and unavoidable during the construction period.

The greatest noise impacts will occur near stations, tunnel access portals, and construction laydown areas where construction activities at the surface are concentrated. In addition, haul routes will experience increased truck traffic, which could add to traffic noise. With the exception of these areas, all other construction will occur completely below-grade. Section 4.15.3 of this Final EIS/EIR analyzes construction noise impacts and mitigation measures.

457-1

When the construction site for the station box is open, noise from construction equipment will be audible at street level and result in an adverse effect. This time period will produce the highest levels of construction noise. The excavation and installation of street decking is expected to last four to five months. As the excavation continues below street level, the noise of construction will be reduced because the sides of the excavated opening will act as a sound barrier. Eventually when the surface opening is covered with temporary decking, construction noise at the surface will no longer be noticeable above the traffic noise. Therefore, the excavation of the station box will result in a temporary adverse noise effect.

To reduce the potential for noise and vibration impacts to schools associated with construction, Metro's plans, specifications, and estimates (bid) documents will include measures to comply with the City of Los Angeles, City of Beverly Hills, and County of Los Angeles noise ordinances during construction hours. To further reduce noise impacts during construction, the following mitigation measures will be implemented:

- CON-22—Hire or Retain the Services of an Acoustical Engineer
- CON-23—Prepare a Noise Control Plan
- CON-24—Comply with the Provisions of the Nighttime Noise Variance
- CON-25—Noise Monitoring
- CON-26—Use of Specific Construction Equipment at Night
- CON-27—Noise Barrier Walls for Nighttime Construction
- CON-28—Comply with Local Noise Ordinances
- CON-29—Signage
- CON-30—Use of Noise Control Devices
- CON-31—Use of Fixed Noise-Producing Equipment for Compliance
- CON-32—Use of Mobile or Fixed Noise-Producing Equipment
- CON-33—Use of Electrically Powered Equipment
- CON-34—Use of Temporary Noise Barriers and Sound-Control Curtains
- CON-35—Distance from Noise-Sensitive Receivers
- CON-36—Limited Use of Horns, Whistles, Alarms, and Bells
- CON-37—Requirements on Project Equipment
- CON-38—Limited Audibility of Project-Related Public Addresses or Music
- CON-39—Use of Haul Routes with the Least Overall Noise Impact
- CON-40—Designated Parking Areas for Construction-Related Traffic
- TCON-2—Designated Haul Routes
- CON-41—Enclosures for Fixed Equipment

Although mitigation measures will help to reduce noise impacts during construction, an adverse construction noise effect will remain after mitigation in the construction areas.

In addition to noise impacts, construction of the LPA could result in vibration impacts before mitigation is implemented. Impact pile driving at the station boxes will result in adverse vibration impacts. Perceptible vibration levels could be experienced within 200 feet of pile driving operations. Additionally, equipment used for underground construction, such as the

457-1

TBM and mine trains, could generate vibration levels that could result in audible ground-borne noise levels in buildings at the surface, depending on the depth of the tunnel and soil conditions. Tunneling under residences and schools will occur for a limited time. The TBM tunnels between 30 and 100 feet per day. For an average residence or business, this means that the TBMs would be below the surface of that structure for no more than a day or two. Since underground construction is expected to occur continuously over a 24-hour day, there is the potential for the tunnel boring operation to be audible during nighttime sleep hours when background noise levels inside residential buildings are very low. However, as indicated, the period for this potential disruption would be limited to a few days or less and mitigation measures would be implemented to minimize impacts.

The contractor will be responsible for the protection of vibration-sensitive historic buildings or cultural resource structures within 200 feet of any construction activity. To ensure that noise and vibration impacts associated with construction are below threshold levels, Metro's plans, specifications, and estimates (bid) documents will include the following measures:

- CON-42—Phasing of Ground Impacting Operations
- CON-43—Alternatives to Impact Pile Driving
- CON-44—Alternative Demolition Methods
- CON-45— Restriction on Use of Vibratory Rollers and Packers
- CON-46—Metro Ground-Born Noise and Ground-Born Vibration Limits

If the Metro ground-borne noise limits or ground-borne vibration limits are exceeded during tunneling, the contractor will be required to take action to reduce vibrations to acceptable levels. Such action could include reducing the muck train speed, additional rail and tie isolation, and more frequent rail and wheel maintenance. However, there were no substantiated noise-level complaints made during tunneling for the Metro Gold Line Eastside Extension. Therefore, with mitigation, there will be no construction-related vibration adverse effects due to tunneling activities.

Your concerns about congestion along Santa Monica Boulevard during operation have also been noted. A comprehensive station access circulation study was conducted for all stations, including the Century City Santa Monica Station, due to feedback from 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 station.

Metro Rail Design Criteria identifies auto access at stations as a lower priority than pedestrian, bicycle, and bus access. By prioritizing the modes, the Design Criteria indicate that it is more important to minimize trade-offs that will negatively affect pedestrian and bicycle modes than to minimize trade-offs that will affect auto modes. However, using a more managed approach to station access that balances all modes could help to minimize the overall right-of-way needed because non-automobile modes (bus, pedestrian, and bicycle) can transport more people in less space than will be required if the same number of people traveled via automobile. As described in Section 2.6 of this Final EIS/EIR, public parking will not be provided at any stations.

457-1

Section 3.5 of this Final EIS/EIR includes an intersection-level traffic analysis to determine whether the LPA will result in additional traffic congestion at the local level, including in the vicinity of the Century City Santa Monica Station, due to passengers accessing the station. This analysis concluded that the LPA, including the Century City Santa Monica Station, will not negatively impact any analyzed Study Area intersections in the immediate vicinity of the Century City Santa Monica 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*. Refer to Section 4.15 of the Final EIS/EIR for more detailed information on construction noise and vibration impacts. Refer to Section 3.8.2 of the Final EIS/EIR and the *Westside Subway Extension Construction Traffic Analysis Report* for more information on street closures and traffic congestion during construction and Section 3.5 of the Final EIS/EIR for an analysis of congestion during operation. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #466 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : Glenn
Last Name : Kopelson
Group Affiliation :
Submission Content : Please make the subway at Constellation. It is the proper place to put the station. A station on Santa Monica Blvd. will negatively impact my neighborhood to the north.

466-1

466-1

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

466-1

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.

RECORD #383 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name : carolbeth
Last Name : korn
Group Affiliation : none
Submission Content : i am opposed to having the metro come to beverly hills; especially opposed to having it stop anywhere near the school!

383-1 |

383-1

Your comment in opposition to the Metro in Beverly Hills and to a station near the Beverly Hills High School have 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 identified two stations in Beverly Hills - the Wilshire/La Cienega and Wilshire/Rodeo Stations. These station locations were initially identified during the *Westside Transit Corridor Alternatives Analysis Study* based on the high density land uses and commercial activity centers in Beverly Hills. The precise station locations were further refined during the preparation of the Draft EIS/EIR to identify locations that would best serve these activity centers within Beverly Hills.

The station closest to the Beverly Hills High School (BHHS) would be the Century City Station. The Century City Constellation Station is approximately .3 miles from BHHS and the Century City Santa Monica Station is approximately .2 miles from BHHS. As part of the LPA selection, the Metro Board of Directors also 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 Beverly Hills and Westwood. 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

383-1

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 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

383-1

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 2.3, 2.4 and 2.5 of the Final EIS/EIR and the *Westside Transit Corridor Alternatives Analysis Study* for an overview of the development of alternatives, including station locations in Beverly Hills, and the LPA selection process. 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: CBJ1@aol.com
 To: [Westside Extension](#)
 Subject: no extension!
 Date: Tuesday, October 12, 2010 5:43:52 PM

444-1

i am opposed to changing the location to be near the grammar school.

i am also opposed to having a subway or metro coming through beverly hills!

CAROLBETH KORN

444-1

Your comment in opposition to the Metro in Beverly Hills and to a station near the Beverly Hills High School have 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 identified two stations in Beverly Hills - the Wilshire/La Cienega and Wilshire/Rodeo Stations. These station locations were initially identified during the *Westside Transit Corridor Alternatives Analysis Study* based on the high density land uses and commercial activity centers in Beverly Hills. The precise station locations were further refined during the preparation of the Draft EIS/EIR to identify locations that would best serve these activity centers within Beverly Hills.

The station closest to the Beverly Hills High School (BHHS) would be the Century City Station. The Century City Constellation Station is approximately .3 miles from BHHS and the Century City Santa Monica Station is approximately .2 miles from BHHS. As part of the LPA selection, the Metro Board of Directors also 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 Beverly Hills and Westwood. 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

444-1

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 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

444-1

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 2.3, 2.4 and 2.5 of the Final EIS/EIR and the *Westside Transit Corridor Alternatives Analysis Study* for an overview of the development of alternatives, including station locations in Beverly Hills, and the LPA selection process. 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 #803 DETAIL

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

803-1

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."

It doesn't make sense to neglect the buses unless I assume that you don't care about us. What are you goals and what are your plans for our future?

Attachments : nicholas kosearas.pdf (482 kb)

803-1

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."

It doesn't make sense to neglect the buses unless I assume that you don't care about us. What are your goals & what are your plans for our future?

Sinceramente,

Nombre: Nicholas Kosevich
Dirección: _____
Negocio/organización: _____
Correo electrónico: _____

Firma

803-1

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: Nancy Kramer [mailto:kramercsr@sbcglobal.net]
Sent: Wednesday, October 13, 2010 10:54 AM
To: Gorman, Karen
Subject: MTA tunnel

445-1

I wanted to write and let you know that we are extremely opposed to the MTA tunneling under homes and the Beverly Hills High School. We urge you to please take the children's interest to heart and chose to tunnel under Santa Monica Boulevard. It makes the most sense.

Thank you for your time.
 Sincerely,
 Nancy and Derek Kramer
 533 Hillgreen Drive
 Beverly Hills, Ca. 90212

445-1

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

445-1

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.

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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

445-1

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: 4-Nancy Krasne [mailto:nkrasne@beverlyhills.org]
Sent: Tuesday, September 28, 2010 4:15 PM
To: Litvak, Jody Feerst
Subject: Additional questions re: BH Metro

To Jody Litvak:
 Additional questions for the record regarding the Metrolink route under and through Beverly Hills.

- 113-1 • In the event of a fire, who will be the first responders called. Which city will be accountable and how will they respond. The Westside of Los Angeles has not had one new fire station in over 60 years.
 - i. Los Angeles has one placed at Veteran / Wilshire
 - ii. Los Angeles has one placed at Sunset / Beverly Glen
 - iii. Los Angeles has one placed on Pico between Manning and Prosser

All the stations on the back lot at 20th Century Fox were removed.
- 113-2 • The geometric progression of residents on the Westside of Los Angeles has risen dramatically, just check the census, therefore how do you plan to have first responders triage victims' in an accident and where will you take them with facilities closing down on the Westside. E.g. Century City Hospital, Midway Hospital etc.
- 113-3 • How will fires be vented in the event of a disaster so as not to endanger the riders on the train so they will not get burned in the case of a fire.
- 113-4 • How will you exhaust away from the people and keep them safe from the methane gas, toxic fumes from burning plastic in case of fire that emits carcinogenic materials. (arsenic or cyanide)
- 113-5 • What do you do with the abandoned oil wells.
- Veolia is the world's largest transportation company, and Veolia

113-1

Your comment on local emergency responders has been noted. The police and fire protection services are generally regulated by local agencies. In the study area these services will be regulated primarily by the policies and agencies of the Cities of Los Angeles, Beverly Hills, West Hollywood, Santa Monica, and Los Angeles County.

To ensure that the emergency responders can respond effectively in emergency situations, emergency procedures will be developed in the Standard Operating Procedures (SOPs) of the operating rail system. A committee will be established consisting of representatives from Metro and the participating agencies which serve the areas traversed by the system. The committee will be charged with the responsibility of guiding Metro and the participating agencies in developing and following the necessary emergency procedures in the areas of fire and life safety that require immediate response. Metro and participating agency personnel will be trained to function efficiently during an emergency. They will be conversant with all aspects of the SOP's and the incident command system. Before opening of the system for revenue operation exercises and drills will be conducted to prepare Metro and participating agency personnel for emergencies. This will ensure that the first responders can respond to all anticipated emergency situations safely and effectively.

113-2

Your comment regarding first responders has been noted. Please see the above response to comment number 113-1 regarding emergency preparedness plan and SOPs for how emergencies will be responded to.

113-3

Your comment on ventilation in tunnel systems has been noted. Safety, both during construction and eventual operations, is one of Metro's highest priorities. It is one of the key evaluation criteria during the Draft EIS/EIR and Final EIS/EIR phases. Enhanced ventilation systems will be used to ensure tunnel and station safety.

113-4

Your comment regarding methane gas and other subsurface hazardous gases has been noted.

Safety, both during construction and eventual operations, is one of Metro's highest priorities. It was also one of the key evaluation criteria during the Draft EIS/EIR, and has been further considered in the Final EIS/EIR phase. In 2005, an American Public Transportation Association Peer Review Panel determined that "It is possible to tunnel and operate a subway along the Wilshire Corridor safely." This conclusion was reached given the newer technology now used for tunneling, including pressurized face tunnel boring machines.

113-4

Subsurface gas is present throughout much of the Los Angeles area and is often a factor in foundation design and construction of underground structures. While tunneling for transportation has special considerations, other projects have been constructed in subsurface gas zones within the Los Angeles region, including buildings with deep parking garages and basements, storm drains, sewer projects and other utility projects along the Wilshire Corridor. In addition, Metro has safely operated the existing Metro Red/Purple Line subway for over 15 years and has successfully constructed subway tunnels where subsurface gas has been present.

Methane and hydrogen sulfide are present in high concentrations along about a 1.1 mile stretch of the Westside Subway Extension alignment along Wilshire Boulevard from about Burnside Avenue on the east to about La Jolla Avenue on the west. However, the entire LPA alignment passes through an area characterized by oil and gas fields and is within the City's Methane Zone. Therefore, the possibility of encountering gaseous subsurface conditions can be expected for any portion of the alignment, and hazardous subsurface gases pose a significant hazard for construction of the LPA.

During construction, the pressurized face tunnel boring machines isolate gas from workers and the public, while gassy soil and tar sands are handled and disposed of appropriately. Robust underground ventilation and gas monitoring systems provide additional warning and protection. In addition, the state of California's division of Occupational Safety and Health (Cal/OSHA) maintains strict safety orders for tunneling where ground is classified as "Gassy" or "Potentially Gassy." Safety measures include continuous monitoring of the environment, "spark-proof" equipment, and other means to reduce risks to workers and the surroundings. The following mitigation measures will be implemented during construction of the LPA to reduce risks related to the presence of hazardous subsurface gases:

- CON-51—Techniques to Lower the Risk of Exposure to Hydrogen Sulfide
- CON-52—Measures to Reduce Gas Inflows
- CON-53—Further Research on Oil Well Locations
- CON-54—Worker Safety for Gassy Tunnels

The design and operation for tunnels and stations will provide a redundant protection system against gas intrusion. This will include: physical barriers to keep gas out of the tunnels and stations; high volume ventilation systems to dilute gases to safe levels; gas detection and monitoring systems with alarms; emergency ventilation triggered by the gas detection systems; additional training of personnel to respond to alarms. The following mitigation measures will be implemented during operation of the LPA to minimize risks related to subsurface hazardous gases:

- GEO-5 – Hazardous Subsurface Gas Operations
- GEO-6—Hazardous Subsurface Gas Structural Design

113-4

- GEO-7 – Tunnel Advisory Panel Design Review

With implementation of these mitigation measures, risks associated with hazardous subsurface gases will be reduced to less than significant levels during both construction and operation of the LPA.

Please refer to Section 4.8 (operations) and Section 4.15 (construction) of the Final EIS/EIR for more detailed discussion of methane gas and other subsurface hazardous gases. The results of further geotechnical investigations conducted during the Final EIS/EIR can be found in 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.

113-5

Your comment regarding the risks of tunneling near oil wells have been noted. 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 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

113-5

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.

Please refer to Section 4.8 and Section 4.15 of the Final EIS/EIR for more detailed discussion of oil wells. The results of further geotechnical investigations conducted during the Final EIS/EIR 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.

- 113-6 Environment has its' subsidiary in France. They have revenue of \$48 Billion a year and they are a Fortune 200 Company.
- Veolia advertizes a commitment to world class safety and a code of business conduct that has been virtually ignored by Metrolink top official's Tommy McDonald or Rick Dahl Veolia's Connex Transportation Manager.
- 113-7
- George Gavolla, the former Safety Director of the Federal Railroad Administration has shown that they have turned a blind eye to safety issues and used Minot, North Dakota as one example.
- 113-8
- Safety should be the greatest concern on the metro placement not money.
- 113-9
- **A \$200,000,000.00 liability cap in insufficient.** What will you do about that? Are the building owners and insurance companies aware of this liability cap?
 - My city is not united on many issues, but we do agree on this one.

More questions to follow, sorry but I am still reading and researching.

Nancy Krasne, Councilmember

City of Beverly Hills
455 North Rexford Drive, 4th Floor
Beverly Hills, California 90210
nkrasne@beverlyhills.org

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113-6

Your comment regarding Veolia has been noted. Metro is a separate and distinct transportation agency.

113-7

Your comment has been noted. The issues described are outside of the scope of this Project.

113-8

Your comments on the safety for the project has been noted. Safety, both during construction and eventual operations, is one of Metro's highest priorities. It is one of the key evaluation criteria during the Draft EIS/EIR and Final EIS/EIR phases. Metro has safely operated the current Metro Red/Purple Line Subway for over 15 years and have successfully and safely constructed subway tunnels. In 2005, an American Public Transportation Association Peer Review Panel determined that "it is possible to tunnel and operate a subway along the Wilshire Corridor safely."

113-9

Metro has not yet determined the liability cap for the Westside Subway Extension Project. The liability cap will be determined in future phases as the project moves into construction. The liability cap would be included as part of the RFP to contractors.

From: [Siu-Mei Kui](#)
 To: [Westside Extension; zev@bos.lacounty.gov](mailto:zev@bos.lacounty.gov)
 Subject: NO TUNNELING UNDER BHHS
 Date: Thursday, September 30, 2010 8:22:34 AM

Hi,

121-1

I'm not in favor of the Constellation Station in Century City, as drilling and construction would run under Beverly Hills High School, and please use the original plan that incorporated Santa Monica Blvd for the Westside expansion of the subway.

Thanks
 Siu-Mei Kui, Kin Shing Kui
 Beverly Hills residents

121-1

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.

121-1

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.

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

121-1

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.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: LYNN KUWAHARA	
Organization/Organización: RESIDENT	
Address/Dirección: 1110 S. WINDSOR BLVD, L.A., CA. 90019	
Tel: (310) 871-0957	Fax:
Email: lynnkuwahara@yahoo.com	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

- 10-1 WHILE A CRENSHAW STATION WOULD BE A CONVENIENCE FOR ME, I DO NOT FEEL THERE ARE ENOUGH BUSINESS/PEOPLE TO MAKE IT COST EFFECTIVE.
- 10-2 SAYING THAT, I WOULD LIKE THE CRENSHAW LINE FUNDED TO REACH WILSHIRE/LA BREA VIA THE MIDTOWN SHOPPING CENTER BUS DEPOT.
- 10-3 ALSO PLEASE INCLUDE FREE PARKING AT THESE STATIONS! I KNOW YOU WANT US OUT OF OUR CARS, BUT IT'S STILL A LONG WAY TO A STATION.
- 10-4 AND RE: NOT EXTENDING THE CRENSHAW LINE TO WILSHIRE BLVD. WILL BE RACIAL/SOCIAL/ECONOMIC GERRYMANDERING. BY NOT INTERCONNECTING THE CRENSHAW LINE WITH THE OTHER TRANSPORT CORRIDORS.

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You must 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

**10-1**

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.

10-2

Your comment on future transit connections to the Crenshaw/LAX Line has been noted. In November 2009, the Metro Board voted to approve the 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 Avenue, La Cienega Boulevard, or San Vicente Boulevard.

10-3

Your comments about parking have been noted. Park-and-ride can be an important mode of access to transit. However, these facilities are usually located in low-density areas that lack local bus service feeding the stations. That is not the case with this Project.

Therefore, none of the stations proposed as part of the Project will provide parking.

The provision of park-and-ride facilities would be inconsistent with the purpose and need of the Project. The Project Study Area is already very congested and Metro seeks to discourage people from driving to access the subway. Park-and-ride facilities also could lead to increased auto use and potentially result in traffic impacts at intersections.

The provision of park-and-ride facilities also would be inconsistent with both the existing built environment surrounding stations and efforts to encourage transit-oriented development. The Project corridor is very dense due to medium and high density commercial and residential development. The construction of park-and-ride facilities would consume space that could be put to more productive residential and commercial uses.

Any added park-and-ride facilities would have major implications on Project costs. The study area also has very high land costs and there is lack of available parcels for park-and-ride development. Due to land costs and scarcity, any parking would need to be in multi-story garages, resulting in substantially higher capital costs than current estimates.

Please refer to Section 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to parking. In addition, Section 3.6 of the Final EIS/EIR estimates the demand for parking at the stations and provides an analysis of potential spillover parking impacts to surrounding communities.

10-4

Your comment on future transit connections to the Crenshaw/LAX Line has been noted. Please see the above response to comment number 10-2 regarding the possible future extension of the Crenshaw/LAX Line.

RECORD #659 DETAIL

Status :	Submission Summarized
Record Date :	10/27/2010
Submission Date :	10/27/2010
First Name :	George
Last Name :	Kuwayama
Group Affiliation :	
Submission Content :	I favor the Constellation Av. station for the subway through Century City.

659-1 |

659-1

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*

659-1

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.



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P.O. Box 900
Beverly Hills, California 90213-0900
Phone 310 369 1000

Date: October 19, 2010

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

Dear Chairman Knabe:

I, Andrea LaBeaux, 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,

Andrea LaBeaux
Fox employee

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

A NEWS CORPORATION COMPANY

845-1

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

845-1

845-1

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: MITCHELL LACHMAN [lachman117@verizon.net]
 To: Westside Extension
 Sent: Mon 10/11/2010 10:31 AM
 Subject: Re: Subway Comment Deadline Approaching

350-1

I do not want a subway because of construction disruption, cost, and ineffectiveness in relieving congestion, *ibid.* the environmental report estimated 1% congestion reduction.

Instead I suggest dedicated bus lanes on surface roads, and freeways, and for increase passenger volume a train form of bus carriage.

This subway concept is being shoved at the public as pie in the sky concept that is ineffective as to the environmental report.

Good bye, Mitchell Lachman

350-1

Your preference for dedicated bus lanes in place of the subway and your concerns about the effectiveness of the subway in relieving traffic congestion have been noted. has been noted. The Westside Extension Study Area contains some of the most congested arterial streets in the County. Any approach to resolving the significant traffic congestion in the County, and for purposes of this study of congestion in the Study Area, needs a multi-modal approach. While there are freeway, arterial, and bus improvement projects planned within the Study Area to address mobility, no one project alone can reduce the extraordinary levels of congestion in the Westside and each has trade-offs and environmental consequences in its implementation.

Chapter 1 of this Final EIS/EIR details the Purpose and Need of the Project. As described, a major purpose of the Westside Subway Extension is to improve transit speed and reliability for the Study Area and, in particular, to provide enhanced mobility that will not be affected by freeway and arterial congestion levels. 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 that would best meet the Purpose and Need of the Project. 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.

The improved capacity, speed, and reliability that will result from the subway's exclusive guideway, offer the best solution to improve travel times, generate the projected 29 percent increase in transit riders in the study area between 2006 and 2035 (from 286,200 to 370,500), and provide an environmentally sound transit alternative. Given the future conditions of the freeways, arterials, and travel speeds, the Westside Subway Extension provides benefit. Significant increases in travel are expected in the future and no major new highways or arterial widenings are planned. Without the subway, traffic congestion will be worse in the future. The Westside Subway Extension Project will provide significant new capacity to accommodate increases in travel demand but it will not, by itself, be sufficient to significantly reduce surface traffic congestion on the Westside.

This Final EIS/EIR presents a detailed examination of the travel-demand projections for 2035, which provide further insights on potential impacts of the LPA, specifically in terms of

350-1

reduced auto trips during the seven-hour peak period. It is recognized that the LPA will result in a relatively small percentage decrease in trips. But, under the LPA, approximately 12,000 auto trips occurring in the seven-hour peak period will be eliminated. In addition, the Project will provide a highly attractive and viable public transportation alternative for Westside residents, workers, and visitors; particularly in terms of travel times and reliability.

Please refer to Section 2.3 of the Final EIS/EIR and the Westside Transit Corridor Alternatives Analysis Study. Information on how the LPA would affect travel in the region and Study Area is presented in Section 3.4, Section 3.5 and Chapter 7 of the Final EIS/EIR. The *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* provides a summary of the updated travel forecast results for the Final EIS/EIR. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

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

350-1

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.

RECORD #272 DETAIL

Status : Submission Summarized
Record Date : 10/1/2010
Submission Date : 10/1/2010
First Name : Peter
Last Name : Lada
Group Affiliation :

272-1 |

Submission Content : I fully support the metro to the sea project as a local taxpayer and future daily rider of such line. Please build it before I expire or my kids expire.

Regards,
Peter Lada

272-1

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.


678-1

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 do not like the Metro Rapid Bus to
 exist, do that can keep these jobs
 and hoping for not highway funds*

Name: Jessie Layman
 Address: 3786 2/3 Woodson St
 Email: _____
 Business or organization: _____

Sincerely,

 Signature

678-1

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

678-1

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 #505 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : Bruce
Last Name : Landres, MD
Group Affiliation : Comstock Hills

505-1

Submission Content : I am unalterably opposed to the placement of the subway station at Santa Monica Blvd and Ave of the Stars. Not only will it increase the foot traffic through that area, which is closer to our residential area, but it will also increase the congestion along Santa Monica Blvd - an area which is already overly congested from the high traffic volume into Century City.

I would also remind you that Westfield is building a high rise commercial building at that very site, further increasing the traffic.

It makes much better sense to place the station at Constellation and Ave of the Stars for the mere fact of spreading out the density of the congestion - that way all of the traffic does not converge on that one corner.

505-2

Second issue - I am completely, totally, and emphatically against the "East Route" to Westwood for the subway. I have lived in my neighborhood for 35 years and the disruption to our community of 300+ homes will be disastrous. You will be destroying our neighborhood - and given that there are scores of lawyers in our area, inviting innumerable lawsuits, which I am sure will occur.

Most of the subway lines have tended to follow major thoroughfares. I would strongly urge that you continue this philosophy and have the line go straight down Santa Monica Blvd which is the so called "West Route" (I believe that is the option).

Please do not destroy our neighborhood!!

Bruce Landres MD

505-1

Your comment in support of the Century City Constellation Station and concerns about congestion related to the Century City Santa Monica 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.

Your concerns about congestion along Santa Monica Boulevard during operation have also been noted. A comprehensive station access circulation study was conducted for all stations, including the Century City Santa Monica Station, due to feedback from the public. The recommendations resulting from this study are available in the *Westside Subway*

505-1

Extension Station Circulation Report. The report considered pedestrian access, bicycle access, bus access, and auto access to the station.

Metro Rail Design Criteria identifies auto access at stations as a lower priority than pedestrian, bicycle, and bus access. By prioritizing the modes, the Design Criteria indicate that it is more important to minimize trade-offs that will negatively affect pedestrian and bicycle modes than to minimize trade-offs that will affect auto modes. However, using a more managed approach to station access that balances all modes could help to minimize the overall right-of-way needed because non-automobile modes (bus, pedestrian, and bicycle) can transport more people in less space than will be required if the same number of people traveled via automobile. As described in Section 2.6 of this Final EIS/EIR, public parking will not be provided at any stations.

Section 3.5 of this Final EIS/EIR includes an intersection-level traffic analysis to determine whether the LPA will result in additional traffic congestion at the local level, including in the vicinity of the Century City Santa Monica Station, due to passengers accessing the station. This analysis concluded that the LPA, including the Century City Santa Monica Station, will not negatively impact any analyzed Study Area intersections in the immediate vicinity of the Century City Santa Monica 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.

505-2

Your comment about the alignment between Century City and Westwood has been noted. The East Alignment was approved by the Metro Board to be carried forward as part of the Locally Preferred Alternative (LPA), and the Central and West Alignments were removed from further consideration as part of the LPA. The West Alignment is significantly longer than the other two, and would increase travel time between Century City and Westwood by more than two minutes. This, in turn, would lead to somewhat lower ridership and user benefits, and to fewer air quality and energy conservation benefits. The West Alignment Option would also increase capital costs by \$122 to \$142 million in comparison to the East Alignment Option. Between the Central and East Alignment Options, both have similar

505-2

performance characteristics and costs. The East Alignment, however, passes under fewer private properties. Therefore, it was selected to be carried forward in the LPA into the Final EIS/EIR.

As part of the LPA selection, the Metro Board of Directors also requested that Metro staff fully explore the risks associated with tunneling in the West Beverly Hills to Westwood area. 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 LPA. The resulting studies have been completed as part of the Final EIS/EIR and are presented in two separate reports: the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*.

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 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.

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.

505-2

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.

Please refer to Section 8.8.3 of the Final EIS/EIR for a more detailed response to alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. 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 alignment between Century City and Westwood following Draft EIS/EIR scoping in response to community comments and engineering requirements. 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.

RECORD #477 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : marcene
Last Name : Lanres
Group Affiliation : Comstock Hills Homeowners Assoc.
Submission Content : I wholeheartedly recommend that the subway station be as far away from our neighborhood as possible. It is not in our interest to be impacted anymore than we have already been by virtue of the massive construction occurring in Century City, Beverly Hills and Westwood. sincerely,
 Marcene Barbanell Landres

477-1

477-1

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.

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

477-1

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. 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 #336 DETAIL

Status : Submission Summarized
Record Date : 10/9/2010
Submission Date : 10/9/2010
First Name : john
Last Name : laue
Group Affiliation :

336-1 | **Submission Content :** 1The subway down Wilshire is obviously the #1 priority, but the segment
 336-2 | thru W hollywood connecting the existing station at Highland/Hollywood
 336-3 | directly to the West side is a close #2, way ahead of extending the
 subway all the way to the sea. The terminus should be The veteran's
 affairs complex just west of the 405 where there needs to be a huge
 parking facility. After the west hollywood segment is built, the next
 project should be another subway or light rail thru the pass to Sherman
 Oks.--let's get moving!

336-1

Your support for the Westside Subway Extension Project, specifically Alternative 4 (Westwood/VA Hospital Extension plus 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 Alternative 4 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.

336-2

Your comment regarding parking at the Westwood/VA Hospital Station has been noted. Metro decided to not provide park-and-ride facilities at any of the stations along the Westside Subway Extension. 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.

The Project Study Area, including the vicinity of the Westwood/VA Hospital Station, is already very congested and Metro seeks to discourage people from driving to access the subway. Park-and-ride facilities could lead to increased auto use and potentially result in traffic impacts at intersections. Metro Rail Design Criteria identifies auto access at stations as a lower priority than pedestrian, bicycle, and bus access. Although improvements to bus connections are not part of the Project, the Westwood/VA Hospital Station will provide access to five bus lines, including the Santa Monica Big Blue Bus. Furthermore, any added park-and-ride facilities would have major implications on Project costs. Due to land costs and scarcity, any parking would need to be in multi-story garages, resulting in substantially higher capital costs than current estimates. Additionally, any park-and-ride facility at the Westwood/VA Hospital Station would require locating the garage on the VA Campus with the cooperation of the VA. The VA property is primarily for the use of Veterans and the VA has indicated that a park-and-ride is not desirable at that facility.

336-2

Please refer to Section 8.8.5 and 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and parking. 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 3.6 provides an analysis of potential impacts to parking. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

336-3

Your comment regarding 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.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: <i>KEITH LEABURN</i>	
Organization/Organización: <i>SELF</i>	
Address/Dirección: <i>5158 VERONICA ST. L.A. 90008-1123</i>	
Tel: <i>323-292-3074</i>	Fax: <i>—</i>
Email: <i>—</i>	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

15-1

HURRY UP AND GET IT ~~BUILT~~ BUILT!

HOW SOON BEFORE ITS OPERATIONAL TO LA BREA?

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

15-1

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. The Wilshire/La Brea Station would be included in the first Phase and would be operational in 2020.

Please refer to Section 2.6.11 of the Final EIS/EIR for further information on the construction schedule.

RECORD #472 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : Terrence
Last Name : LeBleu
Group Affiliation :
Submission Content :

472-1

I urge that the Century City subway station be located in the center of the business area at Constellation and Avenue of the Stars where the thousands of employees need to get to work.

472-1

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*

472-1

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.

713-1

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

Name: *Stephanie L. Lane*
 Address: *307 Wilshire Blvd. S. A. Ca. 90008*
 Email: _____
 Business or organization: _____

Sincerely,
Stephanie L. Lane
 Signature

713-1

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

713-1

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: [Tobias Parkins](#)
 To: [Westside Extension](#)
 Subject: Draft EIR Public Comment
 Date: Sunday, October 17, 2010 6:55:00 PM

For inclusion in the public comment record on the DEIR/DEIS.

Dear Mr. Meager:

640-1 | First, please let the record show that I fully support the Westside Subway Extension project, and fully support the efforts to accelerate construction under the 30/10 initiative.

Second, I support the following recommendations for design options to be included in the Locally Preferred Alternative:

640-2 | 1. Adopt Alternative 2 as the proposed route.

Wilshire Blvd will be the main ridership generator for this project and as such should be prioritized above the West Hollywood corridor. (San Vicente/La Cienega and Santa Monica). Furthermore, the 405 Freeway is the main obstacle to East/West trips in the region, so it is critical that the Subway reach the area west of the 405 as soon as possible. The routing further west into Santa Monica should be built in the future when more funding becomes available. The West Hollywood corridor should be dropped from consideration as Heavy-Rail Transit (HRT) and instead be looked at as a Light Rail (LRT) extension of the Crenshaw line which is currently being planned.

640-3 | 2. Delete the Wilshire/Crenshaw station from consideration.

The Wilshire/Crenshaw station should not be built. The area is not dense enough to support a subway station, and does not provide good bus connections due to the fact that Crenshaw dead-ends at Wilshire. Any attempts to route busses to the station would therefore invariably lengthen travel times along those routes by far too much. The lack of a station would allow the train to reach top speed and would remove the time that would be required to stop at the station, improving travel time by as much as a minute and a half, which should translate to a small increase in ridership at other stations, perhaps even enough to compensate for the loss of ridership from the Crenshaw neighborhood, thereby increasing the cost-effectiveness of the project as a whole. The area is not zoned for any more development, so there is no possibility of a Transit-Oriented Development, and the local community is somewhat opposed to a station, so Metro should honor their wishes, and save some money at the same time.

640-4 | 3. Build the East Wilshire/Fairfax Station option.

The East Station option will provide for better access for pedestrians to the museums and businesses in the area.

640-5 | 4. Build the East La Cienega Station option and delete the West Hollywood

640-1

Your comment in support of the Westside Subway Extension Project and 30/10 has been noted.

640-2

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.

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.

640-3

Your comment on the Wilshire/Crenshaw Station has been noted. As part of the LPA selection, the Metro Board 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*

640-3

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.

640-4

Your comment supporting the East location for the Wilshire/Fairfax Station has been noted. The Metro Board's selection of the LPA included the Wilshire/Fairfax East Station location 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.

640-5

Your preference for the East location for the Wilshire/La Cienega Station has been noted. At Wilshire/La Cienega, the Metro Board selected the East Station location without a West Hollywood connection structure. 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 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.

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

640-5

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.

Connection structure.

La Cienega East will provide for better pedestrian access to the businesses and bus connections in the area. Since the West Hollywood corridor should be built as Light-Rail extension of the Crenshaw line, the connection structure will be costly and unnecessary, and therefore decrease the cost-effectiveness of the project. It should be deleted, and a study should be launched to determine the environmental impacts of the West Hollywood corridor as LRT.

- 640-6 | 5. Change the name of the Beverly Hills station from "Wilshire/Rodeo Station" to "Rodeo Drive Station"

Since most of the stations along the Purple Line will be on Wilshire, having it in every station name is not necessary. (The same is true along the Expo Line: Since every station is at "_____and Exposition" there is no reason to put it in every name as it conveys no additional information). Naming the station "Rodeo Drive" further reinforces for tourists the area that they are entering. An acceptable alternative would be "Rodeo Dr/Beverly Hills"

- 640-7 | 6. Build the Century City Station at Constellation and Avenue of the Stars. Build the Constellation South route between the Century City and Rodeo Drive station.

The Constellation station will have better ridership than the Santa Monica station because it is in the heart of Century City, rather than off to the side, and will not have a golf course to one side like the Santa Monica option will. It will provide for more direct access for pedestrians to their place of work, and more development opportunities. The routing between Beverly Hills and Century City should be the most direct route studied, in this case the "Constellation South" route, as it will be faster and cheaper. The residents of Beverly Hills who oppose the Constellation station claim to fear impacts of noise and vibration, but people of the county know from experience with the existing subway system that no noise or vibrations can be felt from the surface, and that there is no danger of tunneling under buildings, even if said buildings are designated as a "disaster center." Perhaps Metro should recommend that the city select an alternate "disaster center" site if they feel so strongly about the issue. Residents who refuse to listen to reason or be part of a productive discussion on how to actually better the project rather than simply steer it away from themselves (NIMBY's) should not be allowed to cause detriment to our transit systems, which will serve the whole county and not just one neighborhood. Besides simply causing this one defect in our system, which would last for hundreds of years, catering to NIMBY's also sets a very bad precedent for future transit expansion projects.

- 640-8 | 7. The On-street Westwood/UCLA station should be built.

The On-Street option should be built for 2 reasons: 1. It will provide better flow for pedestrians to the area, the hub of which is at the intersection and not as far west as the Off-street option. 2. One of the Measure R and 30/10 Projects is a corridor along the 405 between Westwood and the San Fernando Valley. Due to the geographical nature of the area, which cannot support much more freeway or right-of-way expansion, that project will most likely end up being built as a Light-Rail

640-6

Your comment regarding the name of the Wilshire/Rodeo Station has been noted. The current name for the Wilshire/Rodeo Station follows Metro station naming convention. Traditionally, Metro stations are named for the street that runs parallel to the station, followed by the cross street closest to the station. It is possible that the name of the station could change for opening day, but for the planning and engineering phases of work, Metro will continue to use the Wilshire/Rodeo name.

640-7

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. Of the two alignments that serve the Constellation Station, the Constellation North Alignment was selected by the Metro Board for further study as part of the Locally Preferred Alternative and the Constellation South Alignment was removed from further consideration because the Constellation South alignment passed beneath more residential properties than the Constellation North alignment.

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

640-7

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.

640-8

Your preference for the On-Street location of the Westwood/ UCLA 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 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,

640-8

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.

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 8.8.6 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. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

tunnel between the Orange Line at Van Nuys and the Purple Line at Westwood, making the Westwood/UCLA Station a transfer station between the 2 lines. Now is the chance for the Purple Line extension designs to prepare for a future integration with a 405 line so that excess money will not have to be spent later to correct any incompatibilities created now. The FEIR/EIS for the Westside Subway should look much deeper into how this connection may function, and how the location of the Westwood Station may affect the transfer. As I understand it, the 405 corridor station would need to be built underneath Westwood, because Lot 36 is not long enough to house a North/South oriented station. If that is the case, then the transfer would be better facilitated by having the Westwood Station as close to Westwood Blvd. as possible. Since the On-street option is closer, that option should be chosen.

640-9 | 8. Metro should investigate possible locations for parking at the Terminus of the line.

At the terminus of any line, riders come from much farther away than at a typical station to ride the system, because it is their closest access point. For Alternative 2, this is the VA Station. Fewer riders can be served, however, if there is no location to leave their cars at the station. On-street and local parking at the VA area is difficult to find, and so not having parking at this location would preclude riders from driving their cars to the station, since they have no place to leave them, and therefore decrease the ridership and usefulness of this station, and the line as a whole. Parking should be offered at this station, and the EIR should examine what effect that may have on traffic in the area.

640-10 | 9. Metro should investigate locations for Transit-Oriented Development

Transit Oriented Development not only increases the effectiveness of a transit line, but mixed-use development with street-level retail also brings jobs to the community and access to goods and services for local residents. The Wilshire Corridor is already quite dense with much development and retail, but there will be some opportunity for more, which Metro should investigate. This should probably not take priority of TOD along some of Metro's less dense lines, specifically the Orange Line and the Eastside Gold Line, and the planned Foothill Extension, but should be looked at if funding becomes available.

Thank you and your staff for all of your hard work.

Sincerely,
Sam Levey

640-9

Your comment regarding parking at the Westwood/VA Hospital Station has been noted. Metro decided to not provide park-and-ride facilities at any of the stations along the Westside Subway Extension. 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.

The Project Study Area, including the vicinity of the Westwood/VA Hospital Station, is already very congested and Metro seeks to discourage people from driving to access the subway. Park-and-ride facilities could lead to increased auto use and potentially result in traffic impacts at intersections. Metro Rail Design Criteria identifies auto access at stations as a lower priority than pedestrian, bicycle, and bus access. Although improvements to bus connections are not part of the Project, the Westwood/VA Hospital Station will provide access to five bus lines, including the Santa Monica Big Blue Bus. Furthermore, any added park-and-ride facilities would have major implications on Project costs. Due to land costs and scarcity, any parking would need to be in multi-story garages, resulting in substantially higher capital costs than current estimates. Additionally, any park-and-ride facility at the Westwood/VA Hospital Station would require locating the garage on the VA Campus with the cooperation of the VA. The VA property is primarily for the use of Veterans and the VA has indicated that a park-and-ride is not desirable at that facility.

Please refer to Section 8.8.5 and 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and parking. 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 3.6 provides an analysis of potential impacts to parking. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

640-10

Your comment on Transit Oriented Development (TOD) has been noted. Experience gained from the existing Metro projects such as the Metro Purple and Red Lines suggests that developers in the Los Angeles area are interested in creating transit- and pedestrian-oriented mixed-use development, and that these types of developments can be very successful. Examples of successful TOD include, but are not limited to, housing and mixed use development along the Metro Purple Line at the Wilshire/Western, the Metro Red Line at Wilshire/Vermont Station, and along the Metro Gold Line at the Del Mar and Memorial

640-10

Park Stations. The Metro Red Line Hollywood/Highland Station is an additional example of a successful regional commercial/entertainment joint development project. The experience in other cities with similar transit infrastructure also supports this idea.

Because Metro would acquire properties adjacent to many of the station areas for construction purposes, these sites would create additional opportunity for TOD. However, land use policies supportive of the desired type of development must be in place. Metro's role in the development of these parcels would be limited to that permitted by land use controls of the local jurisdictions. No commercial or residential development is currently planned as part of the Westside Subway Extension Project.

From: [Lana Levi](#)
 To: [Westside Extension; zev@bos.lacounty.gov](mailto:zev@bos.lacounty.gov)
 Subject: MTA SUBWAY WESTSIDE EXTENSION THROUGH BEVERLY HILLS
 Date: Thursday, September 30, 2010 11:53:50 AM

119-1

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

Mr and Mrs Levi

310-666-4711

119-1

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.

119-1

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

119-1

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.

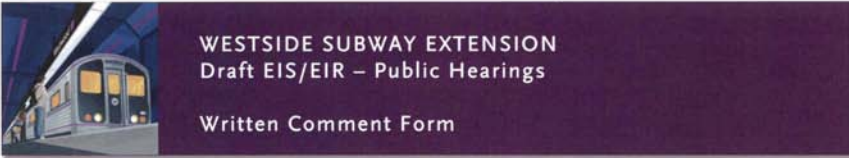
These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found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

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: Paula Levin
 Organization/Organización: Westwood homeowner, attorney
 Address/Dirección: 10526 Wellworth Ave., L.A. 90024
 Tel: 213-488-6180 ext. 125 Fax:
 Email: ~~KKCPA~~ FLUG@KKCPA.com

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

16-1 | Tunneling under our beautiful neighborhood will be disastrous, with chance of subsidence, vibrations, noise, construction equipment, dirt, dump trucks, worker parking, etc. The route that is the only reasonable route is to stay on the large main streets, not under our neighborhood. Also, according to the L.A. Times article, that by the time the project is completed, there will be minimal traffic time saved. After all this money and disruption, the time saved is negligible. Hundreds of easements granted

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

over

16-1

Your 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 earthquake nor change the severity of shaking. Finally, tunnels can be constructed and

16-1

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 projections with Constellation Boulevard Station.

16-1

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. 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

16-1

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.

16-2

Your comments about the traffic congestion reduction related to the Project have been noted.

The Westside Extension Study Area contains some of the most congested arterial streets in the County. Any approach to resolving the significant traffic congestion in the County, and for purposes of this study of congestion in the Study Area, needs a multi-modal approach. While there are freeway, arterial, and bus improvement projects planned within the Study Area to address mobility, no one project alone can reduce the extraordinary levels of congestion in the Westside and each has trade-offs and environmental consequences in its implementation.

Chapter 1 of this Final EIS/EIR details the Purpose and Need of the Project. As described, a major purpose of the Westside Subway Extension is to improve transit speed and reliability for the Study Area and, in particular, to provide enhanced mobility that will not be affected by freeway and arterial congestion levels. The improved capacity, speed, and reliability that will result from the subway's exclusive guideway, offer the best solution to improve travel times, generate the projected 29 percent increase in transit riders in the study area between 2006 and 2035 (from 286,200 to 370,500), and provide an environmentally sound transit alternative.

Given the future conditions of the freeways, arterials, and travel speeds, the Westside Subway Extension provides benefit. Significant increases in travel are expected in the future and no major new highways or arterial widenings are planned. Without the subway, traffic congestion will be worse in the future. The Westside Subway Extension Project will provide significant new capacity to accommodate increases in travel demand but it will not, by itself, be sufficient to significantly reduce surface traffic congestion on the Westside.

This Final EIS/EIR presents a detailed examination of the travel-demand projections for 2035, which provide further insights on potential impacts of the LPA, specifically in terms of reduced auto trips during the seven-hour peak period. It is recognized that the LPA will result in a relatively small percentage decrease in trips. But, under the LPA, approximately 12,000 auto trips occurring in the seven-hour peak period will be eliminated. In addition, the Project will provide a highly attractive and viable public transportation alternative for Westside residents, workers, and visitors; particularly in terms of travel times and reliability.

Please refer to Section 8.8.9 of the Final EIS/EIR for a more detailed response to traffic

16-2

congestion reductions. Information on how the LPA would affect travel in the region and Study Area is presented in Section 3.4, Section 3.5 and Chapter 7 of the Final EIS/EIR. The *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* provides a summary of the updated travel forecast results for the Final EIS/EIR. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

16-3

Your comment on tunneling under private properties has been noted. The properties that will require subsurface easements are identified in Appendix C of the Final EIS/EIR. 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 easements, including subsurface easements:

- 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 easements.

16-4

You have got to be kidding! Where are the parking stops for ridership? Please don't destroy our neighborhood and stay under Santa Monica Blvd and Westwood Blvd if this project goes ~~forward~~ forward which is questionable.

16-4

Your comments about parking have been noted. Park-and-ride can be an important mode of access to transit. However, these facilities are usually located in low-density areas that lack local bus service feeding the stations. That is not the case with this Project. Therefore, none of the stations proposed as part of the Project will provide parking.

The provision of park-and-ride facilities would be inconsistent with the purpose and need of the Project. The Project Study Area is already very congested and Metro seeks to discourage people from driving to access the subway. Park-and-ride facilities also could lead to increased auto use and potentially result in traffic impacts at intersections.

The provision of park-and-ride facilities also would be inconsistent with both the existing built environment surrounding stations and efforts to encourage transit-oriented development. The Project corridor is very dense due to medium and high density commercial and residential development. The construction of park-and-ride facilities would consume space that could be put to more productive residential and commercial uses.

Any added park-and-ride facilities would have major implications on Project costs. The study area also has very high land costs and there is lack of available parcels for park-and-ride development. Due to land costs and scarcity, any parking would need to be in multi-story garages, resulting in substantially higher capital costs than current estimates.

Please refer to Section 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to parking. In addition, Section 3.6 of the Final EIS/EIR estimates the demand for parking at the stations and provides an analysis of potential spillover parking impacts to surrounding communities.

Your comment regarding staying under the major streets has been noted. Please see response above to comment number 16-1.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: PHILLIP LEVINE
Organization/Organización:
Address/Dirección: 255 S. McCarty Dr.
Tel: 310 203 0535 Fax: 310 203 0860
Email: plevine@ucla.edu

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

160-1

I along with the vast majority of Beverly Hills residents strongly support the Wilshire - Santa Monica route and oppose the route under the home & under Beverly Hills High School

[Handwritten signature]

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

160-1

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

160-1

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

160-1

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: grlevy@ix.netcom.com
 To: [Westside Extension; zev@bos.lacounty.gov](mailto:zev@bos.lacounty.gov)
 Subject: no to subway tunneling under BHHS
 Date: Monday, October 04, 2010 6:40:36 PM

To Whom It May Concern:

295-1

As a parent of a child who is currently at the high school and for the students who are to come in the future I am not in favor of tunneling under the Beverly Hills High School for the subway. The Santa Monica Blvd. option is much better and safer for our student community. I am making my voice heard so those who make these decisions know how the parents of the Beverly Hills High School feel regarding this decision.

Sincerely,
 Margaret Levy
 310-281-5939

295-1

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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295-1

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.

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295-1

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COMMENT DEADLINE: OCTOBER 18, 2010

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

Name/Nombre: Jack Levy

Organization/Organización:

Address/Dirección: 309 S. Linden Dr Beverly Hills

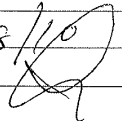
Tel: 323 651 0536 Fax:

Email: JACK Levy Juv@ AOL.com

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

427-1

The People of Beverly Hills do not want a subway tunnel under homes & schools. The small risk of earthquake under the Santa Monica route is far less than that presented by a tunnel under homes & schools. The EIR is based on false & unsupported assumptions. If the tunnel goes under homes & schools it will almost certainly be opposed with litigation & the costs & long delays therein should be seriously considered.

9/28/10


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- > 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



427-1

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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427-1

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427-1

projections with Constellation Boulevard Station.

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683-1

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."

The Bus is Really becoming unaffordable!
 Lots of people use these buses to
 live & work. Constantly increasing fare.
 For a train route. Doesn't make sense.
 A train for the rich
 at the poor's expense.

Name: Kelvin Lewis 323-332-8462
 Address: 94 1/2 W 71st.
 Email: _____
 Business or organization: _____

Sincerely,

 Signature _____

683-1

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

683-1


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.

687-1

2010 Draft Environmental Impact Report for Westside Extension Comment

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I think that the \$1.50 fare should go to other bus services. It's not fair for us that are living in the inner city that depends on the MTA to not have a fare.

Sincerely,

 Signature

Name: Ali Lewis
 Address: 2737 W. Summit St, L.A 90028
 Email: _____
 Business or organization: _____

687-1

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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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

687-1

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.

667-1

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."

We need more bus services, transfers, lower fares.

Name: *Ava Littlejohn*
 Address: *1327 W. 35th St. LA 90007*
 Email: *alittlejohn68@att.net*
 Business or organization:

Sincerely,
Ava Littlejohn
 Signature

667-1

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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667-1

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.

JOHNSON LO
Financial Analyst
FOX Networks Group

October 19, 2010

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

Dear Chairman Knabe:

I 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,

Johnson Lo

Financial Analyst, Fox Networks Group

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

849-1

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

849-1

849-1

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 #523 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : Emily
Last Name : Locker
Group Affiliation : Westwood Homeowners Association
Submission Content : As a homeowner in the Westwood Homeowners Association, I must strongly express my preference for the station at Constellation at Avenue of the Stars and NOT in Comstock Hills.

I am also very STRONGLY OPPOSED TO THE EAST ROUTE AND THE CENTRAL ROUTE, which may tunnel under my home and reduce the value of my home. I prefer the West Route, which will not affect the homes in my neighborhood.

523-1

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Your comment in support of the Century City Constellation Station location 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 include the East alignment as part of the LPA, and to not include the Central and West Alignments for further consideration as part of the LPA. The West Alignment is significantly longer than the other two, and would increase travel time between Century City and Westwood by more than two minutes. This, in turn, would lead to somewhat lower ridership and user benefits, and to fewer air quality and energy conservation benefits. The West Alignment Option would also increase capital costs by \$122 to \$142 million in comparison to the East Alignment Option. Between the Central and East Alignment Options, both have similar performance characteristics and costs. The East Alignment, however, passes under fewer private properties. Therefore, it was selected to be carried forward in the LPA into the Final EIS/EIR.

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

523-1

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.

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

523-1

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 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:

523-1

- 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.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: Pat Loeb
Organization/Organización:
Address/Dirección: 1420 S SIERRA BONITA, LA 90019
Tel: 323 939 0599
Fax:
Email: LOEBTMC@EARTHLINK.NET

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

11-1 Love: To make sure there is parking for the major hubs - I would take public transport more often if I could but I am not near enough to direct bus lines and am willing to drive to the airport to use the green/blue lines but there is rarely a parking spot. Many of us would use public transport even if it meant driving a relatively short distance if we have a place to leave our cars! * works love a ride to the airport!

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

11-1

Your comments about parking have been noted. Park-and-ride can be an important mode of access to transit. However, these facilities are usually located in low-density areas that lack local bus service feeding the stations. That is not the case with this Project. Therefore, none of the stations proposed as part of the Project will provide parking.

The provision of park-and-ride facilities would be inconsistent with the purpose and need of the Project. The Project Study Area is already very congested and Metro seeks to discourage people from driving to access the subway. Park-and-ride facilities also could lead to increased auto use and potentially result in traffic impacts at intersections.

The provision of park-and-ride facilities also would be inconsistent with both the existing built environment surrounding stations and efforts to encourage transit-oriented development. The Project corridor is very dense due to medium and high density commercial and residential development. The construction of park-and-ride facilities would consume space that could be put to more productive residential and commercial uses.

Any added park-and-ride facilities would have major implications on Project costs. The study area also has very high land costs and there is lack of available parcels for park-and-ride development. Due to land costs and scarcity, any parking would need to be in multi-story garages, resulting in substantially higher capital costs than current estimates.

Please refer to Section 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to parking. In addition, Section 3.6 of the Final EIS/EIR estimates the demand for parking at the stations and provides an analysis of potential spillover parking impacts to surrounding communities.

RECORD #88 DETAIL

Record Date : 9/27/2010
Submission Date : 9/27/2010
First Name : Pat
Last Name : Loeb
Group Affiliation :
Submission Content :

I found out (after the meeting I attended) that I needed to state on record or write you with my issue, so here it is.

88-1

I would love to take more public transportation and am very willing to walk or drive a reasonable distance to get to a station/stop. But I need a place to leave my car. Most of the local stations have little or no parking, and getting to those with large lots takes as long as it would to reach my destination. I would love to see parking issues taken into consideration.

In our conversation, an ancillary concern was that those may need to be tied to preexisting pay lots. Perhaps a compromise is to have discounted parking rates for those who use public transportation/ need a park-and-ride.

Thank you very much

88-1

Your comments about parking have been noted. Park-and-ride can be an important mode of access to transit. However, these facilities are usually located in low-density areas that lack local bus service feeding the stations. That is not the case with this Project. Therefore, none of the stations proposed as part of the Project will provide parking.

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The provision of park-and-ride facilities also would be inconsistent with both the existing built environment surrounding stations and efforts to encourage transit-oriented development. The Project corridor is very dense due to medium and high density commercial and residential development. The construction of park-and-ride facilities would consume space that could be put to more productive residential and commercial uses.

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RECORD #358 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name : Elier
Last Name : Lopez
Group Affiliation : 20Th Century Fox
Submission Content : I suport the station on Ave. of The Sars and Constellation.
 BH residents should not rule the decision as they don't even ride the bus. I ride the bus to work every day and the station on Santa Monica Blvd. makes no sense!!

358-1

358-1

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.

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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*

358-1


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.

694-1

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 because we have a bad system already and bus riders are paying too much for it. We deserve to have nice buses and a reliable bus system. I do not want to wait long for a bus and I want to be able to sit on a bus not stand for a long period of time.

Sincerely,

 Signature

Name: Michelle Lopez
 Address: 236 N. Arcoreado St. #204 Los Angeles, CA 90026
 Email: mychill1@yahoo.com
 Business or organization: Bus Riders Union

694-1

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

694-1

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.

721-1

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."

By aggressively utilizing the TSM Alternative the Wilshire Corridor will be a great first start at what the rest of LA County will look with more resources being applied to the bus system. It is a quicker and much less expensive way to provide the same or more mobility for the 100's of people who rely on public who also who commutes.

Sincerely,
Barbara Lott-Holland
 Name: Barbara Lott-Holland
 Address: 3530 W 60th St LA 90048
 Email:
 Signature
 Business or organization:

721-1

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

721-1

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.

699-1

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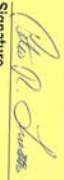
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2010 Draft Environmental Impact Report for Westside Extension Comment

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."

IMPROVE BUS SERVICE ALONG WILSHIRE AND IMPROVE LOCAL BUS ONLY LINES.

Name: Peter R. LUEDTKE
 Address: PO Box 2067
NORTH HILLS CA 91393-2067
 Email: _____
 Business or organization: _____

Sincerely,

 Signature

699-1 |

699-1

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 #792 DETAIL

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

792-1 | **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 don't want this project.
 mario m.pdf (447 kb)

792-1

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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."

no fueo

Sinceramente,

[Signature]

Firma

Nombre: *maria mendez*

Dirección: *222 6477 57 1800 9000*

Negocio/organización:

Correo electrónico:

792-1

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 #797 DETAIL

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

797-1

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."

It is unfair to build with the economical crisis and to raise rates or implements more transfers.

Attachments : melarina m.pdf (485 kb)

797-1

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NO establecer con Santa Cris
Economico aumentar tarifa 0
Cambio de línea no esta bien

Sinceramente,
Nombre: Mariana Martinez

Dirección: 227 West 227 St

Firma Mariana Martinez Negocio/organización:
Correo electrónico:

797-1

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733-1

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Metro planning decisions should be in the hands of communities they serve.

Name: Sosh McC
 Address: _____
 Email: _____
 Business or organization: _____

Sincerely, *[Signature]*
 Signature _____

733-1

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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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733-1

same opportunity to access the transit and mobility improvements provided by the subway.

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From: [STEPHEN Macht](#)
 To: [Westside Extension; zev@bos.lacounty.gov](mailto:zev@bos.lacounty.gov)
 Subject: ONLY SANTA MONICA BLVD. STOP
 Date: Monday, October 04, 2010 7:37:05 PM

298-1

I'm a tax payer and live in Beverly Hills. I only want the proposed subway to go under Santa Monica Blvd. and **NOT UNDER BEVERLY HILLS HIGH SCHOOL AND HOMES IN BEVERLY HILLS.**

Stephen Macht

298-1

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

298-1

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

298-1

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.



October 15, 2010

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

Dear Chairman Knabe:

635-1

I, Kyle Mahoney, 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,

Kyle Mahoney
Assistant 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

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

635-1

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

635-1

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711-1

2010 Draft Environmental Impact Report for Westside Extension Comment

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We pay taxes/work everyday we want lower bus rates 24 hr suc to the existing routes no price hikes in rates/no new bus lines.

Name: Stacey Major
 Address: 221 Garland CA
 Email: 90017

Sincerely,
 Signature: *Stacey Major*
 Business or organization:

711-1

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. Metro does provide 24-hour service on a number of bus lines throughout Los Angeles County (Night Owl Service), and the Project would not change the hours of bus operations.

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

711-1

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 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 #561 DETAIL

	Status :	Submission Summarized
	Record Date :	10/18/2010
	Submission Date :	10/18/2010
	First Name :	Lawrence
	Last Name :	Maldonado
	Group Affiliation :	None
561-1	Submission Content :	1) I prefer a Constellation station over a Santa Monica station in Century City.
561-2		2) Draft an EIS/EIR all the way to the sea; if/when funding ever becomes available we should be ready to go.
561-3		3) I would prefer an on-Wilshire over an off-Wilshire station in Westwood.

561-1

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*

561-1

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.

561-2

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.

561-3

Your preference for the On-Street location of the Westwood/ UCLA Station has been noted. As part of the LPA selection, the Metro Board 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

561-3

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.

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. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

JESSICA MANN
12321 RIVERSIDE DR #104
VALLEY VILLAGE, CA 91607

October 19, 2010

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

Dear Chairman Knabe:

842-1

I Jessica Mann 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,

Jessica Mamm

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

842-1

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

842-1

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: Gregory Mantell [greg@gregorymantell.com]
 To: Westside Extension
 CC:
 Subject: westside subway draft eis public comment

- 77-1 | I fully support extending the subway all the way to the sea -- Santa Monica.
- 77-2 | I also support the West Hollywood extension. Furthermore, the North Hollywood subway should
 77-3 | be extended all the way to Burbank Airport, which would allow a direct connection between
 Burbank and downtown LA--and it would also connect with the California High Speed Rail
 project, which may well have a stop at Burbank Airport. This would be a truly intermodal
 transportation center, connecting subway, airport, and high-speed train.
- 77-4 | Metro has gotten over its past bad habit of building projects that go nowhere or end up just short
 of ideal locations. Ending the subway in Westwood rather than Santa Monica, though perhaps
 necessary in the short term for funding reasons, would be a mistake for the long run. Santa
 Monica is one of the most popular destinations in Los Angeles County for tourists and locals.
 The Third Street Promenade, Pier, and Santa Monica Place are always packed! The Santa
 Monica endpoint would allow a connection to the Expo Light Rail line, as well as a possible light
 rail line going north from LAX to Santa Monica.
- 77-5 | The fear and hysteria a few homeowners in Beverly Hills have about this project is very
 disappointing. While I fully support building the subway as well as possible -- keep an eye on
 your contractors -- a few homeowners' "sky is falling" accusations that the Westside of Los
 Angeles County is about to collapse under the subway are ridiculous. Nor have New York,
 London, Paris, Rome, Tokyo, Hong Kong, or Mexico City collapsed because of their subways.
 Indeed, a subway tunnel can be one of the safest places in an earthquake. These people face a
 much greater risk to their health and safety every time they get in their cars to drive anywhere.
 We must not allow a few NIMBY's to hold millions of us in Los Angeles County hostage with
 terrible traffic congestion. Time for a change!
- 77-6 | The comment that some have that the subway will not reduce traffic congestion is mostly
 irrelevant and partly inaccurate. We are so focused on driving our cars in Los Angeles that we
 forget the end goal of this project is not just to improve driving time for cars. The goal is to build
 an alternative network of transportation that allows people to get around town quickly and
 efficiently. The subway will do this. The point is not just to get a few people out of their cars so
 the rest of us can drive around town like maniacs. Even if it one day takes someone 2 or 3 hours
 to drive from downtown LA to Westwood (or Santa Monica), the subway will still get there in 25
 minutes and is thus a success. Just as a plane will get you from LA to San Francisco faster than a
 car.... The plane may not take all the cars off the road, but it offers a much faster alternative for
 those who choose to take it.
- And, of course, the subway will partly reduce traffic congestion among cars every time someone
 chooses to take the subway rather than drive. Suppose a stamp costs 50 cents today and the
 government announces they will raise the price to 60 cents next year. Next year if I give you a
 coupon for 5 cents off a stamp--the stamp will then cost you 55 cents. The stamp may not be free
 and it's still more than you would pay today, but it's also less than you would otherwise pay next
 year. But that doesn't mean the coupon doesn't have tangible value; we would all take it. Same

77-1

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.

77-2

Your support for the West Hollywood Extension has been noted. There is not sufficient Measure R or other funding available to construct a West Hollywood Extension at this time. However, the Draft EIS/EIR demonstrated a significant market for a subway serving West Hollywood. The West Hollywood corridors is 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.

77-3

Your comment regarding the extension of the Red Line to Burbank has been noted. Further study of connections to Burbank could occur should funding be identified and secured in the future.

77-4

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. 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.

77-5

Your comment 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.

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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*

thing with the subway. While it will just slow the growth of traffic congestion--not reduce the absolute amount of traffic congestion--that does not mean it is not doing anything to help alleviate traffic congestion.

Greg Mantell
Santa Monica, CA

77-5

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.

77-6

Your comments about the traffic congestion reduction related to the Project have been noted.

The Westside Extension Study Area contains some of the most congested arterial streets in the County. Any approach to resolving the significant traffic congestion in the County, and for purposes of this study of congestion in the Study Area, needs a multi-modal approach. While there are freeway, arterial, and bus improvement projects planned within the Study Area to address mobility, no one project alone can reduce the extraordinary levels of congestion in the Westside and each has trade-offs and environmental consequences in its implementation.

Chapter 1 of this Final EIS/EIR details the Purpose and Need of the Project. As described, a major purpose of the Westside Subway Extension is to improve transit speed and reliability for the Study Area and, in particular, to provide enhanced mobility that will not be affected by freeway and arterial congestion levels. The improved capacity, speed, and reliability that will result from the subway's exclusive guideway, offer the best solution to improve travel times, generate the projected 29 percent increase in transit riders in the study area between 2006 and 2035 (from 286,200 to 370,500), and provide an environmentally sound transit alternative.

Given the future conditions of the freeways, arterials, and travel speeds, the Westside Subway Extension provides benefit. Significant increases in travel are expected in the future and no major new highways or arterial widenings are planned. Without the subway, traffic congestion will be worse in the future. The Westside Subway Extension Project will provide significant new capacity to accommodate increases in travel demand but it will not, by itself, be sufficient to significantly reduce surface traffic congestion on the Westside.

This Final EIS/EIR presents a detailed examination of the travel-demand projections for 2035, which provide further insights on potential impacts of the LPA, specifically in terms of reduced auto trips during the seven-hour peak period. It is recognized that the LPA will result in a relatively small percentage decrease in trips. But, under the LPA, approximately 12,000 auto trips occurring in the seven-hour peak period will be eliminated. In addition, the Project will provide a highly attractive and viable public transportation alternative for Westside residents, workers, and visitors; particularly in terms of travel times and reliability.

Please refer to Section 8.8.9 of the Final EIS/EIR for a more detailed response to traffic congestion reductions. Information on how the LPA would affect travel in the region and

77-6

Study Area is presented in Section 3.4, Section 3.5 and Chapter 7 of the Final EIS/EIR. The *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* provides a summary of the updated travel forecast results for the Final EIS/EIR. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

705-1

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 see this train built.

Name: Sarah Verco
 Address: 1551 S. St. Andrews
 Email: gifsart@yahoo.com
 Business or organization:

Sincerely,
 Signature

705-1

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

705-1

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: [Wally Marks](#)
 To: [Westside Extension](#)
 Subject: Subway Pro Comment
 Date: Wednesday, October 13, 2010 1:55:30 PM

446-1

Let's move forward with these two projects, **Wilshire Subway and the Downtown Regional Connector**. Our traffic, our town our economy and our environment needs them all.

Thank you.

Wally Marks
 WALTER N. MARKS, INC.
 Helms Hall of Fame
 8758 Venice Boulevard, Suite 100
 Los Angeles, CA 90034

310-204-1865 (o)
 310-836-2208 (f)
 310-678-5524 (m)

Check out our new Helms Bakery website: www.helmsbakerydistrict.com

"If you give something away, you never lose it."

446-1

Your comment in support of the Westside Subway Extension Project and the Regional Connector 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 for the Westside Subway Extension. 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.

Information on the Regional Connector Project is available on the Metro website at: <http://www.metro.net/projects/connector/>

RECORD #509 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : Janie
Last Name : Marlowe
Group Affiliation :
Submission Content : Please keep the subway location plan on Constellation Blvd. I am a resident of the neighborhood, and this location will be the best for our area.

509-1

509-1

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*

509-1

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 #768 DETAIL

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

768-1

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 oppose the subway b/c I need buses.
 genaro marquez.pdf (476 kb)

768-1

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 transito extensión al oeste."

No estoy en contra el tren porque yo necesito el servicio del Los Autobuses

Sinceramente,

 Firma

Nombre: Cecilia Marquez
 Dirección: 5592 Lexington #6
 Negocio/organización:
 Correo electrónico:

768-1

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.

693-1

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."

*Please don't take this important bus service
The 920 Metro High. Much more convenient.*

Name: *Melissa Marshall*
 Address: *PO Box 46153 LA 90046*
 Email: *Melissa8@yahoo.com*

Sincerely,
Melissa Marshall
 Signature
 Business or organization:

693-1

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. The 920 bus service was eliminated by Metro during route restructuring and would not be in any of the alternatives, including the TSM Alternative. 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.

693-1

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. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

From: [Paul Martin](#)
 To: [Westside Extension](#); [Jan Reichmann](#)
 Subject: Westside Subway Board Report - Comments:
 Date: Sunday, October 17, 2010 3:30:13 PM

641-1

Thank you for the recent Westside Subway Board Report which I have had the opportunity to review. In regards to comments you have requested I am writing to support a Subway Station at the **Constellation/Avenue of the Stars Location**. My reasons for supporting this location instead of Santa Monica Blvd/Avenue of the Stars Location is threefold

1. **Passenger Safety** - The DEIS/DEIR Report identifies the Santa Monica/Avenue of the Stars location of being directly over an earthquake fault which in my opinion eliminates this location due to safety concern in the event of a major earth quake which unfortunately is long overdue.
2. **Central Location** - The Westside Board Report often refers to the "time it takes to get to a specific location" and therefore higher passenger use. It is quite apparent a greater number of buildings (business locations) would be better served since the Constellation location approximates the center of Century City. Greater ridership would result from the many businesses located between Century Park West and Century Park East due to this better located stop.
3. **Route Flexibility to UCLA** - It is also noted from the exhibits in the DEIS/DEIR Report that the next step, the route to UCLA, would be better from the Constellation location since there would be greater flexibility to impact fewer residential properties. As you well know the least number of residential properties that are impacted will result in homeowners support for this project. Although the preference cited in the DEIS/DEIR Report is the EAST Route greater acceptance from homeowners in the Comstock Hills and Westwood Homeowners Association would be the WEST Route down Santa Monica Blvd.

Paul L Martin
 1664 Comstock Ave.
 Los Angeles, CA 90024
 Member of Comstock Hills Homeowners Association

641-1

Your comment in support of the Century City Constellation Station location and the West alignment 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 East Alignment was selected by the Metro Board to be carried forward as part of the Locally Preferred Alternative (LPA), and the Central and West Alignments were removed from further consideration as part of the LPA. The West Alignment is significantly longer than the other two, and would increase travel time between Century City and Westwood by more than two minutes. This, in turn, would lead to somewhat lower ridership and user benefits, and to fewer air quality and energy conservation benefits. The West Alignment Option would also increase capital costs by \$122 to \$142 million in comparison to the East Alignment Option. Between the Central and East Alignment Options, both have similar performance characteristics and costs. The East Alignment, however, passes under fewer private properties. Therefore, it was selected to be carried forward in the LPA into the Final EIS/EIR.

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.

641-1

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 #755 DETAIL

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

755-1

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."

No more rate hikes until 2115.

755-1

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 transito extensión al oeste."

NO MAS
AUMENTO HASTA EL ZOO
2115

Sinceramente,

 Firma

Nombre: ARMANDO MARIN
 Dirección: 1903 S. BROADWAY APT C
 Negocio/organización: INDOOR GOLF
 Correo electrónico:

755-1

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 #793 DETAIL

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

793-1

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 am a passenger and TSM would help me. Please give priority to TSM.
 mario martinez.pdf (479 kb)

793-1

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.

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

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Yo soy pasajera y el "TSM" me ayudaría por eso dan prioridad a el "TSM" miles de pasajeros lo agradecerán.

Sinceramente,
 María G. Martins
 Firma

Nombre: María G. Martins
 Dirección: 1554 W 37th St L.A. CA 90010
 Negocio/organización:
 Correo electrónico:

793-1

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.

75-1

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.

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.

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

Comment from

First Name: Matt
Last Name: Mason
Email: mattmason999@yahoo.com
Phone:
URL:

75-1

I urge a reconsideration of the VA station and instead a move to the much more dense location at Barrington/Wilshire or Federal/Wilshire, which will have much higher ridership due to the proximity of large office and apartment towers, dense surrounding neighborhoods and University High School. The VA station has none of these attributes.

Even if a Barrington or Federal station cannot make it in MOS #3, it should be considered along with Bundy for a MOS #3A. There should be an alternative that reaches the neighborhoods west of the 405 without necessarily having to go all the way to Santa Monica, which is politically difficult, because people believe Santa Monica will already have the Expo Line. With this set of alternatives, the MTA has failed to address the transit demand west of the 405 as the VA station is inaccessible to virtually everyone but federal government workers and patients at the VA.

Thank you

75-1

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/VA Hospital Station 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.

RECORD #497 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Matt
Last Name : Mason
Group Affiliation :

497-1 | **Submission Content :** With the MTA Staff recommending either the Santa Monica Blvd. station or Constellation, I urge the selection of Constellation as it much more centrally located for a key area, Century City. We cannot move the station simply because one city objects with a questionable argument. If the station is moved because of these objections, then in the future, the MTA will be urged not to tunnel under practically anything.

497-2 | Also, with the staff recommendation of Alternative #2 to the VA even with the VA objecting to the favored location of the station, I urge one of two options be considered. One, Alternative #1 should be selected, then once the LRTP is updated to include the extension west to Santa Monica, then Measure R funds along with a federal match can be used to bring the line to Barrington and Bundy as a first extension to the Sea if there are limited funds to take it all the way to the Sea. The VA stop simply does not allow enough public access to warrant a station and spending another \$92M to put it in an even more remote location in the VA is even more egregious.

A second option if the VA Station must be built is to use the tail tracks to create a moving walkway and portal on the West side of San Vicente/Federal Blvd. This would bring access much closer to the dense office towers and residential community here and greatly improve the access and ridership of this station. San Vicente is a very difficult street to cross as a pedestrian as the cars coming from Wilshire do not even have to stop to enter San Vicente similar to a freeway. I urge this portal to be studied as part of the Final EIR. Even if Measure R funds cannot be used to fund this portal, plans should be made for it, so when some other funds become available this station can be built properly.

Thank you

497-1

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*

497-1

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.

497-2

Your comment regarding the location of and access to the Westwood/ VA Hospital Station 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.

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,

497-2

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.

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.

497-2

The number of entrances at each station was based on the ridership projections for that station. Based on these projections, Metro would construct one entrance at each of the proposed stations, including the Westwood/VA Hospital Station. The exception is two entrances at the Westwood/UCLA Station due to high ridership projections. Long entrances are expensive to construct due to the tunneling process and therefore Metro would avoid constructing long tunnel entrances.

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*

497-2

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

RECORD #545 DETAIL

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

545-1

Assumptions used for travel demand modeling impact results. In the case of the Westside Subway Extension, the assumptions will impact both subway ridership projections and traffic impacts analysis. The Draft EIR references that a county-wide model was employed. Gasoline prices have varied greatly since the last comprehensive modeling effort for the 2009 Metro LRTP and the 2008 SCAG RTP, and these changes have affected both automobile traffic and transit ridership.

Modeling the subway project's sensitivity to a variety of future gasoline prices also helps planners better the potential range of local and regional equity implications. For instance, higher than expected gasoline prices will have adverse impacts on poor communities near the proposed routing and throughout Los Angeles County. Faced with increases an increase in transportation costs and minimal disposable income, poor communities will be forced to travel less. These equity impacts will be far greater for the No Build Alternative versus Alternatives 1-5. This inequity will be further exacerbated with the adoption of electric vehicles, which have substantially lower per-mile vehicle operation costs versus internal combustion engine vehicles. Average vehicle age is older for poor households, and poor households often cannot buy afford new vehicles. Poor communities will be much slower to adopt electric vehicles than middle and upper income communities. Because of this, poor communities are more vulnerable to gasoline price volatility than middle and upper income communities.

What future gasoline prices are assumed in the model? If gasoline prices are incorporated into per-mile vehicle costs, what per-mile vehicle costs are assumed? If these costs are in constant dollars, to what are they indexed?

545-1

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.

Several factors are considered in the travel forecasting modeling process. These factors include various costs associated with travel by various modes, such as transit fares, parking, and auto operating costs, which include gasoline. In general, the projected costs for gasoline in the study area are expected to keep pace with inflation.

Please refer to Section 8.8.9 of the Final EIS/EIR for more detailed responses to concerns related to ridership. 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.

From: [Taylor Maxwell](#)
 To: [Westside Extension](#)
 Subject: Build It!!
 Date: Wednesday, September 29, 2010 8:25:03 AM

109-1

Please build the subway under Wilshire the Purple Line to Santa Monica with a Weho spur as my first choice. My other choice if there is not enough money is to build the subway to UCLA/405 area for now but prepare for an eventual connection with the Pink Line. We need this subway like God needs Earth.

109-1

Your comment in support of the Westside Subway Extension Project and for Alternative 5 (Santa Monica Extension plus 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.

While the Draft EIS/EIR demonstrated a significant market for transit improvements serving Santa Monica and West Hollywood, 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. Therefore, 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.

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 #468 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : Elise
Last Name : Mazanek
Group Affiliation :
Submission Content : Alternative 5 is the best option. We need as much coverage as possible for mass transit. West Hollywood and the beaches are always very congested.

468-1

468-1

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 #362 DETAIL

Status :	Submission Summarized
Record Date :	10/12/2010
Submission Date :	10/12/2010
First Name :	David
Last Name :	McClafferty
Group Affiliation :	Fox Plaza
Submission Content :	I support the station on Ave. of The Stars and Constellation.

362-1 |

362-1

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*

362-1

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 #274 DETAIL

Status : Submission Summarized
Record Date : 10/2/2010
Submission Date : 10/2/2010
First Name : Reagan
Last Name : McClymonds
Group Affiliation :
Submission Content :

274-1

With the understanding that Measure R funding can't build the subway all the way to the water, I still think the MTA is doing a disservice by locating the lone west of 405 station at the VA Hospital. There is not enough density, nor potential for future density, around that location to justify a station. The residents, jobs, and potential for future growth are located to the west of the VA. A location at Federal or Barrington would be a much more practical and utilized option. I've heard that a VA location would be used as a "park & ride" location for car commuters on the 405. I think this has the potential to make traffic even worse around the heavily congested 405/Wilshire interchange since many more cars will need to exit the freeway. I also think that the distance between a VA station and a Bundy station is too far. The most dense housing and office uses are located to the east near Barrington & Federal so I think there should be a station there for any proposed alignment. Thanks for accepting suggestions & comments. Reagan

274-1

Your concerns about the location of the 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.

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.

Metro decided to not provide park-and-ride facilities at any of the stations along the

274-1

Westside Subway Extension. 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.

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

274-1

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 and 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and parking. 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 3.6 provides an analysis of potential impacts to parking. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

736-1

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."

*It is going to hurt over bus
Please do not build*

Name: *Akela McEneaney*
Address: *920 South Hobart Ave #304*
Email: _____
Business or organization: _____

Sincerely,
Akela McEneaney
Signature

736-1

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

736-1

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 #326 DETAIL

Status : Submission Summarized
Record Date : 10/6/2010
Submission Date : 10/6/2010
First Name : Tammy
Last Name : McKean
Group Affiliation :
Submission Content : This is going to be an awesome contribution to lowering the traffic density in LA and my commute time. Thanks for getting it done!

326-1 |

326-1

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 #420 DETAIL

Status : Submission Summarized
Record Date : 10/13/2010
Submission Date : 10/13/2010
First Name : Kyle
Last Name : McNally
Group Affiliation :

420-1

Submission Content : Creating a VA subway stop at either proposed location inside the VA (north or south) is a mistake, and will be underutilized by the denizens of the westside and inland commuters. If the line cannot be extended to at least Barrington under the measure R funds, or cannot accommodate a VA stop at the corner of Federal/Wilshire, then the current proposal consists of a stop along the terribly trafficked Wilshire bottleneck between Federal, the 405, and Sepulveda, and I can't imagine anyone wanting to fight westside traffic to the VA, drive down the Wilshire bottleneck, park in non-existent VA facilities, and then continue East by subway.

In an effort to get more Westside citizens to use public transport and to use "Park-and-Ride" facilities at the Subway terminus or transfer to existing bus routes like the 720, a VA stop should exist at Federal/San Vicente with an easy walk to Barrington, and parking facilities located at that corner. Otherwise, the VA stop becomes a single use stop, only for those going to the hospital, and not a communal station for all kinds of trips on the Westside.

A VA station should be at Federal (or Barrington) to benefit the Veterans AND the residents/commuters of the Westside.

A VA station amidst the one-entrance, one-exit Wilshire bottleneck is unappealing... because if you're fighting the bottleneck just to get to the subway to begin with, you might as well just continue East on Wilshire in your car and drive the whole way, because traffic usually lessens once you're past the 405 (which is what, 200 feet past the entrance to the VA and where the station would be?)

420-1

Your concerns about the location of the 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.

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.

A comprehensive station access circulation study was conducted for the Westwood/VA

420-1

Hospital 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.

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):

420-1

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

RECORD #808 DETAIL

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

808-1

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."

I believe that the subway project is too expensive and it will not benefit everyone. It would be better to invest in more buses and improved service all along Wilshire.

Attachments : rosalia mendiola.pdf (536 kb)

808-1

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 Metro Board of Directors, in selecting Alternative 2 as the Locally Preferred Alternative, has found that the benefits do justify the costs of the Project. In addition, after reviewing the project against the New Starts Criteria specific in law, the Federal Transit Administration has given the Project a medium rating for project justification, considering not only the Project's cost effectiveness rating but also the Project's other benefits, including land use and economic development. 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

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 transito extensión al oeste."

Yo creo que el plan de el tren 9000.000 millones es muy costoso para beneficiar solamente una ciudad mejor para poner mas buses y mejorar mas el servicio en todo Wilshire Blvd.

Sinceramente,
Nombre: ROSALIO MENDIOLA
Dirección: P.O. Box 7191 LA CA 90076-0191
Negocio/organización: Sindicato de Pasajeros

Rosalio Mendiola
Firma

Correo electrónico:

808-1

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 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.

715-1

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 it's very fair for bus fares to be lowered

Name: *Victor Mendez*
 Address: *110 New Hampshire LA 90029*
 Email: _____
 Business or organization: _____

Sincerely,
Victor Mendez
 Signature

715-1

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

715-1

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 #90 DETAIL

Record Date : 9/28/2010
Submission Date : 9/28/2010
First Name : Annette
Last Name : Mercer
Group Affiliation :
Submission Content :

90-1

Please build it as soon as possible. I favor an alignment that serves Century City at Constellation and one with both a stop at Westwood and the VA but anything is better than nothing. Let's give LA some mobility options and a chance at cleaner air!!!

90-1

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. Alternative 2 includes stations at both Westwood/UCLA and Westwood/VA Hospital. 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.

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.

90-1

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.

**FROM THE DESK OF THOMAS E. MEURER
FOX NETWORKS GROUP**

Oct. 19, 2010

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

Dear Chairman Knabe:

Please allow this letter to serve as a terrific opportunity to aver that I, Thomas E. Meurer, wholeheartedly support the Westside extension of the subway. AS A COMMUTER, I feel very strongly that the creation of new public transit options for the community can no longer be argued as a luxury, but indeed, a mounting necessity.

I'm encouraged by the progress Metro is making towards achieving this goal, and I thank you for this chance to participate in the process as you move forward on the Draft Environmental Review (DEIR) document now in circulation.

There are currently no other options for riders from Hollywood and parts East. As this region is a rising area of phenomenal urban growth you are going to see a concomitant rise in the need for fast, clean, reliable transportation from these areas. There can be little argument that Century City has taken its place as a major business, administrative, and entertainment center and the need to get there must keep pace into the 21st century... and beyond.

Sincerely,

Thomas E. Meurer
FOX NETWORKS GROUP IT ADMINISTRATOR

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

843-1

843-1

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

843-1

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: [Karen Meyer-Roux](#)
 To: [Westside Extension](#)
 Subject: VA Station location
 Date: Wednesday, October 13, 2010 10:25:01 PM

447-1

I would like to comment on the VA Hospital station location, from the perspective of a Brentwood resident. I strongly support placing the station north of Wilshire, where pedestrian access from west of the 405 is a serious option (walking through the VA). If you place the station south of Wilshire, you are essentially limiting it to hospital use and to people who access it by motorized transportation. That does not seem to be a wise use of limited funding resources that are intended to provide broad benefit to LA County residents.

Thanks so much for all your excellent work in moving this essential project forward.

Karen Meyer-Roux

447-1

Your preference for the North location of the Westwood/VA Hospital 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 decided to continue to study both Westwood/VA Hospital station location options (South and North).

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

While both options are within one-quarter mile of the VA Hospital, the Westwood/VA Hospital South Station site is 500 feet from the hospital and on the same side of Wilshire Boulevard, while the Westwood/VA Hospital North Station site is 1,200 feet away on the other side of Wilshire Boulevard. Additionally, the North Option could be problematic in the event of a future extension to Santa Monica due to the tight radius curve that would be required to extend west beneath residential properties. However, the construction of the South Option would result in more impacts to traffic circulation during construction, including temporary ramp closures at the I-405 interchange.

Based on these factors, the recommendation is to locate the Westwood/VA Hospital Station on the south side of Wilshire Boulevard as this location would provide better pedestrian access to the VA Medical Center and would more easily accommodate a future westward extension of the subway.

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

447-1

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 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

447-1

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

RECORD #461 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : Annie
Last Name : Miler
Group Affiliation : Clementine Bakery-Cafe

461-1

Submission Content : As a resident of Comstock Hills and the owner of a business located at the edge of Comstock Hills, I would like to request that the subway station be located at Constellation Avenue, at the heart of the office and shopping area, but still within a short walking distance of Santa Monica Blvd. and my business. As far as the route the subway line should take, I believe that the shortest, most economical route should be taken, unless there is an option that does not involve tunnelling under anyone's homes, either in Comstock Hills or anywhere else.
 Thank you for your consideration. Annie Miler (also a resident, 1465 Comstock Avenue, LA, CA 90024)

461-1

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.

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

461-1

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 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. 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. 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: Paul
Last Name: Miller
Email: millerpaul29@hotmail.com
Phone:
URL:

33-1 | Build the Century City station at Constellation. Don't risk building it on the earthquake fault along Santa Monica Blvd. And don't build a station that many workers in Century City will not use because it is so far from the southern half of Century City.

33-1

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

33-1

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.

Comment from

First Name: Shirley
Last Name: Miller
Email: millershirley238@hotmail.com
Phone:
URL:

46-1

Please choose the Constellation station in Century City. Don't let a few extremely wealthy homeowners force a multi-billion dollar transit project to be built in the wrong way. There is no credible reason to their fears as the subway already operates under homes in the Valley with no concern/incident whatsoever. Constellation is vastly superior to Santa Monica Blvd and it would be a shame if Metro has to succumb to a few vocal whiny residents at the expense of the entire city that will make use of this transit line.

46-1

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*

46-1

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: Samuel
Last Name: Miller
Email: samm22@aol.com
Phone:
URL:

51-1

In Century City, please make sure to choose the Constellation station option. It does not make sense to build the station at Santa Monica Blvd, as it is on the very edge of this dense area, and is adjacent to a country club golf course!! It would be ridiculous to have a station next to a golf station, and you would lose half the potential ridership vs. Constellation, which would have easy access to most of the developed area of Century City. Don't make a decision LA will regret for hundreds of years - choose Constellation!

51-1

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*

51-1

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 #379 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name : Libby
Last Name : miller
Group Affiliation :
Submission Content : Please don't cancel this stop

379-1 |

379-1

Your comment regarding canceling a stop has been noted. There are seven station locations included as part of the Locally Preferred Alternative. These include Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega, Wilshire/Rodeo, Century City, Westwood/UCLA, and the Westwood/VA Hospital.

702-1

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."

*If the local had a strong line
let them try for it.*

Name: Ronnie Miller

Address: _____

Email: _____

Business or organization: _____

Sincerely,
Ronnie Miller
Signature

702-1

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

702-1

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 #575 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Michael
Last Name : Milroy
Group Affiliation :

Submission Content : I strongly support development of the Westside Subway Extension.

575-1 | I recommend Metro choose Alternative 5 for the following reasons:

1, Because fast, high-capacity transit is needed along the entire Wilshire Corridor; and because connecting the Westside to Hollywood is needed as part of building a mass-transit network useful to people across the Los Angeles Basin.

2: Cost-effectiveness comparison: Of the three alternatives that would extend the network beyond Alternative 2 (Alternatives 3, 4, and 5) I compared the marginal increase in daily boardings to the marginal construction cost of each of these alternatives (3, 4, and 5) to alternative 2. (For instance, for Alternative 4, this is calculated as $(\text{Construction Cost}[A4] - \text{Construction Cost}[A2]) / (\text{Daily Boardings}[A4] - \text{Daily Boardings}[A2])$ where [A2] = alternative 2, etc.

For Alternative 4 the marginal construction cost per marginal daily boarding is \$170,000; for Alternative 5 the marginal construction cost per marginal daily boarding is \$116,200. If Metro is going to extend the Westside Subway beyond Alternative 2, Alternative 5 is much more cost-effective than Alternative 4.

575-2 | Comment about ridership estimate in Chapter 3 of the EIS/EIR: Development of the WSE can be expected to directly generate 3 types of ridership:

- 1, trips from new station to new station
- 2, trips from new station to existing station
- 3, trips from existing station to new station.*

The ridership estimates in Chapter 3 forecast boardings at new stations: that is, they include categories 1 and 2 above but not category 3. It seems to me very likely that development of the WSE would generate a large volume of boardings at existing stations for trips that would extend onto the WSE; and that therefore the ridership estimates in Chapter 3 may underestimate the actual increase in ridership by several tens of thousands of boardings per day.

575-3 | On a related topic, I strongly support 30-10 and I encourage Metro to continue efforts to obtain federal loans against future Measure R sales tax revenue.

I thank you very much for your consideration of my comments.

I am co-chair of the Transportation Committee of the Angeles Chapter of the Sierra Club; the comments here are my own.

Michael Milroy
Long Beach

* (Development of the WSE could also indirectly generate trips from existing station to existing station, due to increased usefulness of the heavy-rail system generally and some people shifting trips generally from other modes to rail transit. However, estimating such increase in ridership would be speculative and I don't attempt a guess).

575-1

Your support for Alternative 5 (Santa Monica Extension plus 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 Alternative 5 at this time.

While the Draft EIS/EIR demonstrated a significant market for transit improvements serving Santa Monica and West Hollywood, 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. Therefore, 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.

The cost-effectiveness measure used in the Draft EIS/EIR was derived by annualizing each alternative's capital cost, adding the annual operating and maintenance costs, and dividing the sum by the alternative's annual transit system user benefits. User benefits refer primarily to travel-time savings. This measure, referred to as the "cost-effectiveness index," is used by FTA in its rating of projects seeking New Starts funds.

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. Detailed information on the Project's cost analysis can be found in the *Westside Subway Extension Comparative Benefits and Costs Analysis*, available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

575-2

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 ridership forecasting model does recognize travel between new subway stations and existing stations. This travel involves trips from existing rail stations to new rail stations; for example, from Union Station to Westwood/UCLA Station. However, the model does not include tourism or special events.

575-2

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.

Please refer to Section 8.8.9 of the Final EIS/EIR for more detailed responses to concerns related to ridership. 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.

575-3

Your comment in support of 30/10 has been noted.

718-1

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 this
I don't want this long subway*

Name: *Willie Kay Mims*
 Address: *1005 N. Broadway*
 Email: _____
 Business or organization: _____

Sincerely,
Willie Kay Mims
 Signature

718-1

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

718-1

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: [Karen Miniutti](#)
 To: [Westside Extension](#)
 Subject: Westside Subway Alternative
 Date: Thursday, October 14, 2010 6:20:56 PM

Dear Mr. Mieger,

I support Alternative 5 thru West Hollywood. At the very least it should be included as part of the EIS/EIR as a viable alternative if your first choice doesn't work out, or as an additional line in the future.

That said I believe it should be your first choice. The Hollywood area is central to everything and has developed and grown faster than most any other area in L.A. Between all the events that take place in Hollywood traffic with consistent street closures and no place to park is in badly need of a public transit makeover. The congestion and growth from entertainment and business centers continues west all the way thru to the Grove/Farmer's Market, Cedar's, etc.

This area has been ignored for much too long. And it's time the area moving west from Hollywood and Highland all the way to Santa Monica, should have a solid rail and bus transit system.

Thank you.

Best regards,

Karen A. Miniutti

Miniutti & Associates
 1406 N. Gardner St., Ste 4
 Los Angeles, CA 90046
miniut@pachell.net

538-1

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.

538-1

RECORD #767 DETAIL

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

767-1

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."

As I bus rider, if this project removes bus service to certain areas, then I do not support it.

Attachments : fidel miranda.pdf (477 kb)

767-1

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 Wishire, 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 Wishire 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."

Pues yo como persona que uso barrios buses
 Y si este servicio bloquea algunas áreas no
 estoy de acuerdo.

Sinceramente,

 Firma

Nombre: Fidel Miranda
 Dirección: 308 S Monketton PL AP110
 Negocio/organización:
 Correo electrónico:

767-1

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 #806 DETAIL

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

806-1

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 to TSM – we need better public transit. Please invest in the needs of the poor people and not in train.

Attachments : rosa miranda.pdf (491 kb)

806-1

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 transito extensión al oeste."

Si el "TSM" necesitamos mejor transporte público - inversión en la necesidad de la gente pobre y no en un tren.

Nombre: Rosa Miranda
 Dirección: 345 Colombia Ave
 Negocio/organización: Los Angeles C.A.
 Correo electrónico:

Sinceramente,
 Rosa Miranda
 Firma

806-1

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 #99 DETAIL

Record Date : 9/29/2010
Submission Date : 9/29/2010
First Name : Alec
Last Name : Mitchell
Group Affiliation :
Submission Content :

99-1

I would like to voice my support for a Century City station located at Constellation Ave. The Century City station will be one of the most critical stops on the line for commuters. Compromising the location of that station by placing it at the periphery of Century City on Santa Monica Blvd. would be a serious mistake. The Santa Monica location would be tremendously inconvenient for commuters and tourists alike. Making a permanent compromise in the function of the subway to appease the uninformed short-term concerns of a few homeowners would be a significant error.

99-1

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*

99-1

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.

From: [Linda Mok](#)
 To: [Westside Extension](#)
 Subject: comments
 Date: Saturday, October 16, 2010 12:05:02 AM

- 643-1 1. Don't really know why a subway is needed in the first place. A lot of money added to government debt seems counter intuitive. Remember buses anyone?
- 643-2 2. And do we really need more overpopulation in Westwood (or anywhere for that matter) which this fiasco will promote?
- 643-3 3. Anyone ever consider an "EI"?
- 643-4 4. If the folks who will make billions off this unnecessary expense cannot be stopped,(so what else is new), please don't make a stop at Wilshire & Westwood to tie up traffic even more. It's already the most crowded intersection in the universe.
- 643-5 5. Instead of veering to Century City and then back, why not just have a side line from Wilshire under Beverly Glen.

643-1

Your comment has been noted. On October 28, 2010, the Metro Board approved 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 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.

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.

643-2

Your comment on growth in the study area has been noted. The proposed project does not include a housing or commercial component. The proposed project is a transit project located within a transit corridor and would provide the opportunity for adjacent mixed-use development containing commercial and residential uses. Since the corridor is located in a dense urban area, most of the opportunity for development would come from the redevelopment of lower-density uses. This is a slow process that would occur over the span of several decades. The discussion of potential secondary growth that could occur as a result of the Project is addressed throughout the Final EIS/EIR. As described in Chapter 4.1 Land Use and 4.16 Growth Inducing Impacts, land use policy is developed and established by the municipal agency where affected properties are located and not by Metro.

643-3

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

643-3

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.

643-4

Your comment requesting, if a subway were built, that the station at Westwood/UCLA be dropped due to traffic has been noted. The Metro Board approved Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative, which includes a station at Westwood/UCLA. Section 3.5 of this Final EIS/EIR includes an intersection-level traffic analysis to determine whether the LPA will result in additional traffic congestion at the local level, including in the vicinity of the Westwood/UCLA Station, due to passengers accessing the station. This analysis concluded that the operation of the LPA, including the Westwood/UCLA Station, will not negatively impact any analyzed Study Area intersections in the vicinity of the Westwood/UCLA Station.

643-5

Your comment regarding alternative alignments has been noted. Please refer to Section 2.3 of the Final EIS/EIR and the *Westside Transit Corridor Alternatives Analysis Study* and the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* for more information about the development of the alignments in the Century City area. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

701-1

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."

Keep it how it is and stop increasing prices.

Name: Roberto Molina

Address: 1800 N Temple St, Apt #302

Email: blue10rob@yahoo.com

Sincerely, *[Signature]*

Signature

Business or organization:

701-1

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

701-1

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.

706-1

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."

more buses

Name: Sergio Monteiro
 Address: 1325 Wellesley Ave.
 Email: s.Monteiro1@yahoo.com
 Business or organization: _____

Sincerely,
 Signature: *Sergio Monteiro*

706-1

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

706-1

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: [Melissa Moon](#)
 To: [Westside Extension](#)
 Subject: Westside subway expansion
 Date: Thursday, September 30, 2010 6:13:44 PM

152-1

I do not support the constellation station proposal and would only support the original Santa Monica Blvd route. I vote in every election and feel very strongly about this. Subways do not belong under our high school!

152-1

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.

152-1

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

152-1

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.

737-1

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

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 the bus service to go away. I will to make no more trips because I don't want to pay more than about 3.00.

Name: Sharon Marra
 Address: 1750 W. 108th
 Email: _____
 Business or organization: _____

Sincerely, _____
 Signature

737-1 |

737-1

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.

287-1

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

Your comment about route selection between Century City and Westwood has been noted. The East Alignment was approved by the Metro Board to be carried forward as part of the Locally Preferred Alternative (LPA), and the Central and West Alignments were removed from further consideration as part of the LPA. The West Alignment is significantly longer than the other two, and would increase travel time between Century City and Westwood by more than two minutes. This, in turn, would lead to somewhat lower ridership and user benefits, and to fewer air quality and energy conservation benefits. The West Alignment Option would also increase capital costs by \$122 to \$142 million in comparison to the East Alignment Option. Between the Central and East Alignment Options, both have similar performance characteristics and costs. The East Alignment, however, passes under fewer private properties. Therefore, it was selected to be carried forward in the LPA into the Final EIS/EIR.

Your comment regarding the construction of a station at the Westwood Boulevard and Santa Monica Boulevard intersection has been noted. In response to public comments received during the Draft EIS/EIR Scoping, the possibility of adding an extra station between the Century City and Westwood/UCLA Stations on Santa Monica Boulevard or on Wilshire Boulevard was considered. The Westwood Boulevard and Westwood Loop Connecting Routes traveling along Westwood Boulevard between Santa Monica and Wilshire Boulevards may have allowed for the addition of an extra station on Westwood Boulevard. However, upon further analysis, it was determined that the geometry of the Westwood Boulevard and Westwood Loop Connecting Routes in order to locate a station on Westwood Boulevard, the tunnel alignment curves would be widened, thus increasing the number of parcels that would be tunneled beneath.

Please refer to the *Westside Subway Extension Alternatives Screening and Refinement Following Environmental Scoping Report* for a more detailed discussion of the scoping process and development of alternatives for the Draft EIS/EIR. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Adam Moos](#)
To: [Westside Extension](#)
Subject: Comment on Subway to the Sea
Date: Friday, October 01, 2010 6:12:23 PM

287-1

I am all for the subway, but the current plan is wrong headed. The subway will work when there are enough stations to encourage people to use it.

The current plan does not include a stop between Century City and UCLA. This is crazy. The subway should be planned to go from Century City to a stop at Westwood and Santa Monica Boulevards. From there it should make its way to UCLA and beyond.

Plenty of people will access the subway from a stop at Westwood and Santa Monica. However, none of these people would take a bus to get to either of the planned stops.

We will only have one chance to get this right. We need to make sure the route goes from Century City to Westwood/Santa Monica and UCLA. Don't screw this up!

Thanks.

Adam Moos
1508 Pandora Ave.
Los Angeles, CA 90024

RECORD #519 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : Martha
Last Name : Moos
Group Affiliation : Comstock Hills HOA
Submission Content :

519-1

Dear Metro,
 It is completely absurd that a train station would be considered on Santa Monica Blvd. vs. Constellation Ave. in Century City where a mecca of jobs, restaurants, shopping, law offices, etc. are located. First off, this is a private residential area which is relatively quiet and offers nothing to a commuter other than an out of the way walk across a busy busy street. Not only would it cause accidents and traffic gridlock, but actually be considered inconvenient to a commuter.

I grew up in the City of Chicago... a city known for it's fabulous public transportation system. You need to put the station where people GO to and need convenient transport. Not only will the SMB proposal disrupt a neighborhood w/virtually no benefit either the resident or to a commuter, but it's another bad plan by this City to spend millions, even billions and not get an optimal result!

I am absolutely opposed to the station being built at SMB. The city just spent hundreds of millions to widen this main artery of Los Angeles, and now you want to ask commuters to cross 8 lanes of traffic???? SERiously?

Thank you,
 Martha Moos

519-1

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*

519-1

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.

724-1

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 would not like two fare to go up because a lot of people are losing jobs and losing more and more money. Also MTA needs MORE 102 buses on Exposition Blvd. Thank you.

Sincerely, *Chris Morales*

Name: Chris Morales

Address: 3804 S. Wisconsin St, Apt. A

Email:

Business or organization:

Signature *Chris Morales*

724-1

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. In addition, Route 102 will be unaffected by the Westside Subway Extension and portions of the 102 Route will be supplemented by Expo Phase I, scheduled to open in 2012.

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

724-1

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 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 #772 DETAIL

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

772-1

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."

I do not want train service b/c it would raise rates which would adversely affect us.

Attachments : ivan morales.pdf (462 kb)

772-1

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."

NO QUIERO ESTE SERVICIO DE TREN PORQUE AUMENTARIA EL PASAJE Y LA ESCORRIDA EN NUESTROS CAS AFILIAR

Sinceramente,

 Firma

Nombre: Ivan Morales
 Dirección: 5912 Towne Av. L.A. ca 90043
 Negocio/organización: _____
 Correo electrónico: _____

772-1

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: shiva@moreh.org
 To: [Westside Extension](#)
 Cc: [Jahan Moreh](#)
 Subject: MTA Subway Westside Expansion
 Date: Thursday, September 30, 2010 5:53:05 PM

Dear Mr. David Mieger,

149-1

We urge MTA to use the original plan that incorporated Santa Monica Blvd for the Westside expansion of the subway (the "Santa Monica" option). We are not in support of any option that involves tunneling under Beverly Hills High School.

Thank you and sincerely,
 Shiva and Jahanshah Moreh
 Sent from my Verizon Wireless BlackBerry

149-1

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.

149-1

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

149-1

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.

RECORD #93 DETAIL

Record Date : 9/28/2010
Submission Date : 9/28/2010
First Name : Andre
Last Name : Morimoto
Group Affiliation :

93-1 | **Submission Content :** I am City of L.A. resident. I support the construction of the Westside
 93-2 | Subway. I work in Century City and strongly believe that a subway stop
 should be placed at the intersection of Constellation Blvd. and Avenue of
 the Stars. Subways around the world build tunnels underneath schools,
 hospitals, and homes. Therefore, my support is to build the subway and
 as far west as possible. I hope the M.T.A. can at least build the Westside
 subway to the V.A. Hospital or over west of the 405 fwy as this will help
 reduce congestion in that area. Thank you.

Regards,
 Andre

93-1

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*

93-1

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.

93-2

Your comment regarding the length of the alignment has been noted. The Metro Board approved Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. 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. The Project is being 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.

Mark Morrison
312 W 5th Street, Unit 911
Los Angeles, CA 90013

October 19, 2010

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

Dear Chairman Knabe:

I am writing to express my support for the Westside extension of the subway and continue to be a strong advocate for the creation of new public transit options for the community. I am encouraged by the progress Metro is making towards achieving this goal and I would like to contribute my 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,



Mark Morrison

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

840-1

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.

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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

840-1

840-1

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 #71 DETAIL

Record Date : 9/27/2010
Submission Date : 9/27/2010
First Name : Victor
Last Name : Moss
Group Affiliation :
Submission Content : Subway Tubes and Subway Stations:

71-1

In the midst of all the turmoil of placement of subway tunnels and station entrances I detect a hard belief of stations needing to be placed on top of the tunnels and tunnels needing to be built under the Beverly Hills High School and residences. Somehow in real life it doesn't ring true.

As an example we all live with LAX. When an airplane parks and you get off you find yourself in a terminal. You then walk a way to an escalator that takes you down one or two levels to a tunnel with a moving sidewalk that ends up at the luggage location. I don't know the distance covered but I guess it is upward of half a mile. My point is one's luggage and the ground transportation is not at the airplane exit door, you walk and move to get to it.

In all the meeting I have been too concerning the Westside Subway Extension, everything seems to revolve on twisting and turning the subway tubes to get them to align with the entrance to the station placement. A suggestion.....How about thinking of the stations servicing the tunnels?

The problem seems to be digging and placing the tunnels under Santa Monica Blvd. as the residents of Beverly Hills approved and the station entrance at Constellation Blvd. and Ave of the Stars as the developers of Century City want. Why not both? Build the tubes under Santa Monica Blvd and put the station or multiple stations in Century City. Wherever the station(s) are located run an escalator angling down to the tunnel entrance and if it comes up short use a movable sidewalk to get to the train. Once you are on an escalator it takes you where you want to go, sheltered and without much effort. Think about it; maybe with some thought act on it.

Victor Moss

71-1

Your comment regarding the location of entrances and station in relation to the tunnels has been noted. The station portals (or entrances) should be located in close proximity to the station box to provide maximum station accessibility and to minimize station construction costs. Research has shown that most transit riders are willing to walk up to one-half mile to access a rail station, which would also include time underground in long portals to access the station platform. Using normal walking speeds, this distance can be covered in approximately 10 minutes. While people mover systems are effective in airports and other locations that are used for occasional long-distance travel, they are not as effective in transit systems that are used for daily short-distance travel. Additionally, constructing long portal entrances with moving sidewalks would require additional tunneling and station features, adding to the project cost.

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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71-1

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 #103 DETAIL

Record Date : 9/30/2010
Submission Date : 9/30/2010
First Name : Nancy
Last Name : Motherway
Group Affiliation : n/a
Submission Content :

103-1

I am for the proposed subway seeing as the current East/West streets in the area - especially Santa Monica Blvd - are at a complete gridlock most of the day. Sure, there's some doubt that this subway will decrease traffic, but at least getting from Central Los Angeles to the Westside will have options. Contrary to what the BRU claims, this area of Los Angeles is so gridlocked that increasing bus lines and frequency will not ease the congestion woes. The Valley, which I'm in the process of moving out of, can still solve a lot of its problems with increased bus service, but this area is hopelessly gridlocked. Rail or subway is the only viable solution that I see. Thanks in advance for considering my feedback.

103-1

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.


707-1

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."

Health Benefits / Better Service

Name: Shalica Matthews-Hedley
 Address: 310 S Cochran Ave # 412 LA CA 90036
 Email: SHM5252@3ccloBal.net
 Business or organization: Smaller Medical Group

Sincerely,

 Signature

707-1

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

707-1

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.

Your comments on health benefits has been noted. The operation of the LPA is expected to result in regional reductions in vehicle miles traveled (VMT), which in turn will lead to lower emissions of some criteria pollutants as well as lower greenhouse gases associated with roadway VMT. These lower emissions of pollutants are likely to result in some health benefits compared to the No Build.

RECORD #493 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Randee
Last Name : Motzkin
Group Affiliation :

493-1

Submission Content : To maximize the benefits for the crowds working in Century City and minimize the intrusion into our neighborhood please locate the new subway station on Constellation in Century City and not on Santa Monica Boulevard. Thank you, Randee Motzkin

493-1

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.

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493-1

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 #380 DETAIL

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

380-1

I am very angry that Hancock Park homeowners have prevented the building of a station at Crenshaw & Wilshire. If it were not for their lobbying, it never would have been considered an optional station. Crenshaw is a major thoroughfare and should have a subway station along the route.

No other subway system in the world has stations spaced two miles apart. This is not urban planning. This is the Metro bowing to the wishes of one wealthy neighborhood.

In Minneapolis, they are currently laying a metro line to St. Paul. In the light of the current budget crisis, they are spacing the stations one mile apart. But, they are planning, at a later date, to open infill stations so that they will only be a half mile apart. They are planning for the future. Sadly, LA is not.

380-1

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.

RECORD #578 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Sada
Last Name : Mozer
Group Affiliation :

578-1

Submission Content : The final EIR back in 1983 determined that there was enough demand for a Crenshaw and Wilshire station. And over the next 27 years, the city has only gotten denser.

In today's L.A. we promote events like Park(ing) day and CicLAvia as we try to reshape this city into being less auto-centric. A few days ago, the L.A. Times ran a story on raising parking meter rates to push people out of their private autos and onto mass transit.

Greater density. Promote walkability. High parking meter rates to get people on mass transit. Yet somehow you have managed to add all these things together and decide that - unlike 27 years ago - we no longer need a subway stop at Crenshaw and Wilshire! You have somehow decided that a two mile run from Western to La Brea without a stop somehow makes sense!!! For the future of this city, that makes absolutely no sense at all.

578-1

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.

RECORD #572 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Wilton
Last Name : Mui
Group Affiliation :
Submission Content : Hello,

572-1 | 1. Please choose the Constellation station - there's actually destinations there that transit users would go to instead of a golf course.

572-2 | 2. I really wish that the West Hollywood spur connection piece can be built. If it isn't possible to afford the connection piece now, does that mean that there never will be a West Hollywood spur? If that's the case, this will be a really big failure for the project in several decades when transit demand in the West Hollywood area will meet and surpass federal requirements for funding.

Thanks,
Wilton Mui

572-1

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.

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572-1

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.

572-2

Your preference for the inclusion of the West Hollywood connection structure 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). 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.

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.

RECORD #484 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : paul
Last Name : muller
Group Affiliation :
Submission Content : request for subway station stop on Constellation Blvd- NOT santa Monica. thanks!

484-1

484-1

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*

484-1

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.