

Individual (U-Z) Comments and Responses

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RECORD #822 DETAIL

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

822-1

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 : In support of TSM.
 teresa.urbina.pdf (444 kb)

822-1

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

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

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

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

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

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

A Favor de la TSM

Sinceramente,

[Signature]
Firma

Nombre: *Fansa Urbina*

Dirección: *3806 Beverly Blvd #204*

Negocio/organización: _____

Correo electrónico: _____

822-1

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: [Joshua Uruchurtu](#)
 To: [Westside Extension](#)
 Subject: my comments
 Date: Monday, October 11, 2010 11:35:25 AM

- 405-1 | 1) Century City Station: Pay no mind to those Beverly Hills NIMBYs complaining about the imminent danger that tunneling under their precious communities supposedly poses to them. After reading and hearing their objections it's abundantly clear that they're blowing things out of proportion, ignoring sound science, and are not concerned with the greater good. While the walk to Santa Monica Blvd. is only a quarter mile, putting the station at Constellation will make a world of difference, especially for those that work down at the south end of Century City.
- 405-2 | 2) Crenshaw Station: Don't build it! This station does not provide access to anything. It's a quiet, sleepy neighborhood with plenty of street parking (by LA standards) and nothing but a few 2-3 story low-density office buildings. All this station does is add unnecessary cost to the line, and an equally unnecessary delay to the full travel time of the line.
- 405-3 | 3) La Cienega Station: build it just like the Vermont Station, with the necessary connection structure for the West Hollywood spur. While there may not be funds to build that line just yet, community support for it seems overwhelming, so much so that if funding is secured, the line will inevitably be built. And neglecting to put an existing connection structure could kill the possibility of the WeHo subway altogether, as it would be (as I understand it) close to impossible to retroactively add a connector while maintaining existing service.

405-1

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*

405-1

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.

405-2

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

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

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

405-3

Your preference for the inclusion of the West Hollywood connection structure has been noted. As part of the LPA selection, the Metro Board of Directors chose not to include a West Hollywood connection structure in the LPA due to funding constraints.

Additionally, the cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line. 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

405-3

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.

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RECORD #753 DETAIL

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

753-1

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 support the TSM system of transit.

753-1

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

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No apoyo este sistema de transporte TSM

Sinceramente,
Alicia Valdespina
 Firma

Nombre: *Alicia Valdespina*
 Dirección: *4160 S Figueroa St*
105 Angeles ca
90037
 Negocio/organización:
 Correo electrónico: *si*

753-1

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 #770 DETAIL

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

770-1

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

Attachments : Don't raise rates. Don't eliminate service.
 herminia vasquez.pdf (467 kb)

770-1

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

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No aumentar el pasaje, no quitar el transporte

Sinceramente,

 Firma

Nombre: Herminia Vazquez
 Dirección: Angelena 239
 Negocio/organización: San Gabriel, Ca
 Correo electrónico: _____

770-1

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RECORD #769 DETAIL

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

769-1 | **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 am a bus rider and we need implementation of the TSM and protect and extend bus service.

Attachments : gloria.vega.pdf (488 kb)

769-1

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

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Yo soy una pasajera necesito que implementen el "TSM" y proteger y extender el servicio de autobuses.

Sinceramente,
Firma: *Gloria Vega*
Nombre: Gloria Vega.
Dirección: 6809 S. Hubert St. LA CA. 90044
Negocio/Organización: Una Pasajera
Correo electrónico:

769-1

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RECORD #801 DETAIL

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

801-1

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 oppose building the subway b/c it's not a good form of transit. Do not build and remove bus service.

Attachments : minerva velasquez.pdf (472 kb)

801-1

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

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Yo no estoy de acuerdo q se construya el tren subterráneo por q es un medio de transporte y pido a quien corresponda q no lo construyan y no quiten el autobus.

Sinceramente,


Nombre: Mirella Velazquez
 Dirección: 1145 Sierra Vista #23 L.A.C.A.
 Negocio/organización: _____
 Correo electrónico: _____

Firma _____

801-1

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RECORD #795 DETAIL

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

795-1

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Attachments :
 I support TSM
 marta.venturejio.pdf (457 kb)

795-1

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

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

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

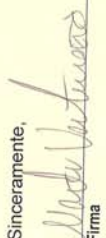
Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often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

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

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

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

Yo soy pasajera y Apoyo la TSM.

Sinceramente,

 Firma

Nombre: *Marta Ventura*
 Dirección: *1623 Monto Ave #7*
 Negocio/organización:
 Correo electrónico:

795-1

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.

Sydney Viengluang
TCFTV Accounting/Finance

10/19/2010

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

Dear Chairman Knabe:

I, Sydney Viengluang, 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,

Sydney Viengluang
TCFTV Accounting/Finance

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

846-1

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

846-1

846-1

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.

722-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily 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 prefer the rapid bus system on more lines that serve the Wilshire Corridor.

Name: *Bruce Vociuz*

Address: *126 N. Wilshire, #574, CA 90028*

Email: *BKypitar@yahoo.com*

Business or organization:

Sincerely, *Bruce Vociuz*

Signature

722-1

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

722-1

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 #467 DETAIL

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

467-1

I have resided in West LA, Miracale Mile over the past 10 years and am currently living in Westwood. I have been working in downtown LA for the past 7 years. A subway from the sea to downtown is sorely needed to relieve us from the daily taxing commutes. The continued growth in local population cannot be easied simply by adding more freeway lane or buses that use the same congested grid. Long term solution to LA's ever growing congestion must include subway that connect LA's disjointed parts to make it a true community.

While the immediate impact on traffic, noise and costs are going to be high, the effect of an inexpensive transit system moving the masses is a lasting and welcomed.

467-1

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.

Comment from

First Name: Daniel
 Last Name: Walker
 Email: milowalker@ca.rr.com
 Phone: (310) 503-2449
 URL:

27-1 We strongly support building this westside subway extension all the way to Santa Monica ASAP to provide a fast, convenient, clean transportation alternative to driving or bus alternatives. The subway will also reduce congestion, reduce greenhouse gases and reduce foreign oil consumption.

27-2 We favor a station very close to Windsor Square (i.e. Crenshaw/Wilshire).

27-3 To improve ridership, we strongly prefer a station in the middle of Century City (not near Santa Monica Blvd.). With modern construction methods, we don't believe the most direct proposed Beverly Hills route, under homes and schools, will have any significant impact at the surface. Please build the subway along the fastest route, which serves the most commuters, even if a few loud NIMBYs have unfounded objections.

27-4 A station close to the UCLA campus would significantly improve ridership. This station will bring improvement to traffic congestion and parking for UCLA students, faculty, and visitors to Westwood Village. We strongly favor a station at the VA, to significantly improve VA patient and employee access.

27-5 Eventually, the subway needs to be extended the rest of the way down Wilshire corridor to the downtown Santa Monica and the beach. Please study the whole route ASAP so construction can begin as soon as additional funds can be secured.

27-6 thanks,
 Walker family
 Los Angeles

27-1

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.

27-2

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

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.

27-3

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

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

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

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

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

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

27-3

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.

27-4

Your comment regarding connections to the UCLA Campus from the Westwood/UCLA Station has been noted. Connections to the UCLA Campus were an important consideration in evaluating the Westwood/UCLA Station.

During public scoping, the public was presented with several station options for Westwood/UCLA. Six station location options were developed in response to scoping comments, including two locations along Le Conte Avenue closer to the UCLA campus. These station options were evaluated based on a number of engineering and environmental criteria. Based on the results of this screening, the two Le Conte Stations were eliminated from further consideration for two primary reasons. First, they would have required tunnel alignments to travel under the Veterans National Cemetery in order to allow the subway to continue west. In addition, the narrow streets in Westwood Village and the additional distance from Wilshire Boulevard made these locations ill-suited for station construction and associated impacts, including the location of sufficient land for construction staging and earth removal and the identification of haul routes. Station locations closer to or under Wilshire Boulevard will serve Westwood Village as well as the high-rise office buildings along Wilshire Boulevard and the multi-family residential buildings in that vicinity.

The Westwood area already serves as a major transportation hub for buses, shuttles, pedestrians, and bicyclists. Westwood Village is a pedestrian friendly area with wide, continuous sidewalks and many shops and restaurants. Bicycle lanes along Wilshire Boulevard and Westwood Boulevard have been identified for implementation in the next five years in the adopted City of Los Angeles 2010 Bicycle Plan. In addition, Le Conte Avenue and Veteran Avenue have been identified for longer term implementation.

Significant bus service already exists in the Westwood Village area provided by Metro, Santa Monica Big Blue Bus, Culver City Municipal Bus Lines, UCLA Transit, and others. These services provide connections between Wilshire Boulevard and the UCLA campus. The bus stop for the UCLA Campus Express is currently located on the south side of Kinross Avenue between Veteran and Gayley Avenues, which is easily accessible from the station entrance at the corner of Wilshire Boulevard and Gayley Avenue for either the Off-Street or On-Street Station.

Of the two Westwood/UCLA Stations under consideration in the Final EIS/EIR, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard

27-4

intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard, including bus connections to the UCLA Campus.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations and the *Westside Subway Extension Station Circulation Report* provides a comprehensive station access circulation study. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

27-5

Your preference for 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), which includes a station at the Westwood/VA Hospital. 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

27-5

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.

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

27-6

Your support for Alternative 3 (Santa Monica Extension) has been noted. Please see the above response to comment number 27-1 regarding the Metro Board selection of Alternative 2 and potential further study of the Santa Monica Extension.

Comment from
First Name: Peter
Last Name: Walker
Email: walkerp5th@aol.com
Phone:
URL:

- 29-1 | Century City station has to be built along Constellation, not Santa Monica Blvd. Constellation is much more central to all the high rise buildings there.
- 29-2 | Built Alternative 5 and build it fast.

29-1

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*

29-1

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.

29-2

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

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

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

October 17, 2010

David Mieger, Project Director
DEO, Countywide Planning & Development
Metro
1 Gateway Plaza, 99-22-5
Los Angeles, CA 90012

Dear Mr. Mieger:

As Metro completes its Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Westside Subway Extension project, I offer the following recommendations for adoption as the project's Locally Preferred Alternative:

648-1 | **1. Adopt DEIR/DEIS Alternative 2- Westwood/VA Hospital Extension**

It is critical that we build a mass transit line to serve the Westside of Los Angeles as soon as possible. An underground heavy rail transit (HRT) line, as proposed in the Draft EIR/EIS, is an appropriate investment for such a dense corridor currently lacking in mobility options.

Many people would prefer the subway be extended all the way to Santa Monica and through West Hollywood. Given current financial realities, however, it is most appropriate to plan for a project that we will have funding to complete. Alternatives to Santa Monica and through West Hollywood (Alternatives 3, 4, and 5) also have lower cost-effectiveness ratings and adoption of such alternatives would reduce the chance of the project receiving critical New Starts funding from the Federal Transit Administration (FTA).

Alternative 2 is superior to Alternative 1 because it would provide a more substantial terminus station at the VA Hospital site to accommodate motorists and connecting transit passengers who would wish to transfer to and from the Wilshire Subway. A Westwood/VA station would be much more accessible to travelers in Santa Monica than merely a Westwood/UCLA station, given the large barrier the San Diego Freeway presents to east-west travel in the area.

I also oppose Alternatives 4 and 5 in particular because the corridor between the Wilshire Corridor and Hollywood could be better served by transit projects other than the "Pink Line" HRT alternatives proposed in the Draft EIR/EIS. See section 4 for more details on this issue.

648-2 | **2. Omit a Wilshire/Crenshaw Station**

A station at Wilshire/Crenshaw should not be included in the project LPA. The surrounding community has shown, at best, mixed support for such a station. Inclusion of this station would add few marginal riders to the system that wouldn't have simply have boarded at another station. Given the poor performance of this proposed station, it should be excluded to keep line-haul times for other riders short and to maximize the effectiveness of scarce project funding. If demand for a station here should develop in the distant future, it would be technically feasible, albeit quite costly, to then add an infill station at this site; this is highly unlikely, however, as current zoning in the area calls for the area to remain low-density indefinitely.

648-3 | **3. Adopt Wilshire/Fairfax East Station Option**

The Wilshire/Fairfax station should be constructed across the intersection of Wilshire Boulevard and Fairfax Avenue. This would improve pedestrian circulation by allowing riders to directly access the station from portals on three corners of the intersection. This would also improve accessibility to the Los Angeles County Museum of Art (LACMA) and improve transit connectivity by allowing riders

648-1

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.

648-2

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

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

648-3

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

648-3

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.

to reach stops for connecting bus lines at the intersection more directly.

648-4 | **4. Adopt La Cienega East Station Option**

To best serve the area around the intersection of Wilshire Boulevard and La Cienega Boulevard, the station box should be constructed such that the platforms are directly beneath the intersection. The east station option achieves this goal more closely than the west station option. Like the Wilshire/Fairfax East station option, this option would provide the best pedestrian circulation and transit connectivity to and from the station.

648-5 | **5. Omit Connection Structure**

The connection structure proposed in the Draft EIR/EIS should not be included in the LPA. The Pink Line proposed in the Draft EIR/EIS would not be an effective way to move people in the area. Given that it would terminate at the Hollywood/Highland station and not allow trains to transition to the existing Red Line tunnels to the San Fernando Valley, it would simply be too short of a line to be successful. It would force passengers to transfer several times to reach many of destinations and transfers represent a major disincentive for potential transit users.

To better address mobility needs in the area, Metro should initiate a separate Alternatives Analysis (AA) study to look at all the possible options for providing mass transit from the Wilshire Corridor to Hollywood/Highland.

In particular, Metro should focus on extending the Crenshaw Corridor Light Rail Transit (LRT) project from Exposition Boulevard to Wilshire Boulevard and eventually north to the Hollywood/Highland station. Once all Measure R projects have been completed, the proposed Pink Line would connect with only three other rail corridors: the Red Line, Purple Line, and Sepulveda Pass Line. An extension of the Crenshaw Corridor to Hollywood, however, could connect with six other corridors: the Red Line, Purple Line, Expo Line, Green Line to LAX, Green Line to Norwalk, and Green Line to the South Bay. The Crenshaw Corridor could also then be operationally combined with one of the Green Line branches.

Shown below is a Metro map showing possible Crenshaw Corridor extension alignments and a map showing a possible future of the Metro Rail network.



Source: Metro. May 2009. Final Feasibility Study- Wilshire/La Brea Light Rail Transit Extension.

648-4

Your preference for the East location for the Wilshire/La Cienega Station has been noted. As part of the LPA selection, the Metro Board decided to include 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.

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 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.

648-5

Your comment about 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.

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

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

Keeping these recommendations in mind, the Westside Subway Extension Project, if

648-5

approved for implementation, will be designed so as not to preclude future northward extensions of the Crenshaw/LAX line along La Brea, La Cienega, or San Vicente.



Source: Metro. December 2009. Go Metro Map. Modified by Justin Walker.

648-6 | **6. Adopt Constellation Avenue Century Station**

The Constellation Avenue station option in Century City would place the station in the heart of Century City and would consequently maximize ridership. Conversely, the Santa Monica Boulevard station option would place the station along the northern edge of Century City. This would result in decreased ridership, especially to and from destinations along the south end of Century City. The Santa Monica station option may also present increased construction costs due to its orientation parallel to the Santa Monica fault.

648-7 | **7. Adopt Rodeo to Century City Constellation South Alignment Option**

The Constellation South Alignment option provides the most direct alignment between the Wilshire/Rodeo and Century City (at Constellation) stations. The Constellation North alignment would cost more to construct because it is approximately 9% longer. The Constellation North alignment is also a poor alignment because it features a sharp reverse curve in the middle of the alignment with a sharp curve 90 degrees to one direction followed by a sharp curve 50 degrees in the opposite direction. Both curves would be tighter curves than any on the existing Red or Purple Lines and would require trains to slow to 35 miles per hour. Sharp curves like this will increase travel times for passengers and will also incur greater maintenance costs due to increased wear on tracks and train axles.

648-6

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*

648-6

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.

648-7

Your comment about route selection between Beverly Hills and Century City has been noted. 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 LPA and the Constellation South Alignment was removed from further consideration as part of the LPA. The Constellation North Alignment would pass beneath 4 residential properties while the Constellation South Alignment would pass beneath 23 residential properties. Both Constellation North and South alignments would have similar initial costs. The Santa Monica Boulevard alignment that follows Wilshire Boulevard and Santa Monica Boulevard was also recommended to be carried forward for further study as part of the LPA so that a route serving the station on Santa Monica Boulevard is also provided.

Please see response above to comment number 648-6 regarding the continued study of the Century City Station location and final recommendation.

Critics contend that the Constellation South alignment should be rejected because of impacts to residences and schools. However, subways have been proven to generate levels of vibration and noise that are significantly less than ambient sources and are constructed too deep to be detected by humans on the surface. The only meaningful impact that properties on the surface will face will be a reduced ability to develop underground parking facilities. Residences and schools are very unlikely to ever pursue underground parking and are therefore ideal locations to construct a subways beneath.

We must not choose a deficient alignment when opposition to a better alignment is frivolous and without technical merit. The Constellation North alignment, if selected, will be a headache for riders and operations staff for decades to come.

648-8 **8. Adopt Century City to Westwood East Alignment Option**

The East Alignment option provides the shortest and least expensive alignment between the Century City and Westwood/UCLA stations and should be included in the LPA. It also provides for the shortest travel time between the two stations.

648-9 **9. Adopt Westwood/UCLA On-Street Station Option**

A Westwood/UCLA station should be constructed as close as possible to the intersection of Wilshire Boulevard and Westwood Boulevard to allow pedestrians to reach destinations more easily. The on-street station option would provide direct access to up to three corners of the intersection and would consequently maximize the convenience of bus transfers to and from the station area.

648-10 **10. Provide Provisions for Crenshaw Corridor and Sepulveda Pass Transit Corridor Projects**

As planning continues for the Westside Subway Extension Project, planning for future connecting projects should begin now.

Someday, the Crenshaw Corridor project may be extended northward to Wilshire Boulevard and perhaps further north. The Crenshaw Corridor would therefore require a transfer station at one of the proposed Westside Subway stations, whether it be at La Brea Avenue, Fairfax Avenue, or La Cienega Boulevard. We should therefore plan now to make the future integration of the Crenshaw Corridor as simple as possible. Provisions for a future connection could include empty mezzanine sections, knock-out panels, or empty ancillary space in order to prevent substantial reconstruction of the station.

Similar planning should also begin to ensure the construction of a convenient transfer station in conjunction with the Sepulveda Pass Transit Corridor, which under Metro's 30/10 Initiative, is slated for completion only one year after the completion of the Westside Subway.

Thank you for your consideration.

Sincerely,
Justin Walker

648-8

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 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

648-8

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.

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.

648-9

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

648-9

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.

648-10

Your comment on future transit connections to the Crenshaw/LAX Line has been noted. Please see the above response to comment number 648-5 regarding the Crenshaw/LAX Line.

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

648-10

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: Jason & Waring	
Organization/Organización:	
Address/Dirección:	
Tel:	Fax:
Email: jwkrn551@cs.com	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

8-1

So I am sad that so many Americans are losing their jobs I know you guys at MTA can build a subway just in time. I have been thinking about ~~earthquake~~ earthquakes I think MTA should make the subway to the sea elevated. Why? If MTA make the subway to the sea underground and if there's an earthquake the people are going to be trapped undergrounds so many people don't have cars in LA I know you guys can build a subway on time. I have faith in MTA :)

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

8-1

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

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

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: <i>Teresa Walker</i>	
Organization/Organización:	
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Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

- 162-1 | *can truck reverse beeping be turned off when on the site & people be used instead to warn*
- 162-2 | *can sidewalk guards - 1 on each block - no more yellow alarm light on main street so women can safely walk home at night from the subway's so women can use public trans protection at night*
- 162-3 | *MAKE SURE subway tunnels can withstand earthquake waves + are stocked if people are trapped*
- 162-4 | *I am concerned about methane gas explosions near La Brea Tar pits*
- 162-5 | *I am worried about traffic flow on Wilshire*
- 162-6 | *I don't want the subway to go under Beverly Hills High - subway should stay on big streets.*
- 162-7 | *There should be a way to park near the subway so you can go places at night*

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



162-1

Your comment about turning off truck reverse beeping sound has been noted. The truck reverse beeping sound is a safety measure used during construction activities. According to the California Division of Occupational Safety and Health (CAL OSHA) Title 8, Subchapter 4, Construction Safety Orders, Article 10, Haulage and Earth Moving, §1592 Warning Methods:

- (a) Every vehicle with a haulage capacity of 2 1/2 cubic yards or more used to haul dirt, rock, concrete, or other construction material shall be equipped with a warning device that operates automatically while the vehicle is backing. The warning sound shall be of such magnitude that it will normally be audible from a distance of 200 feet and will sound immediately on backing. In congested areas or areas with high ambient noise which obscures the audible alarm, a signaler, in clear view of the operator, shall direct the backing operation.

The hauling equipment for the Westside Extension project will be larger than 2 1/2 cubic yards and therefore it is covered by article 1592a which mandates an audible warning device.

A variance would be required from CAL OSHA to not use this warning method.

162-2

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

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

162-3

Your comment about seismic safety has been noted. The LPA, as with most sites in southern California, is susceptible to strong ground shaking generated during earthquakes by nearby faults. At least one segment of the Santa Monica Fault crosses the LPA. In

162-3

addition to the Santa Monica Fault, the West Beverly Hills Lineament (WBHL)/Newport-Inglewood Fault Zone crosses the LPA in the vicinity of Moreno Drive in the Century City area. However, many underground facilities—subway tunnels, sewers, and storm drains—have been built in Los Angeles and throughout California near and across active fault lines.

The hazards from an earthquake include fault rupture (cracking/fracturing of the ground where one side of the fault moves relative to the other), shaking, and other secondary effects. While the hazard due to shaking can be designed against, the hazard due to fault rupture is potentially much more severe, but is also much more limited in area, being confined to the specific zone of rupture. Because surface fault rupturing is generally confined to a relative narrow zone of tens to several hundred feet wide, avoidance is often a practical means of avoiding surface fault rupture hazards for facilities such as stations. Furthermore, since subway stations are structures for human occupancy, they should not be built on active fault/deformation zones because of life/safety concerns expressed in state regulations and in Metro Design Criteria.

However, for linear facilities such as tunnels, avoidance may not be possible. Design will allow for the tunnels to cross the faults as perpendicular as possible to the fault line to limit the area of potential damage. Tunneling or building stations along an active fault in a parallel direction is generally not recommended and is in some instances prohibited by State law. Depending on the predicted fault off-set and area over which the movement is distributed, some distortion may be accommodated by the structure. Special designs, such as larger tunnel diameters and enhanced tunnel linings, are employed when crossing fault zones to reduce the risk of damage and allow for a relatively swift return to regular operations should fault displacement take place at a tunnel crossing. The Metro Red Line tunnels cross the Hollywood Fault north of the Highland Station and were built to these heightened standards.

During the Final EIS/EIR phase, Metro conducted further geotechnical studies to supplement the studies conducted during the Draft EIS/EIR, which concluded that both the Santa Monica fault zone and the WBHL in the Century City vicinity are active fault zones and each fault zone is capable of generating earthquakes of M7 or greater with average surface displacements of 3 to 6 feet. Moreover, there is no knowledge of where either of these faults resides in their respective seismic cycles.

Santa Monica Boulevard effectively lies within the Santa Monica Fault zone from west of Century Park West to east of Avenue of the Stars. The originally proposed Santa Monica Boulevard Station at Avenue of the Stars would be directly within the fault zone. The WBHL is a wide fault zone with several well-defined strands situated along the eastern margin of Century City. It is the inferred northern extension of the active Newport-Inglewood fault zone. The WBHL terminates the active Santa Monica Fault to the east. The refined location

162-3

of the Santa Monica Station at Century Park East would straddle the WBHL. No evidence of faulting was found on the Constellation Boulevard Station site.

In summary, both of the Santa Monica Boulevard Station options are located within active fault zones, but the Constellation Boulevard Station site is located outside zones of active faulting and can be considered a viable option. The LPA will cross fault zones and will require special designs to accommodate fault movement. These mitigation measures, which are detailed in Section 4.8 of this Final EIS/EIR include:

- GEO-2—Fault Crossing Tunnel, Fault Rupture, Tunnel Crossing
- GEO 7 – Tunnel Advisory Panel Design Review

With implementation of these mitigation measures, impacts will be reduced to less than significant. During subsequent design phases, explorations will continue to more precisely locate the fault zones with respect to the tunnel alignment selected and the fault characteristics for design.

All tunnels, stations, shafts and all other project facilities and infrastructure are designed and built with due consideration and a strict adherence to earthquake design requirements, building codes and conformance to Metro Design Standards for the ground motions of the design level earthquakes.

- GEO-1—Seismic Ground Shaking
- GEO-3—Operational Procedures During an Earthquake
- GEO 7 – Tunnel Advisory Panel Design Review

By compliance with these regulations and requirements, potential seismic ground shaking impacts will be minimized and impacts will be reduced to less than significant.

Please refer to Section 4.8 and Section 4.15 of the Final EIS/EIR for more detailed discussion of seismic safety both during operation and construction. 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.

162-4

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

162-4

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.

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

162-4

related to subsurface hazardous gases:

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

162-5

Your comment regarding traffic congestion has been noted. As part of the Final EIS/EIR, an assessment of potential traffic impacts of the Project during both operations and construction was conducted. By 2035, significant increases in travel are expected and no major new highways or arterial widening is planned. Without the subway extension, traffic congestion will be worse in the future. The LPA 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.

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 along Wilshire Boulevard, due to passengers accessing the station. This analysis concluded that the LPA will not negatively impact any analyzed Study Area intersections. The exception is if the Wilshire/Rodeo Station entrance is constructed at the Bank of America location, which would result in a significant and unavoidable traffic impact at the Wilshire Boulevard and Beverly Drive intersection.

During the construction of the LPA, temporary traffic impacts include reduced roadway traffic lanes and 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

162-5

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

162-6

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

162-6

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 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

162-6

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.

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*

162-6

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.

162-7

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.

From: [Litvak, Jody.Feerst](#)
To: [Clarissa Filgoun](#); [Christian Rodarte](#); [Martin Roger](#); [Sirisut, Dianne](#); [Killen, Susan](#); [Kalauskas, Rebecca](#)
Subject: FW: Thank You
Date: Monday, October 04, 2010 12:12:18 PM

From: Teresa Waxer [mailto:treewax@gmail.com]
Sent: Monday, October 04, 2010 10:22 AM
To: Westside Extension
Subject: Re: Thank You

I found out it doesn't work at midnight but I was able to watch it the next day so it seems to "go to bed".

Maybe it could post hours so you know when to come back to watch it. Anyway, I saw the LACMA meeting - thought there would be more discussion of the methane gas near the Tar Pits!

I did have an interesting discussion with a very nice lady engineer at the Beverly Hills meeting who explained the double membrane sealing the tunnel that will supposedly keep the gas out and that they are not worried about explosions - the equipment doesn't spark, etc.

I have not read about terrible problems building subways since the Red Line problems on Hollywood Blvd. so I guess technology has improved.

Teresa Waxer

On Mon, Oct 4, 2010 at 10:12 AM, Westside Extension <WestsideExtension@metro.net> wrote:

Dear Ms. Waxer:

I'm sorry you had trouble accessing the stream of or LACMA meeting on September 20. I've checked it myself and asked several others to as well. Everyone was able to access the stream though the amount of time needed varied by computer. Yes, it can take a while to load. And, the Ustream site also rolls ads before the program begins itself which further slow things down.

I hope that helps.

Regards,

Jody F. Litvak
 Metro, Regional Communications
 1 Gateway Plaza, 99-8-2
 Los Angeles, CA 90012
Litvakj@metro.net
 (213) 922-1240

From: Teresa Waxer [mailto:treewax@gmail.com]
Sent: Saturday, October 02, 2010 12:50 AM
To: Westside Extension
Subject: Re: Thank You

Dear Westside Subway Extension -- I clicked on your link to view the September 20, 2010 meeting at LACMA which is nearer to me (I did go to the Beverly Hills meeting). It took me to Ustream and I saw that you had the video archived but it wouldn't play at 12:30 midnite, Friday, Oct. 1, 2010.

291-1

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.

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

291-1

When or how can you see it? I am interested.
Teresa Waxer

On Fri, Oct 1, 2010 at 2:07 PM, Westside Subway Extension
<WestsideExtension@metro.net> wrote:

PDA/HANDHELD DEVICES - TO VIEW WITH GRAPHICS CLICK HERE

Westside Subway Extension

Thanks to over 500 of you who joined us at the recently completed public hearings for the Metro Westside Subway Extension Draft Environmental Impact Statement and Environmental Impact Report (Draft EIS/EIR). We greatly appreciate all your interest in the subway.

Metro has now posted the presentation on-line which you may view [here](#). In addition, you may take a look at the webcasts of the hearing held at LACMA on September 20, and the hearing held in Beverly Hills on September 27 [here](#).

The public comment period on the Draft EIS/EIR concludes on October 18. 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"

We cannot include Facebook comments as a part of the record during this period.

Again, public comments on the Draft EIS/EIR will be accepted through October 18, 2010. Metro will respond to all comments received during the Final EIS/EIR phase of the project.

The Metro Board of Directors is scheduled to consider the Draft EIS/EIR at their regularly scheduled meeting on October 28, 2010. We will provide you with more information about that meeting as soon as it is available.

For more information about the Metro Westside Subway Extension, go to www.metro.net/westside

Find us on Facebook:
[Facebook.com/WestsideSubwayExtension](https://www.facebook.com/WestsideSubwayExtension)

Follow us on Twitter:
[Twitter.com/WestsideSubway](https://twitter.com/WestsideSubway)

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This message was sent to ireewax@gmail.com by:

Westside Subway Extension
Metro
One Gateway Plaza
Los Angeles, CA 90012
(213) 922-6934

291-1

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
- 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.

Comment from
First Name: Ryan
Last Name: Weafer
Email: rw38@yahoo.com
Phone:
URL:

36-1 | the century city station has to go at Constellation - Santa Monica Blvd makes no sense.

36-1

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.

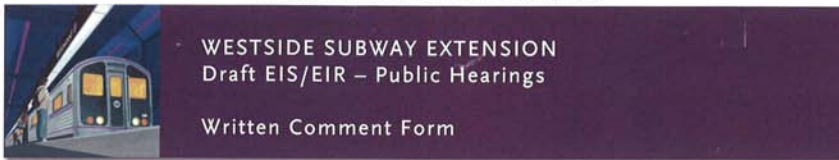
Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard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

36-1

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 DEADLINE: OCTOBER 18, 2010



Name/Nombre: Ruth Jean Weinberg	
Organization/Organización: Member - Westwood Homeowners Organization	
Address/Dirección: 10786 Ashton Ave., Los Angeles, CA. (90024)	
Tel: (310) 475-2976	Fax: Via FAXER/KIRK
Email:	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

430-1

I have been a resident of Westwood (after receiving an MSW from UCLA in 1953) since 1970. Therefore I have been only too aware of the water table level in this area of Westwood (situated in one short street south of Melrose + I reside between Selby & Malcolim) one of the routes contemplated would run directly below my home - which is a 1 w/o level property - following the natural hill contours of the original Janss plot. Water must be expelled from all the properties - along Melrose principally, who have to dig below for parking - Who will dig out for the subway? This is when the facts are known on a sane project and sooner or later - the facts will be

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



Metro

Please include the thorough article, in the September 4 edition of the Los Angeles Times that severely evaluated the proposed benefits of the subway route

known to everyone I understand my letter - written hastily when at City Hall will be put on the internet. The project must not be present then

430-1

Your comments in opposition to the Westside Subway Extension Project have been noted.

Your comment concerns about tunneling beneath homes in Westwood 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 East Alignment was approved by the Metro Board to be carried forward as part of the 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. The Metro Board of Directors also requested that additional studies be conducted to determine the safety of tunneling beneath homes in Beverly Hills and Westwood.

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.

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.

430-1

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 Study area groundwater consists of underground streams, and primarily, the Los Angeles Coastal Plain Groundwater Basins. Groundwater along Wilshire Boulevard varies in depth and inflow rate. In certain areas, such as Westwood, groundwater appears to be under artesian pressure and major dewatering has been necessary for previous underground construction projects. The Draft EIS/EIR did not identify substantial impacts from groundwater as a result of the Subway project. However, Metro will implement Best Management Practices and other measures required for compliance with Federal, State, and local requirements, including those measures that will include dewatering where required and implementation of measures to prevent water intrusion into the Subway system.

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,

① 6/1/10

Dear Inigo Antonio Villagarcia:

I live in Westwood, on Ashton Ave., just 1 block south of Melrose Blvd. Between Malvern and Selby Ave. I am also on the Board of the Westwood Homeowners Association.

My chief concern is that there is contemplated to ^{begin} actual construction on a project called Subway to the Sea. I have resided at my home, with my husband and 3 children for almost 40 years, and have learned of the history of this area known as Westwood Hills for some time - that ^{Wilshire Boulevard} it was once a river. When I first moved into our home, which was a 1st-level home (the accident followed the original contour of the land) there was ^{water} in the entrance to the lower unit (a combustion chamber & housekeeper's unit) which necessitated our dealing with the problem by placing a plastic membrane over the wet area and sealing it with tiles so that it could be used as a parking & study area for one of our sons (both are now medical doctors) & our daughter (the youngest) is a practicing attorney.

My point is, it would well-ought deserve to be restored

430-1

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 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. 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*. 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 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.

(2) to Mayor Villagarcia
 let alone build a subway underneath any portion of
 this area (Santa Monica to Wilshire) unless flooding and/or
 fire is your intent to encourage this city to do enough
 problem, with the economy nearly bankrupt to build
 anything (schools are needed) that has this degree of
 possible obstacles, no matter how much money you
 might receive from the federal government, it was a
 design for disaster. I am sure you are not in favor
 of being the mayor when Los Angeles becomes a desert
 again. Right now I know that the large apartments
 and condos that now line Wilshire Blvd. have 2- day
 and night - pump water from beneath their foundations
 in order to keep them floating. It is not by any
 home & causes the concrete in the roadways to break
 up ^{over the years} once the years, there is no disputing this fact.
 It can be seen by the ^{major} seal.
 Therefore, I and all the residents of this vital
 part of your city, encourage & urge, demand, that you
 thoroughly investigate this matter before any further time
 money and effort is put into this hopeless project.
 Ruth Van Hensbergen member of the Board of Natural Resources

④ If a subway to the sea and/or commercialization of the Fairfax area is allowed in both cases, I have the pleasure of living in this area (Los Angeles) with its wonderful climate. I must not become another New York - LA in Hollywood, the land of the movies and desirable climate for VM with mountains, beaches, etc. in its environs.

Respectfully, Felicitated.
 Ruth Jean Weinberg

Added - 9/21/10

Just this past 2 months, the Melrose Ave. and its environs had to be repaired, at great expense, because of the rupture of the main lines in the area, with the emission of methane gas - which is very potentially explosive, under the area that had to be repaired --- exactly like what happened several years back. It must be recognized ... and dealt with ... the fact that this is earthquake country & that it has the potential of entering a Disaster if the subway project is allowed to go through - obviously for political reasons - just as the Obama Administration wants a "process" to regain office. The politicians want only to keep in power - regardless of the welfare of the people, that is why all such stupid projects must be revealed for what they are. If the unexpected population increase that Los Angeles will experience, it must be rationally dealt with as all

6) Mayor takes the world over deal with - researching the cities environments thoroughly & asking accordingly the responsible consensus leaders. Los Angeles, as in Japan & many other countries - build double decker - metro lines - bus lines, etc. The answer is obvious - what is also obvious is that some politicians will do anything to keep in power even go far as to destroy a city - state or country. Our country is now nearly bankrupt but that's not enough we must go further & destroy what makes us the greatest country in the world - free enterprise using the best of all of us to keep it great as our Constitution was conceived to be & should never be. Westwood must be protected from this all-out attack to put the parking through before the many negative factors the pedestrian water table especially in Hollywood, with all celebration in studied & dealt with. a copy of the Los Angeles Times article dated September 4th, 2010 clearly states that the multibillion dollar project will do little to relieve traffic congestion in West Los Angeles or the County, a new environmental review shows that it will result in only a tiny reduction in automobile use. It notes that the San Diego Freeway, the Santa Monica Freeway (10) & major streets along the line will remain heavily congested because of population growth and a lack of road improvements.

Subway is no cure-all, report says

DAN WEIKEL

Though the proposed Westside subway extension is expected to provide substantial benefits for transit users, the multibillion-dollar project — contrary to one of its selling points — will do little to relieve traffic congestion in West Los Angeles or the county, a new environmental review shows.

Released Friday, the subway's draft environmental impact report states that the project will give transit riders more options and allow them to travel across town much faster than the buses that serve the densely populated corridor along Wilshire Boulevard.

Transit officials estimate that a one-way subway trip from downtown Los Angeles to Westwood would take about 25 minutes, something that is now difficult to do in a car at rush hour. Buses make the trip in at least 50 minutes, a time that will only lengthen as Wilshire and parallel thoroughfares become increasingly choked with traffic in the fu-

[See Subway, A46]

AA6 SATURDAY, SEPTEMBER 4, 2010

A faster trip to the Westside

[Subway, from AA1]

The report shows, however, that in 2035, the subway extension will result in only a tiny reduction in automobile use. It notes that the San Diego Freeway, the Santa Monica Freeway and major streets along the line will remain heavily congested because of population growth and a lack of road improvements.

"Remarks that transit relieves traffic congestion are common, but they are without a factual basis," said Tom Rubin, an independent transportation consultant and former transit agency executive in Southern California who was not involved in the report.

"The roads in Los Angeles are so far over capacity, it is difficult to get improvement from new transit projects."

Traffic relief has been one of the goals of the light-rail and subway projects planned and built by the Los Angeles County Metropolitan Transportation Authority. Elected officials and MTA board members, including Los Angeles Mayor Antonio Villaraigosa, have repeatedly said that the Westside subway extension, as well as other proposed rail projects, are needed to alleviate congestion and gridlock.

Though traffic congestion will remain a vexing problem, MTA officials say the subway extension will nevertheless provide a large incentive for motorists to break their automobile dependency because of shorter travel times and a longer route with stops at job centers, tourist attractions, cultural institutions and UCLA,

which includes five hearings between Sept. 20 and Sept. 29. Written comments can be submitted to the MTA until Oct. 18. The report is posted on the MTA's website at www.metro.net/westside.

The report analyzed a range of options, from not building a subway at all to five proposed routes, including a nine-mile extension to Westwood, a 12-mile path to Santa Monica and a 16-mile option that includes spurs to Santa Monica and West Hollywood. The estimated costs of the alternatives range from \$4.2 billion to \$9 billion.

A final environmental report will be prepared after MTA officials select a route on Oct. 28. Construction is scheduled to begin in 2012 and take until 2035 unless Villaraigosa wins federal support for a plan to speed completion of MTA projects.

According to the draft report, the annual miles traveled by motorists countrywide would decline a fraction of 1% if the extension in Westwood is built. The drop in miles traveled would be around 1% if the 16-mile option with spurs to Santa Monica and West Hollywood goes forward. The reductions are roughly the same for the Wilshire Boulevard area.

The report states that by 2035, the overall reduction in vehicle trips in the county will range from 10,000 to 18,000 a day, depending on the option that is built. However, that would be an insignificant amount considering that automobile trips are projected to increase to more than 26 million a day in the county by 2035, according to the Southern California Assn. of Governments.

The subway would do little to offset the increases in

les are so far over capacity, it is difficult to get improvement from new transit projects."

Traffic relief has been one of the goals of the light-rail and subway projects planned and built by the Los Angeles County Metropolitan Transportation Authority. Elected officials and MTA board members, including Los Angeles Mayor Antonio Villaraigosa, have repeatedly said that the Westside subway extension, as well as other proposed rail projects, are needed to alleviate congestion and gridlock.

Though traffic congestion will remain a vexing problem, MTA officials say the subway extension will nevertheless provide a large incentive for motorists to break their automobile dependency because of shorter travel times and a longer route with stops at job centers, tourist attractions, cultural institutions and UCLA.

"We have shown that when we give the public new options, people get out of their cars," said David Mieger, the extension's project manager.

"The subway will be a good alternative to the automobile. Why would you continue to drive?"

MTA officials also said that traffic congestion can be significantly addressed only through a broad approach that relies on subways, light-rail lines, more bus service, toll ways, better highway management and road improvements.

"The subway shouldn't be viewed as a silver bullet," said Marc Littman, an MTA spokesman.

The release of the subway's draft environmental impact report marks the start of the document's 45-day public comment period.

Villaraigosa wins federal support for a plan to speed completion of MTA projects.

According to the draft report, the annual miles traveled by motorists country-wide would decline a fraction of 1% if the extension to Westwood is built. The drop in miles traveled would be around 1% if the 10-mile option with spurs to Santa Monica and West Hollywood goes forward. The reductions are roughly the same for the Wilshire Boulevard area.

The report states that by 2035, the overall reduction in vehicle trips in the county will range from 30,000 to 18,000 a day, depending on the option that is built. However, that would be an insignificant amount considering that automobile trips are projected to increase to more than 26 million a day in the county by 2035, according to the Southern California Assn. of Governments.

The subway would do little to offset the increases in automobile travel predicted over the next 25 years in the county and the Wilshire Boulevard area. Fueled by population growth, the miles driven by motorists will rise almost 66% in the county and 28% in the area served by the subway extension. Already, highways, intersections and streets in West Los Angeles are among the most congested in the county.

In addition, Paul Sorenson, associate director of the transportation, space and technology program at Rand Corp., the Santa Monica-based think tank, cautioned that traffic reductions achieved by transit projects such as the Westside subway could fade over time.

dan.weikel
@latimes.com

RECORD #494 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Roni
Last Name : Weisberg-Ross
Group Affiliation :
Submission Content :

494-1

Please put the subway station at Constellation Ave. not Santa Monica Blvd in Century City. The latter site would be terribly destructive to our neighborhood (Comstock Hills). Constellation Blvd is in the middle of the business district and it is where the station belongs.

494-1

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*

494-1

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: [duane.weisenhaus](#)
To: [Westside Extension](#)
Subject: Westside Extension - comments on the Draft EIS/EIR
Date: Monday, October 18, 2010 4:28:12 PM
Attachments: [MetroWestsideSubway_Comments_weisenhaus-101810.pdf](#)

Metro Staff:
Attached please find my comments to the Westside Extension Draft EIS/EIR.

Thank you for your consideration,

Duane B. Weisenhaus, AIA, LEED AP
President
WEISENHAUSARCHITECTURE
6022 Keniston Avenue
Los Angeles, CA 90043
310-365-2724



October 18, 2010

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

Re: Century City station options

Dear Chairman Knabe:

649-1 I wholeheartedly support the Westside Extension and continue to be a strong advocate for Metro's efforts in developing a world class transit system for the 21st Century. I am encouraged by the progress Metro is making towards achieving this goal and want to contribute my comments to the Draft Environmental Review (DEIR) document now in circulation.

649-2 As an architect and an interested citizen, I have participated in a number of public meetings for the Westside Extension over the last several months and have given formal comments at the September 20th public hearing. As a member of the Transportation-Oriented Development (TOD) Committee of the Urban Land Institute, Los Angeles Chapter (ULI-LA), I am particularly interested in optimizing land-use with public transit. Speaking on my own behalf and not the Institute, I am a strong advocate for matching high-use public transit with higher-density development as a means to increase transit use, minimize development impact and to improve the overall quality of the built environment.

649-3 I have read through Metro staff recommendations recently posted on the Metro website. Staff recommendations vary from my own, though I understand staff's position where we differ. However, there is one staff recommendation that I take very strong issue with, the continuation of the Century City Santa Monica Blvd. Option for further study.

At every public meeting I attended, the Constellation Station had unanimous support as the ideal location to serve Century City. At the heart of the business district, Constellation and Avenue of the Stars is clearly the optimal location for the high-density community. The only negative feedback for this option was unrelated to the actual station location but rather to the subsequent subway alignment in adjacent Beverly Hills. I would thus like to detail my views and concerns for the final selection of the Century City subway station:

In order to best serve Century City, the Constellation Boulevard and Avenue of the Stars Option should be adopted for the following reasons:

- It will bring passengers into the heart of Century City, maximizing the number of employees and visitors within convenient walking distance from all directions.
- 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.
- The added ridership will enhance the economic viability of the Westside Extension
- The immediate location of the station is a high-pedestrian-use environment compatible with subway portals. The station will greatly enhance this environment.
- Minimizing Century City vehicular traffic will improve the environmental quality of Century City and substantially reduce traffic on major thoroughfares leading into it.

WEISENHAUS ARCHITECTURE 6022 Keniston Avenue, Los Angeles, CA 90043 (323) 293-8029

649-1

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.

649-2

Your comments on land use and transit-oriented development have been noted. The planning process for the Westside Subway Extension station locations took into considerations existing land uses and stations were located to best serve major activity and employment centers on the Westside.

649-3

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.



The Santa Monica Boulevard and Avenue of the Stars Option should be rejected for the following reasons:

- Travelers to the southern half of the Century City business district will be discouraged from using the subway due to the added walking distance to Santa Monica Blvd.
- Century City residents in the high-density area south of Olympic Blvd. will likewise be discouraged from using the subway due to the increased walking distance.
- The adjacent land-use to the north is the inaccessible back of the Los Angeles Country Club, completely incompatible with a subway station.
- The immediate area of the station is less compatible with subway portals as it is in a high-vehicular, low-pedestrian environment.

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

Sincerely,

Duane B. Weisenhaus, AIA
President
Weisenhaus Architecture

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

649-3

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

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

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

From: lauraweiss123@aol.com
 To: [Westside Extension](#)
 Subject: Protesting the Metro at Constellation Station in Century City
 Date: Tuesday, September 28, 2010 8:01:23 PM

124-1

To whom it may concern
 I'm writing to you today to protest the building of the Constellation Station in Century City and to please adhere to your original plan. Being a Beverly Hills parent of a student at BHHS we protest the construction that would be going on at the High School

Laura and Mark Weiss

Laura Weiss MFT
1554 S. Sepulveda Blvd. Suite: 215
LA, CA 90025
(310) 500-0084

124-1

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.

124-1

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

124-1

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.



October 15, 2010

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

Dear Chairman Knabe:

637-1

I, Justin Weissman, 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,

Justin Weissman
Vice President

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

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

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

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637-1

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

637-1

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: [Welsh, Peter](#)
 To: [Westside Extension](#)
 Subject: Comments
 Date: Tuesday, October 19, 2010 2:19:33 PM

650-1

As a resident of Barrington Plaza (11740 Wilshire Blvd. Suite 2409) I strongly encourage the Board to approve including the Westwood/VA station as part of the currently proposed construction. This station will benefit a significant number of people living West of the 405 Freeway who would not likely use the Westwood/UCLA Station as crossing under the 405 is a long and dangerous walk due to the long dark Wilshire Blvd. tunnel under the 405 and the significant amount of traffic entering and exiting the 405 at Wilshire Blvd.

Peter Welsh

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650-1

Your support for 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), which includes a station at Westwood/VA Hospital. 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.

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

From: [Dan Wentzel](#)
 To: [Westside Extension](#)
 Subject: Westside Subway extension EIR
 Date: Tuesday, September 28, 2010 9:38:13 AM

Dear Metro,

137-1 | I am a strong supporter of this project. Please keep up the good work.

Three comments:

137-2 | - The West Hollywood spur needs to happen eventually. If there isn't money to build the West Hollywood spur today, then please construct the Purple Line extension in such a way that allows the Santa Monica Blvd. spur to be added when a funding source becomes available. West Hollywood voted 83% in favor of Measure R in good faith that they would receive fair consideration for the subway. Without WestHollywood's/Hollywood's/BeverlyCenter's share of Yes votes for Measure R, perhaps Measure R would not have passed at all. Lots of money has been spent studying this corridor and getting people's hopes up. Please at least keep this as a viable option for the future.

137-3 | - Please, if you can, face down the selfish NIMBYs in Beverly Hills. The Century City station needs to be at Constellation and Ave. of the Stars somehow to serve the ridership and the community. The golf course on the north end of Santa Monica Blvd. & Ave. of the Stars doesn't need rail service.

137-4 | - The V.A. stop seems as a lost opportunity. Isn't there a way to extend this to Federal/Wilshire with a portal on Barrington and a parking lot on the other side of Federal?

Thank you for taking comments on this worthwhile project.

Best regards,

Dan Wentzel

137-1

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.

137-2

Your support for the 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. There is not adequate funding available in Measure R or other sources to construct the West Hollywood branch at this time. The Board also 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 and the LPA selection process.

137-3

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.

137-3

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

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

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

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

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

137-4

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

137-4

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.

From: [Dan Wentzel](#)
 To: [Westside Extension](#)
 Subject: Re: Subway Comment Deadline Approaching
 Date: Tuesday, October 12, 2010 10:39:29 AM

I have one additional comment for the extension.

416-1

I am wondering if the 16th Street and 26th Street stations in Santa Monica could be consolidated to one station at 20th Street. Perhaps that would make getting the subway all the way to the beach more cost-effective. 20th Street is a natural north-south route in Santa Monica from which bus service can easily be routed with circulators to serve the community.

From: Westside Subway Extension <WestsideExtension@metro.net>
 To: "ridethepinkline@yahoo.com" <ridethepinkline@yahoo.com>
 Sent: Mon, October 11, 2010 9:51:02 AM
 Subject: Subway Comment Deadline Approaching

PDA/HANDHELD DEVICES - TO VIEW WITH GRAPHICS CLICK HERE

?

Westside Subway Extension

?

Subway Comment Deadline Approaching

We want to hear from you! Metro is currently accepting official comments on the Draft EIS/EIR for the Westside Subway Extension. The public comment period concludes in one week: **October 18, 2010.**

You may submit your comments by:

- > Email to: westsideextension@metro.net
- > US Mail to: David Mieger, Project Manager, One Gateway Plaza, Mail Stop 99-22-2, Los Angeles, CA, 90012
- > Visiting our website metro.net/westside and clicking on "contact us"

We cannot include Facebook comments as a part of the official record during this period.

Metro will respond to all comments received during the Final EIS/EIR phase of the project.

If you missed the public hearings, Metro has posted the presentation online, which you may view [here](#). Archives of the live webcasts of two of the public hearings are available [here](#). The Draft EIS/EIR and supporting technical reports are posted on Metro's website [here](#).

Again, public comments on the Draft EIS/EIR will be accepted through October 18, 2010.

The Metro Board of Directors is scheduled to consider the Draft EIS/EIR at its regularly scheduled meeting at 9:30 am on **October 28, 2010**. We will provide you with more

416-1

Your comment regarding the 16th Street and 26th Street stations in Santa Monica 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. Therefore, the LPA would terminate at the Westwood/VA Hospital Station and these stations in Santa Monica will not be part of the LPA.

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. At this time, the locations of the 16th and 26th Street Stations could be reconsidered. 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.

information about that meeting as soon as it is available.

For more information about the Metro Westside Subway Extension, go to metro.net/westside.

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This message was sent to ridethepinkline@yahoo.com by:

Westside Subway Extension
Metro
 One Gateway Plaza
 Los Angeles, CA 90012
 (213) 922-6934



A Citizens' Reaction to The Westside Subway Extension EIR

Susan Resnick West and David West

sresnick@usc.edu

dwest@gibsondunn.com

The Westside Subway extension EIR is in and after reading the entire report, we are more convinced than ever that "none of the constellation alternatives is acceptable". We are most disturbed by the **disconnect between the EIR executive summary and data presented throughout the report**

Stepping back for a moment from the details of the report please consider two conceptual points:

- 651-1
- One of the principal reasons given by Metro for the Linden/Lasky alternatives is the Santa Monica fault. It is hard to know how serious a risk this fault poses. Given its reported 7000 year incidence, it probably is not too serious a risk. We do know that the Linden/Lasky tunnels would pose genuine disruptions to the residents and area schools. Intuitively, therefore, it is undoubtedly more likely that the Linden/Lasky alternatives will prejudice the physical integrity of BHHS and Good Shepherd Catholic School (and residents) than tunneling under Santa Monica will trigger an earthquake. It should also be mentioned that the Linden/Lasky alternatives also entail tunneling through geologically delicate and vulnerable ground.
- 651-2
- Another principal reason given by Metro is that placing the station one block south at Constellation will improve ridership and alleviate surface automobile traffic. It is unquestionably desirable to alleviate traffic and the subway should help with that. But, it is hard to believe that a one block movement of the subway station will generate a sufficient alleviation in traffic to justify the risk to the schools and residents. In other words, it is more likely that the Linden/Lasky alternatives will prejudice the physical integrity of BHHS and Good Shepherd Catholic School (and residents) than placement of the station at Constellation will generate meaningful improvement in ridership or traffic relief.

In general, the report reads as if it were developed to reach a specific conclusion regarding the placement of the Century City Station. This is most glaring in the Executive Summary (S) and the Evaluation (Chapter 7). The story told in these sections differs significantly from the data and analysis presented throughout the report.

1

651-1

Your comment questioning the dangers posed by the Santa Monica fault have been noted. Your comment in support of the Century City Santa Monica 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 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

651-1

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 hazards from an earthquake include fault rupture (cracking/fracturing of the ground where one side of the fault moves relative to the other), shaking, and other secondary effects. While the hazard due to shaking can be designed against, the hazard due to fault rupture is potentially much more severe, but is also much more limited in area, being confined to the specific zone of rupture. Because surface fault rupturing is generally confined to a relative narrow zone of tens to several hundred feet wide, avoidance is often a practical means of avoiding surface fault rupture hazards for facilities such as stations. Furthermore, since subway stations are structures for human occupancy, they should not be built on active fault/deformation zones because of life/safety concerns expressed in state regulations and in Metro Design 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

651-1

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.

651-2

Your comment in support of the Century City Santa Monica Station location 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

651-2

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

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

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

651-2

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.

For example:

- 651-3
- The executive summary does not mention that placing the Century City Station at Constellation requires significantly more easements and tunnels under significantly more homes and schools
- 651-4
- The report includes 7 criteria for determining routes. The summary only discusses 2: Cost, Seismic Risk and "enhanced" walking access.
 - The explanation of cost highlights the 4.1 million dollar savings in subway station construction cost while downplaying **the 60.4 million overall cost increase. That is in fact if we accept the 60.4 million figure.** By reporting the data in segments, ie Rodeo to Constellation and Constellation to Westwood, the exec. Summary masks the true cost of the Constellation Stop. By their own estimates, the South Alignment coming out of Constellation increases the cost of the using constellation by \$140 million. Thus, at a minimum, there is a range of costs, which may infact be closer to \$200 million.
 - The "summary of the findings" favors the constellation route because the Santa Monica route is "compromised by proximately to the Santa Monica Fault" yet, Chapter 4 Environmental Analysis of Seismic Risk (section 4.8.6) pg 4-167 states **all alternatives and options are acceptable and meet the requirements for safe construction and operation.**
 - The enhanced walking access is not substantiated with data in the report. Nor, does it consider the increased difficulty of access for the Beverly Hilton Hotel employees and guests.
- 651-5
- Citizens concerns about noise and vibration are summarily dismissed. Yet, section 4-44 indicates the constellation routes have significantly higher predicted ground noise and vibration sensitivity.
- 651-6
- The summary does not mention the significantly greater number of oil wells along the constellation routes.
- 651-7
- The summary does not mention that placing the Century City station on Constellation would require **mid tunnel vent shafts in residential neighborhoods.** Upon speaking to the report consultants I was informed that the Rodeo/Constellation routes **would not** require mid tunnel vents. This fact is perhaps scarier than the thought of a mid tunnel vent shaft on BHHS's lawn. The safety standards for tunnel construction require mid- tunnel vents if the stations are 6,000 ft apart so that "gases" may be released. One of the routes is 6300 ft the other is 5970 ft. So, we must choose between following safe building practices or a mid tunnel vent releasing gas from a know methane gas area.
- 651-8
- The EIR report states that the "public" has a preference for the constellation station but does not provided data or a source for that conclusion. Clearly, the authors did not include any data from the Beverly Hills meetings.

651-3

Your comment has been noted. The Executive Summary in the Final EIS/EIR includes Table S-9 - Comparison of Station and Alignment Option Combinations, which summarizes the number of permanent underground easements that would be required under each station combination, including both Century City locations.

651-4

Your comment regarding the evaluation of alternatives has been noted. Metro uses the goals, objectives, and criteria outlined in Section 2.3.1 of the Final EIS/EIR as well as FTA New Starts criteria discussed in Chapter 7 to evaluate the Century City Station location and the alignment from Wilshire/Rodeo to Century City. The Executive Summary is intended to provide an overview of the evaluation. For a more detailed discussion of the criteria considered and the evaluation process, please refer to Chapter 7 of the Final EIS/EIR.

During preparation of the Final EIS/EIR Metro further evaluated subway routes and station locations in the Century City area, including costs. A comparative study of the two proposed Century City station locations, including engineering, updated cost estimates, urban design, ridership and environmental impact considerations, was conducted during the Final EIS/EIR. The revised costs can be found in the *Westside Subway Extension Century City Station Location Report* and are summarized in Chapter 7 of the Final EIS/EIR.

Your comment regarding the Santa Monica Fault has been noted. The hazards from an earthquake include fault rupture (cracking/fracturing of the ground where one side of the fault moves relative to the other), shaking, and other secondary effects. While the hazard due to shaking can be designed against, the hazard due to fault rupture is potentially much more severe, but is also much more limited in area, being confined to the specific zone of rupture. Because surface fault rupturing is generally confined to a relative narrow zone of tens to several hundred feet wide, avoidance is often a practical means of avoiding surface fault rupture hazards for facilities such as stations. Furthermore, since subway stations are structures for human occupancy, they should not be built on active fault/deformation zones because of life/safety concerns expressed in state regulations and in Metro Design Criteria. However, for linear facilities such as tunnels, avoidance may not be possible. Design will allow for the tunnels to cross the faults as perpendicular as possible to the fault line to limit the area of potential damage. Tunneling or building stations along an active fault in a parallel direction is generally not recommended and is in some instances prohibited by State law. Depending on the predicted fault off-set and area over which the movement is distributed, some distortion may be accommodated by the structure. Special designs, such as larger tunnel diameters and enhanced tunnel linings, are employed when crossing fault zones to reduce the risk of damage and allow for a relatively swift return to regular operations should fault displacement take place at a tunnel crossing. The Metro Red Line tunnels cross the Hollywood Fault north of the Highland Station and were built to these heightened standards.

651-4

During the Final EIS/EIR phase, Metro conducted further geotechnical studies to supplement the studies conducted during the Draft EIS/EIR, which concluded that both the Santa Monica fault zone and the WBHL in the Century City vicinity are active fault zones and each fault zone is capable of generating earthquakes of M7 or greater with average surface displacements of 3 to 6 feet. Moreover, there is no knowledge of where either of these faults resides in their respective seismic cycles.

Santa Monica Boulevard effectively lies within the Santa Monica Fault zone from west of Century Park West to east of Avenue of the Stars. The originally proposed Santa Monica Boulevard Station at Avenue of the Stars would be directly within the fault zone. The WBHL is a wide fault zone with several well-defined strands situated along the eastern margin of Century City. It is the inferred northern extension of the active Newport-Inglewood fault zone. The WBHL terminates the active Santa Monica Fault to the east. The refined location of the Santa Monica Station at Century Park East would straddle the WBHL. No evidence of faulting was found on the Constellation Boulevard Station site.

In summary, both of the Santa Monica Boulevard Station options are located within active fault zones, but the Constellation Boulevard Station site is located outside zones of active faulting and can be considered a viable option. The LPA will cross fault zones and will require special designs to accommodate fault movement. These mitigation measures, which are detailed in Section 4.8 of this Final EIS/EIR include:

- GEO-2-Fault Crossing Tunnel, Fault Rupture, Tunnel Crossing
- GEO 7 - Tunnel Advisory Panel Design Review

With implementation of these mitigation measures, impacts will be reduced to less than significant. During subsequent design phases, explorations will continue to more precisely locate the fault zones with respect to the tunnel alignment selected and the fault characteristics for design.

All tunnels, stations, shafts and all other project facilities and infrastructure are designed and built with due consideration and a strict adherence to earthquake design requirements, building codes and conformance to Metro Design Standards for the ground motions of the design level earthquakes.

- GEO-1-Seismic Ground Shaking
- GEO-3-Operational Procedures During an Earthquake
- GEO 7 - Tunnel Advisory Panel Design Review

By compliance with these regulations and requirements, potential seismic ground shaking impacts will be minimized and impacts will be reduced to less than significant.

Please refer to Section 4.8 and Section 4.15 of the Final EIS/EIR for more detailed

651-4

discussion of seismic safety both during operation and construction. 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.

Your comment regarding walking access at Century City has been noted. Please refer to the response above to comment number 651-2.

651-5

Your comment regarding noise and vibration during operation has been noted.

Subway tunnels are typically at least 50 to 70 feet below the surface to the track depth. As a result, noise and vibration are not typically noticeable at the surface. In the Beverly Hills, Century City, and Westwood areas, the proposed subway tunnels would generally be deeper than this in the areas where it would pass beneath homes and schools. For example, at Beverly Hills High School, the track depth would be 75-80 feet below the first floor of the school buildings. In Westwood, the track depth is more than 100 feet deep in most places. Since the first segment of the subway opened in 1993, Metro has received no complaints about noise or vibration due to subway operations.

Additional detailed geotechnical studies were conducted during the Final EIS/EIR phase to assess soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. This included measurements at the Beverly Hills High School site and in its buildings, as well as in the residential area between the Century City and Westwood/UCLA Stations.

These studies concluded that the predicted vibration and noise levels are within the FTA requirements, and tunnel operation is not anticipated to have adverse impacts with the implementation of mitigation. Noise from operation of the LPA from such sources as station ventilation system fans, emergency ventilation fans, traction power substations, and emergency generators will be designed to meet the noise-level limits specified in Metro Rail Design Criteria and will not result in any noise impacts. There are no vibration-sensitive receivers along the LPA that are predicted to exceed the FTA ground-borne vibration criteria.

Three locations along the LPA were identified where exceedance of the FTA ground-borne noise criteria will occur due to train operations along tangent track or through crossovers, if mitigation measures are not implemented. These locations are the Wilshire Ebell Theatre, an apartment building on Wilshire Boulevard at Orange Drive, and the Saban Theatre. To mitigate the potential for ground-borne noise impacts at these three locations, the following mitigation measures will be implemented:

651-5

- VIB-1—High compliance direct-fixation resilient rail fasteners will be incorporated into the design of the trackwork at the Wilshire Ebell Theatre and the Saban Theatre, which will reduce ground-borne noise by 5 to 7 dBA.
- VIB-2—A low impact crossover such as a moveable point frog or a spring-loaded frog will be used in the design of Wilshire/La Brea No. 10 double crossover for the apartments, which will reduce ground-borne noise by 5 to 6 dBA.

With these mitigation measures, there are no vibration-sensitive receivers that are predicted to exceed the FTA ground-borne vibration criteria during operation. Mitigation measure VIB-2 was added subsequent to the Draft EIS/EIR due to the additional studies conducted during preparation of this Final EIS/EIR.

Should future underground construction be considered that would place a school building foundation closer to the tunnel, mitigation measures could be implemented to reduce ground-borne noise and vibration impacts. To mitigate such noise impacts, a high-compliance direct-fixation resilient rail fastener can be incorporated into the track work.

Results of these additional noise and vibration analyses and mitigation measures can be found in Section 4.6 of this Final EIS/EIR and the *Westside Subway Extension Noise and Vibration Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

651-6

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

651-6

of abandoned oil wells could be inaccurate by 50 to 200 feet.

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

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

- CON-53—Further Research on Oil Well Locations

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

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.

651-7

Midline vent shafts would not be required between the Wilshire/Rodeo and Century City Constellation Stations because the tunnel alignment between these two stations would be less than 6,000 feet.

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

651-7

and, if necessary, double gaskets for the tunnel lining or other measures may also be installed. Where needed, tunnels and stations will be designed and built to provide a redundant protection system against gas intrusion. This might include: physical barriers to keep gas out of the tunnels; high volume ventilation systems; gas detection systems with alarms; and emergency ventilation triggered by the gas detection systems.

651-8

While it is difficult to identify the specific sections to which the comment is being addressed about public preference for Constellation, it is important to note that Metro considers public preference for a station or an alignment as only one element in decision making for the project. Avoidance of potential impacts to the natural and built environment are considered, as well as provision of a cost-effective solution to increase east/west mobility in the Study Area. Please see the above responses regarding continued study of both Century City Station locations during preparation of the Final EIS/EIR.

These are a few of our conclusions. We ask you to carefully study the EIR and take a stand in favor of the original Santa Monica Blvd Route.
What follows is a detailed analysis of Westside Subway Extension EIR report.

651-9

Disconnect between the Executive Summary and Report Data

In the summaries, the descriptions of the optional routes to the century city station options do not mention the number of homes directly impacted by subway tunneling, nor is there any discussion that two of the options require direct tunneling under BHHS. In fact, there is no mention of Beverly Hills High School in any of the report and all aerial maps in section 4 code BHHS as Government/Institutional Land, giving it the appearance of "unoccupied space." (Attachment 1). The only place where BHHS is mentioned is on a table in Section 4 indicating vibration sensitive locations.

Although the report has a lengthy discussion of all the factors considered when making a decision about alternatives and options (see attached list of criteria, attachment 2), the only factors considered in the executive summaries final assessment of the options (S-62) are location to the Santa Monica fault and cost. Below is a detailed description of the data presented in and excluded from the report summaries.

651-10

Seismic Risk

- The "summary of the findings" for Seismic Risk favors the constellation route. This is a bit troubling, in light of the findings in Chapter 4 Environmental (section 4.8.6) pg 4-167 analysis which claims in regard to seismic risk, all alternatives and options are acceptable and meet the requirements for safe construction and operation. This finding is repeated again when the report discusses the seismic dangers of construction. See excerpts below from executive summary and Chapter 4: Environmental conclusions.

Executive Summary

651-9

Your comment about Beverly Hills High School has been noted. Beverly Hills High School was identified as a school in Section 4.13 of both the Draft EIS/EIR and Final EIS/EIR.

Please see the response above to comment number 651-4 regarding the evaluation criteria used in the station selection process.

651-10

Your comment about seismic risk has been noted. With regard to whether all alternatives and options are acceptable and meet the requirements for safe construction and operation, it should be noted that hazards from an earthquake include fault rupture (cracking/fracturing of the ground where one side of the fault moves relative to the other), shaking, and other secondary effects. While the hazard due to shaking should be designed against, the hazard due to fault rupture at the Santa Monica Boulevard location is potentially much more severe, but is also much more limited in area, being confined to the specific zone of rupture. Please see above response to comment number 651-4 regarding locating a station box on the Santa Monica fault.

...the Base Alignment for the New Build Alternatives is not impacted by its close proximity to the Santa Monica Fault which runs directly beneath Santa Monica Boulevard in this area. The Constellation station site is farther from the fault and would have a lower seismic risk. The Constellation site is also

Conclusions in Chapter 4: Environmental Analysis

4.8.6 All Build Alternatives

The Project traverses the Santa Monica Fault Zone as well as some potential liquefaction zones. The Project would not result in an increased exposure to the risk associated with ground shaking, nor would it exacerbate pre-existing seismic conditions. This crossing of the Santa Monica fault would be a potential significant impact; however, the mitigation measures described above would reduce impacts to less-than-significant levels.

Cost

The wording of the cost analysis between the two Century City options is quite peculiar. (S-62). (See excerpt below). It is also not clear if the numbers reported include the entire cost of the constellation station.

Why would one mention a savings of \$ 4.1 million when in reality, the overall cost increase is at least \$60.4million?

Direct quote from executive summary:

Relocating the station from Santa Monica Boulevard to Constellation would save \$4.1 million in station costs. Because it increases the alignment length, a station at Constellation would increase the overall capital cost by \$60.4 million.

From page 62:

The South Alignment would also increase capital costs by more than \$140 million. It is very unclear what alignment is being discussed, particularly since this discussion occurs in the section of the report discussing the connection between Century City and Westwood. The Century City alignments are referred to as east, central and west.

651-11

Your comment regarding the wording on page S-62 of the Draft EIS/EIR has been noted. The cost discussion differentiated the cost of station box construction and the alignment costs. The cost difference was not presented as a net differential between the two Century City Stations.

The reference to the South Alignment on page S-62 of the Draft EIS/EIR should have read, "The West Alignment is longer than the other two and would increase travel time between Century City and Westwood by more than two minutes." Please refer to the Errata Sheet for this correction.

651-11

651-12

Option Alignment Evaluation

The Option Alignment Evaluation in Chapter 7: Evaluation (7.3.4) is equally baffling and again, only considers cost and location to Santa Monica Blvd. As with the executive summary, absent from these conclusions is data presented in the report or consideration of the concerns and impact on local citizens. Although citizen's concerns about noise are listed, these concerns are summarily dismissed by saying the noise levels are predicted to be "insignificant and imperceptible to humans". I find this dismissal baffling since, in many parts of the report the seismic concerns are said to be mitigated to a level that makes them insignificant, yet they continue to be reported as a realistic compromising situation. Why do the standards differ?

651-13

Critical Data Ignored in the Executive Summary and Evaluation:

There are in fact, some very interesting pieces of data in the report which are not part of the executive summary or conclusion.

Required Easements: In the matter of easements, pg4-41. , Table 4-6 clearly indicates that locating the subway at Santa Monica Blvd and Avenue of the Stars would impact many fewer properties. And not mentioned in the report, **many fewer schools.**

Table 4-6. Properties Impacted between the Wilshire/Rodeo Station to Century City Station Alignment Options, and along the Century City Station to Westwood/UCLA Station Alignment Options

			Wilshire/Rodeo Station to Century City Station		
			Century City - Santa Monica Station	Century City - Constellation Station	
			via Santa Monica	via Constellation North	via Constellation South
Century City Station to Westwood/UCLA Station	Westwood/UCLA Off-Street Station	via East	75 properties	105 properties	119 properties
		via Central	94 properties	142 properties	158 properties
	Westwood/UCLA On-Street Station	via West	56 properties	107 properties	121 properties
		via East	65 properties	93 properties	107 properties
		via Central	87 properties	137 properties	151 properties
		via West	54 properties	105 properties	119 properties

Source: SDOT, 2009
 Note: Properties include the entire of Properties along a Family Foundation, Apartment Buildings, and Commercial Office Buildings, and Government Buildings, and Voluntary, Public, and Library

When one considers the entire route, and the number of residents impacted, the data is even more dramatic

651-12

Your comment has been noted. Please see the above response to comment number 651-4 regarding evaluation criteria.

Your comment regarding noise and vibration during operation has been noted. Subway tunnels are typically at least 50 to 70 feet below the surface to the track depth. As a result, noise and vibration are not typically noticeable at the surface. In the Beverly Hills, Century City, and Westwood areas, the proposed subway tunnels would generally be deeper than this in the areas where it would pass beneath homes and schools. For example, at Beverly Hills High School, the track depth would be 75-80 feet below the first floor of the school buildings. In Westwood, the track depth is more than 100 feet deep in most places. Since the first segment of the subway opened in 1993, Metro has received no complaints about noise or vibration due to subway operations.

Additional detailed geotechnical studies were conducted during the Final EIS/EIR phase to assess soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. This included measurements at the Beverly Hills High School site and in its buildings, as well as in the residential area between the Century City and Westwood/UCLA Stations.

These studies concluded that the predicted vibration and noise levels are within the FTA requirements, and tunnel operation is not anticipated to have adverse impacts with the implementation of mitigation. Noise from operation of the LPA from such sources as station ventilation system fans, emergency ventilation fans, traction power substations, and emergency generators will be designed to meet the noise-level limits specified in Metro Rail Design Criteria and will not result in any noise impacts. There are no vibration-sensitive receivers along the LPA that are predicted to exceed the FTA ground-borne vibration criteria.

Three locations along the LPA were identified where exceedance of the FTA ground-borne noise criteria will occur due to train operations along tangent track or through crossovers, if mitigation measures are not implemented. These locations are the Wilshire Ebell Theatre, an apartment building on Wilshire Boulevard at Orange Drive, and the Saban Theatre. To mitigate the potential for ground-borne noise impacts at these three locations, the following mitigation measures will be implemented:

- VIB-1—High compliance direct-fixation resilient rail fasteners will be incorporated into the design of the trackwork at the Wilshire Ebell Theatre and the Saban Theatre, which will reduce ground-borne noise by 5 to 7 dBA.
- VIB-2—A low impact crossover such as a moveable point frog or a spring-loaded frog will be used in the design of Wilshire/La Brea No. 10 double crossover for the apartments, which will reduce ground-borne noise by 5 to 6 dBA.

651-12

With these mitigation measures, there are no vibration-sensitive receivers that are predicted to exceed the FTA ground-borne vibration criteria during operation. Mitigation measure VIB-2 was added subsequent to the Draft EIS/EIR due to the additional studies conducted during preparation of this Final EIS/EIR.

Should future underground construction be considered that would place a school building foundation closer to the tunnel, mitigation measures could be implemented to reduce ground-borne noise and vibration impacts. To mitigate such noise impacts, a high-compliance direct-fixation resilient rail fastener can be incorporated into the track work.

Results of these additional noise and vibration analyses and mitigation measures can be found in Section 4.6 of this Final EIS/EIR and the *Westside Subway Extension Noise and Vibration Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

651-13

Your comment about the subsurface easements have been noted. Please refer to Table S-9 Comparison of Station and Alignment Option Combinations in the Executive Summary of the Final EIS/EIR for a comparison of the number of subsurface easements that would be required for each station combination under consideration in the Final EIS/EIR. The number of subsurface easements is broken down to specify the number of residential properties as well as the number of schools, religious , and other community facilities that would be tunneled beneath under each scenario.

Table 4-5. Permanent Underground Encasements (Including Residential Encasements) via the Wilshire/Rodeo Station to Century City Station Alignment Options, and via the Century City Station to Westwood/UCLA Station Alignment Options

		Wilshire/Rodeo Station to Century City Station		
		Century City - Santa Monica Station		Century City - Constellation Station
		via Santa Monica	via Constellation North	via Constellation South
Century City Station to Westwood/UCLA Station	Westwood/UCLA Off-Street Station	via East 216 PUEs (200 RE)	262 PUEs (231 RE)	371 PUEs (325 RE)
		via Centra 162 PUEs (146 RE)	180 PUEs (150 RE)	200 PUEs (184 RE)
		via West 157 PUEs (130 RE)	259 PUEs (215 RE)	306 PUEs (249 RE)
Westwood/UCLA Station	Westwood/UCLA On-Street Station	via East 185 PUEs (176 RE)	237 PUEs (207 RE)	366 PUEs (341 RE)
		via Centra 262 PUEs (250 RE)	380 PUEs (354 RE)	509 PUEs (488 RE)
		via West 148 PUEs (126 RE)	250 PUEs (215 RE)	319 PUEs (245 RE)

Source: DWR, 2007
 Note: PUE=Permanent Underground Encasement; RE = Res. part of Encasement; Res. part of Encasement = 20 dB Sing. Family Encasement, 10 dB Sing. Family Encasement, and 10 dB Family Encasement. All Maps

651-14

Predicted Ground Bourne Noise Impact and number of Oil Wells:

There was no mention in the summary and conclusion of the differential in "Predicted Ground – Bourne Noise Impact" along the routes to the optional Century City Stations. Yet, the data in the report includes this figure 4-44 – Vibration Sensitive Locations. As one can see, the routes traveling under our homes and schools contain many more "vibration sensitive" locations.



Figure 4-44. Vibration Sensitive Locations—Beverly Blvd to Wilshire Area

651-14

In the Draft EIS/EIR, Figure 4-44 is accompanied by Table 4-30 on pages 4-119 through 4-124. This table presents data on the predicted ground-borne noise and vibration levels at each of the locations shown in the map. For those locations identified as potentially exceeding FTA ground-borne noise criteria, the Draft EIS/EIR stated that "As part of Preliminary Engineering design, transfer mobility tests would be conducted to confirm the predicted impact and the need for mitigation."

As stated in the response to comment number 651-12 above, further noise and vibration testing was conducted during the preparation of the Final EIS/EIR (Preliminary Engineering design). These studies concluded that with the implementation of the proposed mitigation measures, there are no vibration-sensitive receivers that are predicted to exceed the FTA ground-borne vibration criteria during operation.

Results of these additional noise and vibration analyses and mitigation measures can be found in Section 4.6 of this Final EIS/EIR and the *Westside Subway Extension Noise and Vibration Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

Your comment regarding oil wells has been noted. The Executive Summary was intended to provide a high level overview of the major differences between the options and oil wells was not considered a major differentiator.

651-15

Please see the above response to comment number 651-7 regarding midline vent shafts.

The summaries also did not mention the differential in number of Oil wells that will be affected

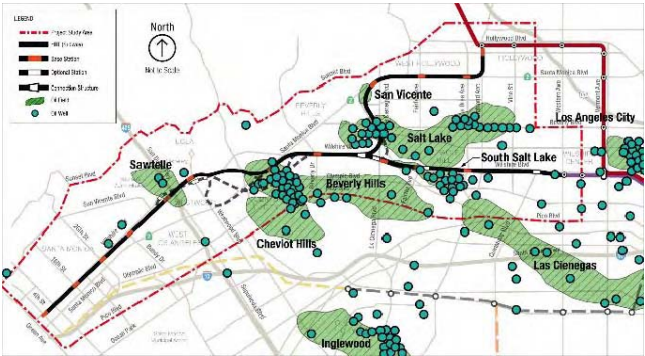


Figure 4-26. Oil Fields/Wells

A few more troubling facts

651-15

- Need for mid-tunnel vent shafts

The report states that mid-tunnel vent shafts are required when stations are placed 6,000 ft apart. Among other things, these stations serve to mitigate gas in tunnels. Both Constellation routes are 6,000 feet and would thus require vent shafts in residential neighborhoods; yet, no proposal is made for their location. The two alternative routes are 5970 feet and 6330 feet. Can we assume the vents will be placed on the High School lawn?

2.5.3 Mid-Tunnel Vent Shaft

Each alternative would require mid-tunnel ventilation shafts. The vent shafts are emergency ventilation shafts with dampers, fans, and sound attenuators generally placed at both ends of a station box to extract smoke. In addition, emergency vent shafts could be used for station cooling and gas mitigation. The vent shafts are also required in tunnel segments with more than 3,000 feet between stations to meet fire/life safety requirements. There would be a connecting corridor between the two tunnels (one for

each direction of train movement) to provide emergency egress and fire-fighting ingress. A vent shaft is approximately 150 square feet, with the opening of the shaft located in a sidewalk and covered with a grate about 200 square feet.

- 651-16
- Property Value Impacts (4-48)
- The report sites statistics from San Francisco, San Jose and San Diego that property values on average increased 6.6% within one half mile of each transit station. This fact is highlighted and set in a box to the side. Yet, in the report is the statement:
- “Negative impacts on property values from transit (termed “nuisance effects”) also can occur. There is none of the data we requested about the impact of property values when the subway runs right under or within 20 ft of your residence. Nor is there the information we requested on the impact of construction on home values. For a definition of nuisance, see the figure on ground noise.
- 651-17
- General biases in reporting:
- Pictures and simulations of station locations are presented in the pages preceding 4-80. Yet, there are no simulations of Santa Monica and Avenue of the stars Station. Is this because Metro has already decided there will be no station there? There is a statement near a current picture of the street that states the views and beauty of the site will be preserved. While the Santa Monica station has no “simulated picture, the Constellation boulevard entrance is described on page 4-80 as having a less prominent and implied more tasteful canopy.
- 651-18
- The use of social media data to justify support for a constellation station.
- Using social media data and web based polls to justify support for a Constellation station is inherently biased. Basing conclusions on these polling techniques is akin to the clearly false conclusion reached by the Chicago Tribune in 1948 when based on telephone polling they predicted Dewey beat Truman. Just as many of the Truman’s supporters did not own phones, many of the older homeowners on both sides of the constellation station are not facile with new media.
- 651-19
- Public acceptance:
- The information presented in the EIR and supporting documents about “public acceptance” is puzzling. At no point in the report does it state how this information was gathered. Are these from random remarks placed on Metro’s web site by a demographic facile with social media? Are they from the metro staff? Are they from owners of the Century Plaza development? Are they from a strange survey sent to employees working in Century City Offices? Framing the question as where would you rather have the subway stop rather than should the subway run under citizen’s homes and schools is in itself quite a bias. Having been to both of the Beverly Hills

8

651-16

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).

The Final EIS/EIR concluded that there are no locations along the alignment that would exceed FTA ground borne noise criteria with the implementation of mitigation measures and, therefore, the noise from operation would not result in a nuisance effect.

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.

651-17

Your comment on report bias on the photo simulations has been noted. The simulation photos on pages 4-74 through 4-79 of the Draft EIS/EIR illustrated the three entrance types to be used after construction for stations including plazas with covered entries, entries integrated with existing buildings, and entries incorporated into future joint developments. The stations used for the simulation photos were chosen as they best exemplified these

Citizens meetings, I am clear these statements are not an accurate telling of the sentiments in those meetings. The report uses the terms stakeholders vs. publics. It is not clear who is the public and who are the stakeholders

- Century City - There is substantial support for a station in the heart of Century City (Option B) along Constellation as this site would bring commuters closer to their jobs and residences. Fewer people supported a Santa Monica Boulevard station, noting that this site is on the northern edge of Century City.

6.4 Public Acceptance

The public has not expressed a preference for any of the alignment options between Beverly Hills to Century City or Century City to Westwood. Stakeholders have shown a preference for alignment options that would minimize subsurface easements under residential properties.

Conclusion:

The current Westside Subway Extension EIR is seriously flawed. While there is much useful data, the summary of the report does not take into account all of the information contained in the report. In addition, it comes to conclusions without considering it's own decision criteria.

651-17

entrance types .

651-18

Your comment regarding the use of social media has been noted. Please refer to Chapter 8 of the Final EIS/EIR and the *Public Participation and Community Outreach Technical Report* for a complete description of all outreach activities conducted during the planning of the Westside Subway Extension project. The outreach strategy included both social media as well as more traditional outreach methods, such as mailers.

651-19

Please see the above response to comment number 651-18 regarding public outreach and public acceptance.

Your concluding comment has been noted.

Attachment 1: Maps portraying BHHS as “open space”

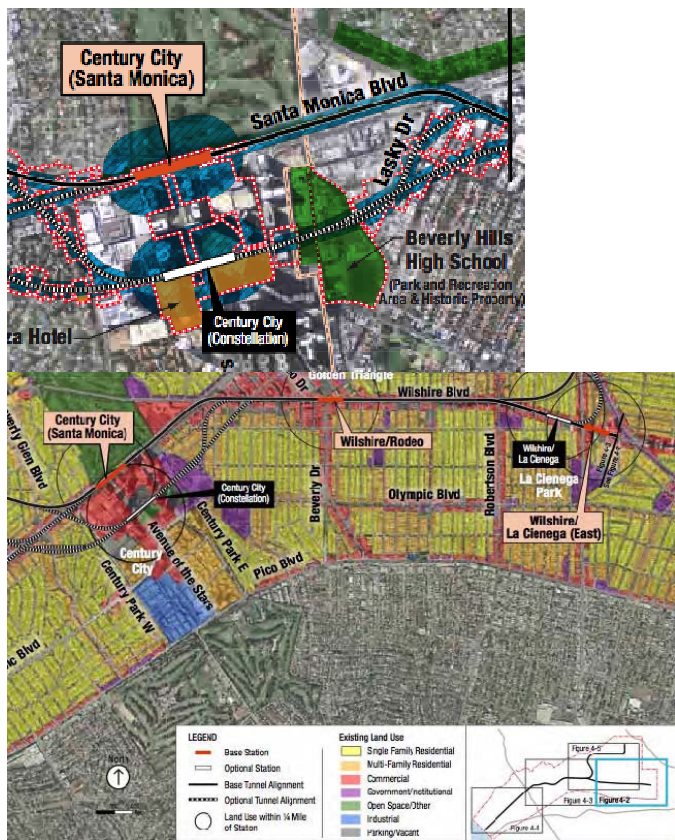


Figure 4-3. Land Use (Century Center Area Station and Wilshire/La Cienega Station to Wilshire/WA Station)

Attachment 2: Selection Goals, Objectives and Criteria

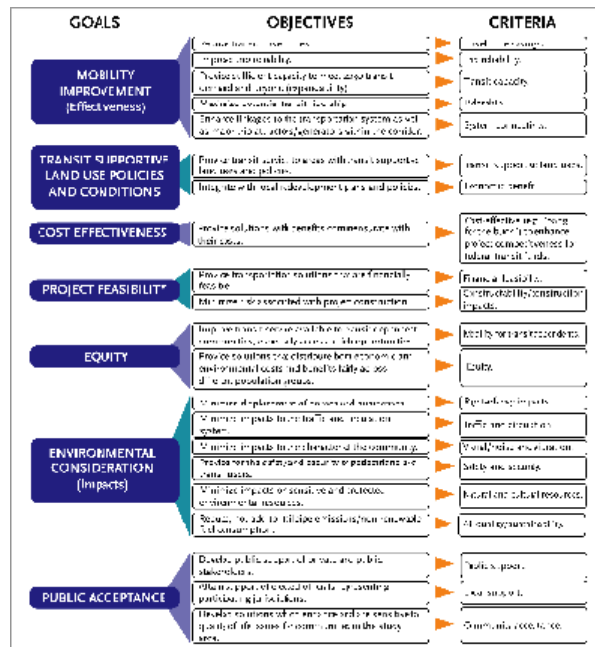


Fig. 2-4. Goals, Objectives, and Evaluation Criteria



WILLIAMS RECORDS MANAGEMENT
WILLIAMS DATA PROTECTION SERVICES

October 18, 2010

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

Dear Chairman Knabe:

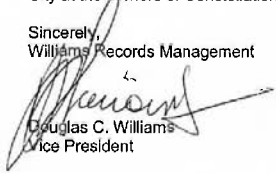
I wholeheartedly support the Westside extension of the subway and continue to be a strong advocate for the creation of new public transit options for the community. I am encouraged by the progress Metro is making towards achieving this goal and want to contribute my comments to the Draft Environmental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

In order to serve this community with the most ridership, I 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,
Williams Records Management


Douglas C. Williams
Vice President

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

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

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

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TELEPHONE 323 234 FILE FACSIMILE 323 235 7642

653-1

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

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

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

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

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

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

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

653-1

653-1

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.

723-1

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.

Lower fares for the middle
 AND lower class workers fix the A/C units
 AND broken seats + the T.V.'s ARE COOL
 BUT I CAN DO WITH OUT.

Sincerely,
 Bruce Williams
 Signature

Name: Bruce Williams
 Address: 2528 S Cochran Ave
 Email:
 Business or organization:

723-1

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

723-1

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 #458 DETAIL

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

458-1

I strongly urge you to place the Century City subway stop at Constellation Ave and Avenue of the Stars. I believe that this BEST serves the office workers of Century City, who are likely to be the majority of people using this stop, while still being central enough to attract users from the Westfield Mall and surrounding neighborhoods such as Tract 7260 and Comstock Hills. In addition to serving a greater number of people more conveniently, placement of the station at Constellation will be the least disruptive on a major artery, Santa Monica Blvd, which has only recently recovered from the major construction during its beautification project.

As a homeowner in Comstock Hills, I am excited to use the upcoming subway as a main form of transportation. I hope that you all are responsible in placing the stop in a location that best serves the entire Century City community, including hotels, office workers and neighbors.

458-1

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*

458-1

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.

57-1

Your comment about a vehicle tax has been noted. Travel pricing strategies, such as gasoline pricing changes, were not included in the scope of the Project.

Comment from

First Name: Allen
Last Name: Wisniewski
Email: aw_05@sbcglobal.net
Phone: (310)837-8221
URL:

57-1

I think the best alternative would be to impose a tax on vehicles entering the Westside business district. Measures like this have been implemented in London and Stockholm, and have resulted in significantly less traffic congestion. The proposed subway will only have a minimal impact on traffic congestion, as it will likely just divert people from using buses. Using more express buses could be achieved with less cost than the subway. With a vehicle tax in place travel times would decrease with less congestion, as people would have more of an incentive to carpool or use transit, which would then allow for faster travel times by bus, thus negating a potential advantage of the subway.

From: [Alix Wittin](#)
 To: [Westside Extension](#)
 Subject: AGAINST PLAN TO TUNNEL UNDER BHHS
 Date: Thursday, September 30, 2010 5:27:34 PM

141-1 |

I support the plan to tunnel under Santa Monica Blvd. I strongly oppose the plan to tunnel under Beverly Hills High School.

BH resident,
 Alixandre Wittin
 266 1/2 S. Rexford Dr.
 BH, CA 90212

141-1

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

141-1

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

141-1

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: Sue Wittner
Organization/Organización: None
Address/Dirección: 265 S Peck Rd, Beverly Hills, Ca
Tel: 310 770-7439
Fax:
Email: suewittner@aol.com

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

157-1

My concern is if you go through my street - it could be potentially very harmful - there is a liquefaction area all through the ground a major E W street Olympic / Pic / Santa Monica Wilshire Not through residential areas! Tunnel should be under pic

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



157-1

Your comments about tunneling and liquefaction risks have been noted.

Metro has conducted geotechnical and seismic investigations to determine those soil conditions that are subject to liquefaction. Tunnels for the Westside Subway Extension project will be mostly excavated and constructed within consolidated, dense to very dense and stiff to hard soils belonging to older alluvium/Lakewood Formation sediments, which are considered significantly less prone to liquefaction than young alluvial sediments. However, due to the presence of shallow groundwater and young surficial alluvial deposits, there may be potential liquefaction adjacent to the upper portions of some station walls at the Wilshire/La Cienega, Westwood/UCLA, and Westwood/VA Hospital Stations. Lateral spreading is not anticipated in the vicinity of the LPA.

Based on the magnitude of evaluated liquefaction, either structural design or ground improvement techniques or deep foundations to minimize these hazards will be selected. The following mitigation measures will be implemented during operation to reduce risks related to liquefaction:

- GEO 4 – Liquefaction and Seismic Settlement
• GEO 7 – Tunnel Advisory Panel Design Review

With implementation of these mitigation measures, liquefaction risk during operation will be reduced to less than significant.

During construction, designs to minimize risk of liquefaction related damage to the excavation support system include increasing the depth of soldier piles to reach non-liquefiable zones, or ground improvement to densify the soil may be provided prior to the installation of the excavation support system therefore liquefaction is not a significant impact during construction.

Please refer to Section 4.8 (operations) and Section 4.15 (construction) of the Final EIS/EIR for more detailed discussion of liquefaction. 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.

RECORD #544 DETAIL

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

This is a very desirable project that will provide an alternative to the increasingly congested streets of the Westside. On specific issues:

- | | |
|-------|---|
| 544-1 | 1. Constellation Boulevard should be the preferred alternative for location for the Century City station due to its central location in the middle of the commercial section of Century City, with equal walking distances, and because it is further away from the earthquake fault along Santa Monica Boulevard. |
| 544-2 | 2. Wilshire Boulevard should be the location for the Westwood station unless costs are significantly higher and ridership is lower than the UCLA parking lot alternative. Regardless of which location is selected, the station should have knock out panels to enable it to connect to the station for a north/south subway line under the Santa Monica Mountains if this subway is built in the long term future. The general route for a north/south subway from the Valley to LAX is shown on the 1980 Prop. C map and on the map for the Centers Concept of the General Plan of the City of Los Angeles. |
| 544-3 | 3. The Crenshaw station should not be built if projections show that the ridership will be significantly lower than that of the other stations along the Westside subway route. |
| 544-4 | 4. The location of the V.A. Hospital station should be based on which alternative, north or south, has more land for parking, the best vehicle access and lower construction costs. |

544-1

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*

544-1

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.

544-2

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, 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

544-2

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. Knock out panels will be provided at the Westwood/UCLA Station to accommodate future entrances.

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.

544-3

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

544-3

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.

544-4

Your comment on the location of the Westwood/VA Hospital Station has been noted. 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.

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

544-4

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

From: [Richard Wolf](#)
 To: [Westside Extension](#)
 Subject: Comments from residents regarding the "locally preferred alternative"
 Date: Wednesday, October 13, 2010 6:17:55 PM

Dear MTA:

455-1

My wife and I, as residents of Beverly Hills since 1981, add our voices to those who have expressed their opposition to the Constellation station option in Century City in favor of the Santa Monica station.

Although your latest posting says the full Metro board is scheduled to **take action** on the Westside Subway Extension on October 28th, the posting states, inconsistently, that analysis of recent geotechnical borings and testing is **inconclusive** regarding a crucial part of that extension, the feasibility of the Santa Monica station -- which we understand has always been part of the westside extension of the subway.

Then, betraying your staff's bias in favor of a Constellation station, and Century City developers, rather than recommending that the **Santa Monica station** be the subject of further analysis, you call for further analysis "along the route of the Constellation Station Option" "to address the concerns of [the Beverly Hills] community."

I see that you have now recommended for the path from Beverly Hills to Century City the Constellation North alignment (which turns southwest near Linden Drive), instead of Constellation South (which turns southwesterly near Bedford Drive).

But lost in the shuffle is the fact that the draft EIR estimates that taxpayers must **still** pay approximately **\$55 million more**, net of any savings, for the "privilege" of placing residences at risk if **either** alignment is selected for the subway. See draft EIR, p. S-62.

We look forward to your posting the "DEIS/DEIR geotechnical studies" you reference in today's posting, and the results of a further analysis of all of the "extensive additional geotechnical borings and testing . . . conducted as a part of the DEIS/DEIR to better understand the characteristics of this fault."

Our understanding is that the seismic fault that had not been "fully mapped" before now, and jeopardizes the Santa Monica station, has been active **once in about 7,000 years**. Those advocating a Constellation station have must carry heavy burden to convince the board that it should create what is a certain risk under a residential neighborhood with subsoil conditions that include liquefaction in order to "avoid" one that is quite theoretical.

Sincerely,

Terri and Dick Wolf

455-1

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.

455-1

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

455-1

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



WESTSIDE SUBWAY EXTENSION
Draft EIS/EIR – Public Hearings

Written Comment Form

Name/Nombre: DAVID WOLFBERG

Organization/Organización:

Address/Dirección: 4011 SUTRO AVE

Tel: 323-296-0976 Fax:

Email: DAVID.LINLIN@GMAIL.COM

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

SEE ATTACHED

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



David B. Wolfberg
4011 Sutro Avenue
Los Angeles, CA 90008

September 20, 2010

David Mieger, Project Director
DEO, Countywide Planning & Development
Metro
1 Gateway Plaza, 99-22-5
Los Angeles, CA 90012

Re: Public Comment – Westside Subway Extension

Mr. Mieger,

I support the subway to the sea with the following considerations:

- 9-1 | - It should go at least as far as 4th street in Santa Monica
- 9-2 | - Unless it is geologically impossible to do so, there should be a connection between the Westside Purple Line and Expo Phase 2 between Westwood and the Pacific Ocean. It doesn't make sense to have these both dead-end separately on 4th without any North-South connection west of Crenshaw.
- 9-3 | - The project must assert and follow through with a commitment to bicycle facilities. If such a commitment is made and then there's a ribbon cutting ceremony for the subway but not for cyclists "just yet", this will be a blow to transportation in Los Angeles.

I find it to be an embarrassment, on behalf of both Metro and the City of Los Angeles, that the Expo Line is apparently leaving the bicycle commitment in the dust.

Finally, I just want to emphasize that the Westside Extension must go as far west as possible. It is vital for the revitalization effort in Downtown Los Angeles for Westsiders to have safe, viable and timely public transportation thereto.

Sincerely,

David Wolfberg
Member, Los Angeles Bicycle Advisory Committee
4011 Sutro Avenue
Los Angeles, CA 90008

9-1

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.

9-2

Your comment on developing transit connections between Project stations and the Expo Line stations has been noted. The Metro Board approved LPA would terminate at the Westwood/VA Hospital Station and would not parallel the Expo Line in Santa Monica and there is no opportunity for a north-south connection. As stated above, the Santa Monica corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. These studies could include a north-south connection to the Expo Line.

9-3

Convenient and safe access by pedestrians and bicyclists will be an important element of the Westside Subway Extension Project. Sidewalks, bicycle lanes, and other facilities along the Project corridor support non-motorized access. To assess potential future access improvements to subway stations, Project design efforts included a study of circulation needs in each station area. The results of this study are available in the *Westside Subway Extension Station Circulation Report* and Section 3.7 of this Final EIS/EIR. This study provided important guidance on potential station features, including those specifically relating to pedestrian and bicycle access. Areas explored by the study included the following:

- Provision of bicycle facilities at stations
- Enhanced bus shelters and lighting

9-3

- Making crosswalks more visible with crosswalk treatments and advance stop bars, increasing safety for pedestrians transferring from buses or traveling to other destinations on foot
- Improving the transit and pedestrian environment with the addition of sidewalk treatments

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

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

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

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

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

October 17, 2010

To the Westside Extension Project Team,

654-1 | I support **Alternative 2 to Westwood/VA** for the Purple Line Western extension, it is the one that has the most ridership, more cost-effective and has the best potential from obtaining those scarce FTA New Starts grant funds for our transportation infrastructure.

Below I write my comments on the proposed stations and their locations which I feel will best benefit the Purple Line extension.

654-2 | **Wilshire/Crenshaw:**

Probably the most controversial and the most contentious off all of the subway stations along this alignment, because there are too many "if's" in the equation. What if a station is built would there be over-development as currently being voiced by the local community. Or if building a station would provide a gateway to the rest of LA to an area that doesn't want it. The answer lies at the Wilshire/Western station, currently there are a number of bus routes that make Wilshire/Western its terminus. That information is very important to know that with a redeveloping area in Koreatown, the space needed for bus layover facilities are dwindling and are very expensive. So this brings the idea of Wilshire/Crenshaw station as a way to provide a much needed bus layover/transit facility.

The question becomes is there enough space and will the community accept a transit facility of this magnitude in this area? Also the community HPOZ is one of the most restrictive in the City so development potential with this station is very low. I believe an evaluation of this site augmented with other potential bus layover locations near the Wilshire/Western station to determine if Wilshire/Crenshaw station is needed for the very reasons the Westwood VA station is needed to relieve strains due to projected ridership at Westwood/Wilshire.

654-3 | **Wilshire/La Brea**

I support the current design configuration with a preference to a single station plaza entrance on the NW intersection of Wilshire/La Brea.

654-1

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.

654-2

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

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

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

654-3

Your comment on the Wilshire/La Brea Station has been noted.

654-4 | **Wilshire/Fairfax**

I support the eastern most station box with emphasis again the need for multiple portal entries on Wilshire/Fairfax, One at the NW Corner (Johnny's Coffee Shop) and the other LACMA owned site off on the SW or SE intersection of Wilshire/Spaulding to directly serve the LACMA/ La Brea Tar Pits and office headquarters along the Miracle Mile.

654-5 | **Wilshire/La Cienega**

Because of it's short proximity of San Vicente Blvd the station box to the east of the Wilshire/La Cienega station would have the most utility as one that would be the easiest to construct and provide a potential transfer connection to a North-South rail line along San Vicente (if to connect the currently designed West Hollywood branch to the Crenshaw Corridor). At a Beverly Hills meeting in 2009, that location had the most support.

Wilshire/Beverly-Rodeo Drive

This is a no brainer, no further comment needed.

654-6 | **Century City**

A station box along Constellation would have the greatest benefit since Century City is an auto-oriented fortress that is very internal in nature, with the surrounding wide busy traffic of Santa Monica Blvd to the North, Olympic Blvd to the South and large lot sizing creating moats. Having a station penetrate the core of this fortress at Constellation and Avenue of the Stars would serve more of the office buildings and residents that make the kingdom of Century City its home.

654-7 | **Wilshire/Westwood**

This station because of its sheer size and destinations will require at least 2-3 large station portal boxes. Within the context of the station boxes I support building a subway station on Wilshire between Westwood Blvd - with an entrance serving the north and south of Wilshire Blvd - and Gayley & Veteran -with an entrance plaza on the UCLA lot and at simple station entrance on the Federal Building property. The UCLA lot is a wonderful location to stage construction, having the station entrance plaza there would augment the station entrances at Wilshire/Westwood

654-4

Your comment supporting the East location for the Wilshire/Fairfax Station has been noted. On October 28, 2010, the Metro Board approved 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.

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 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.

654-5

Your preference for the East location for the Wilshire/La Cienega 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). At Wilshire/La Cienega, the Board selected the East Station location without a West Hollywood connection structure as part of the LPA. This is the preferred station entrance location for the City of Beverly Hills because it will be located in a denser, more commercial area than the other station location to the west of La Cienega. This entrance location also will provide excellent connections to two major north-south arterials – La Cienega and San Vicente Boulevards.

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 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.

654-6

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,

654-6

the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

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

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

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

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

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

654-6

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.

654-7

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, one of the station entrance options for the On-Street Station is a split entrance between the north and south sides of Wilshire Boulevard, providing access to both sides of busy Wilshire Boulevard. However, the Westwood/UCLA On-Street Station option is also expected to have greater traffic impacts during construction due to in-street construction along Wilshire Boulevard.

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

The Westwood/UCLA Station will have two station entrances due to high ridership forecasts.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns

654-7

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.

which would serve more of the east of Wilshire patrons in the new high-density condo developments that has grown over the past decade. Where as the UCLA lot can serve the UCLA students, Westwood Village and provides a potential bus transfer facility. Also given this is a station with extremely high ridership having multiple portals will be needed from the opening of this subway line.

654-8

Westwood/VA Hospital

I support the Southern alternative for the Westwood/VA station, its better access to the Hospital as well as stronger opportunities to use non VA land for use of a parking facility by the use of the Caltrans right of-way for the 405 Freeway makes this station a valuable asset to people commuting from the Westside.

I look forward to further updates and analysis as this moves forward into the FEIR phase.

Sincerely,
Jerard Wright

654-8

Your preference for the South 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.

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

From: [Seth Wulkan](#)
 To: [Westside Extension](#)
 Date: Wednesday, September 29, 2010 1:49:26 PM

Dear Metro,

118-1 | I support the subway.

118-2 | Please put the Century City station at Constellation, not at Santa Monica.

Thank You,

Seth Wulkan

118-1

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.

118-2

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

118-2

walksheds.

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

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. 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 #779 DETAIL

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

779-1

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

Attachments : I support TSM. No to service cuts.
 luis.yanes.pdf (457 kb)

779-1

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 transijo extensión al oeste."

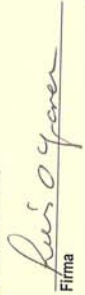
ya apoyo la TSM para autobuses locales.

Nombre: Luis Yanes

Dirección: 2316 W. Washington

Negocio/organización: pasajero

Correo electrónico: _____

Sinceramente,

 Firma

779-1

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 #775 DETAIL

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

775-1

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."

I do not support building the subway.

NOTE: remaining comment is illegible.
 josefina ybarra.pdf (515 kb)

Attachments :**775-1**

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 Transporte (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 de acuerdo al que pongan el tran ni que quiten el bus rapid y lo le van a mover y con el bus rapid ago mas

Sinceramente,

Firma: *Josephina Barria*

Nombre: *Josephina Barria*

Dirección: *1143 W 25 ST*

Negocio/organización: _____

Correo electrónico: _____

775-1

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 #97 DETAIL

Record Date : 9/29/2010
Submission Date : 9/29/2010
First Name : Brigham
Last Name : Yen
Group Affiliation :

97-1

Submission Content : The subway station absolutely needs to be at Constellation because it will have higher ridership as it is centrally located within Century City. Think of the future from now and what a BIG MISTAKE it will be if we locate the station at Santa Monica Blvd. and our future generations ask, "What the hell were they thinking?" (Well, maybe because they're not THINKING, they're feeling the fear and anxiety about change they don't like.)

Those selfish Beverly Hills residents are at it again! Do they ever think about anyone else in the region but themselves? What is up with old folks and their disdain for anything progressive? Do we not understand that LA (yes, Beverly Hills is as much a part of LA as any other district) is far, far behind other global cities? It's utterly embarrassing to have to come back to LA and see our society living obliviously and mindlessly driving our cars THINKING we're somehow cool when we're really, really NOT!

Build the station at Constellation because it's the best for the region. Beverly Hills' residents will thank us in the future.

97-1

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*

97-1

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: [Brigham Yen](#)
 To: [Westside Extension](#)
 Subject: Westside Subway Extension to VA Hospital
 Date: Tuesday, October 12, 2010 4:33:56 PM

Hi Metro,

418-1

Please consider placing the western terminus for the VA Hospital closer to Barrington, perhaps near Federal Ave?

Placing the last station squarely in the middle of low density is not as effective in attracting ridership.

Take the money saved from skipping Crenshaw and use it to extend it to either Federal or Barrington so that the station gets heavy use.

Brigham Yen | Century 21 | DRE#01817137
 482 N Rosemead Blvd | Pasadena CA 91107
 M: 626.590.9105 | Blog: www.brighamyen.com

418-1

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

418-1

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.

From: [Pyosef](#)
 To: [Westside Extension](#)
 Subject: subway line
 Date: Friday, October 01, 2010 9:16:34 PM

299-1

I want to go on record to say that I do not support the idea of a route that tunnels under Beverly Hills High School and its surrounding neighborhood. I fully support the original line idea at SM and Wilshire Boulevards. Why even take a chance that there might be a problem under a local school. A Constellation stop would might cause problems and it is actually not that far from the originally planned line. I would fully support a fight against the line if a decision is made to tunnel under the high school.

Thank you,
 Phyllis Yosef, concerned citizen

299-1

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.

299-1

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

299-1

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

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

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

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

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

From: [Pyosef](#)
 To: [Westside Extension](#)
 Subject: MTA extension
 Date: Wednesday, October 13, 2010 5:26:26 PM

456-1

I am a concerned citizen of Beverly Hills, and I oppose the change of route from Santa Monica Blvd. to Constellation. It seems reckless to tunnel under our high school, although you say it does not put our students at risk, there is always a risk involved when changing the underground landscape. I would fully support our city fighting this route should you choose the alternative route. The Century City route would not change ridership that much. Please do not make the change.

Phyllis Yosef, resident and concerned citizen

456-1

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

456-1

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

456-1

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.

671-1 |

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 to buy buses. We need to hire Deductors Drivers and Mechanics.
 We need to build Fast Crossing to Base.
 Approximately 800 Billion Dollars
 Use invisible answers -
 GADGITH works 8/11/7
 Sincerely,
 Cole Anne You.S.H.

Name: Cole Anne You.S.H.
 Address: You SA 52 @Yahoo.com
 Email: You SA 52 @Yahoo.com
 Business or organization:

Signature

671-1

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

671-1

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: [Roy Young](#)
 To: [Westside Extension](#)
 Subject: Santa Monica Option in Beverly Hills
 Date: Thursday, September 30, 2010 6:49:05 AM

129-1 | One vote for the Santa Monica option in Beverly Hills.

Roy Young
 437 south Rexford drive
 Beverly Hills 90212
 310-601-4755

129-1

Your comment in support 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 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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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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129-1

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From: jhorsfally
 To: Westside_Extension
 Cc: kgoldman@reedsmith.com; victormoss@aol.com
 Subject: Santa Monica Blvd. Are you DEAF?
 Date: Monday, October 11, 2010 2:55:25 PM

406-1

There is only ONE option that is acceptable to the vast majority of voters in Beverly Hills and that is the Santa Monica option . We taxpayers/voters demand that the majority will prevail.

Herbert J Young
 218 McCarty Dr
 Beverly Hills Ca. 90212
 e-mail herbyoung3rd@aol.com

406-1

Your comment in support 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.

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406-1

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RECORD #791 DETAIL

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

791-1

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."

I as a bus rider of the bus am not in favor of the project. Please stop abusing our money.

Attachments : maria z.pdf (494 kb)

791-1

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/a 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 como usuario del autobus no estoy de acuerdo con este construcción del metro BASTA YA de abusar de nuestros impuestos

Sinceramente,
 María R Zepeda

Firma

Nombre: María
 Dirección: 1540 W Florence Ave #6
 Negocio/organización:
 Correo electrónico:

791-1

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: [Kenia F. Zambrano](#)
 To: [Westside Extension](#)
 Subject: Agree with no construction to extend the Purple Line
 Date: Thursday, October 14, 2010 6:55:54 PM

Good afternoon,
 My name is Kenia Zambrano and I am a member of the Bus Riders Union as well as attended the Wednesday meeting on September 29, 2010. Most of the population that rides relies on transportation strictly rely on the Metr bus. Adding more stops to the Wilshire/Western station would mean taking away hours and increasing the waiting waiting time at a bus stop. The plan wouldn't help our community but adding to the problem. Please take into consideration the amount of hours the hotel workers have to wait after midnight and forces them to walk alone through dark areas of the street. Instead of the extending the purple line Westwood, the solution to the problem is adding more buses to the road. We need them!! I want to thank you for taking the time to read through my cry for not extending the purple line.

A daily bus rider,
 Kenia Zambrano

542-1

542-1

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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542-1

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684-1

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

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 Westside Extension Transit doesn't affect the majority of the bus riders. Please don't pass the Wilshire/Western Subway Extension and come up with a better plan that will benefit the community not making it more difficult to get to their destination

Name: Kenia Zambrano
 Address: 440 Zandera St Apt #6
 Email: kzambrano5@yahoo.com
 Business or organization: BRU

Sincerely,
 Signature: *Kenia Zambrano*

684-1

684-1

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: [Sylvia Zekaria](#)
 To: [Westside Extension](#)
 Subject: Santa Monica Blvd Option
 Date: Thursday, September 30, 2010 10:21:02 PM

To Whom It May concern,

150-1

My husband and plus our three children have been residence of Beverly Hills for the past 12 years. We strongly oppose the idea to have a metro system running under our private property. Please use the Santa Monica Blvd Option.

Sylvia Zekaria

150-1

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

150-1

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

150-1

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: [Ike Zekaria](#)
 To: [Westside Extension](#)
 Subject: Subway extension
 Date: Thursday, September 30, 2010 10:32:14 PM

151-1

We are very much opposed to you tunneling under our homes and under Bhhs as you are currently proposing. Using an existing corridor like the Santa Monica blvd option is one thing, but tunneling under old and established neighborhoods is quite another and could severely impact the community in unforeseen ways.

Please let me know what I can do to prevent this from happening.

Ike Zekaria
 308 s. Linden drive

Sent from my iPad

151-1

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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151-1

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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.

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151-1

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RECORD #501 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name : Baohui
Last Name : Zhang
Group Affiliation :

501-1

Submission Content : To whom it may concern, please add my METRO vote location as "Century City Station to be located at Constellation Blvd/Ave Stars and the Central route into Westwood"

This placement will not be directly over the Santa Monica fault, there will be minimal noise and vibrations for the residences, the Central Route is deeper than the East Route and I believe it will be more user friendly, serving the most people.

Respectfully,

Baohui (Christina) Zhang

501-1

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.

As part of the LPA selection, 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.

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 Century City 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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501-1

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Dear Mr. Mieger,

1-1 |

I am writing in regard to the Westside subway extension. I strongly support alternative # 5. This route will attract the most riders and alleviate traffic more than the other alternatives. I urge the MTA board to adopt alternative # 5 as the preferred route for the Westside subway extension.

Respectfully,

Julie Zimmerman
4259 Stern ave.
Sherman Oaks, CA. 91423-4206

1-1

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

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

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

From: [Fred Zimmerman](#)
 To: [Westside Extension](#)
 Subject: subway in Beverly Hills
 Date: Friday, October 01, 2010 2:26:32 PM

284-1

We support ONLY the route under Santa Monica Blvd. Totally AGAINST the routes under the Beverly Hills High School.

Marlene Zimmerman, Fred Zimmerman

284-1

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

284-1

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

284-1

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: [Fred Zimmerman](#)
 To: [Westside Extension](#)
 Subject: Westside subway extension
 Date: Monday, October 11, 2010 11:14:19 AM

407-1

We support ONLY the route under Santa Monica Blvd. The 2 alternatives are UNACCEPTABLE because they threaten the safety and stability of the Beverly Hills Highschool and the Catholic school. Surely, riders can walk one extra block to reach the station that would be on the Santa Monica blvd route. The EIR that claims otherwise seems contrived.

Marlene Zimmerman
 Fred Zimmerman

250 S. Peck Dr., Beverly Hills, CA 90212

407-1

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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407-1

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