

Background Briefing Material

CRENSHAW STATION ISSUE

Metro Rail Project



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BACKGROUND BRIEFING MATERIAL
CRENSHAW STATION ISSUE



Metro Rail Project
Southern California Rapid Transit District
August 26, 1982

BACKGROUND BRIEFING MATERIAL
CRENSHAW STATION ISSUE
August 30, 1982

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Issue papers regarding a Metro Station at Crenshaw. Included are:

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REGULATIONS FOR IMPLEMENTING THE PROCEDURAL
PROVISIONS OF THE NATIONAL ENVIRONMENTAL POLICY ACT

A condition of federal funding for construction of the Metro Rail system is the preparation of an Environmental Impact Statement which is well underway at the present time. The RTD prepares the draft Environmental Impact Statement which then must be reviewed and approved by the Urban Mass Transportation Administration. The EIS is governed by regulations published by UMTA for implementing the procedural provisions of the National Environmental Policy Act of 1969 and 1970 as amended. Pursuant to Article 1502.16, Environmental Consequences, the Urban Mass Transportation Administration must use as one of several criteria for making its funding decisions on the Metro Rail Project the consideration of "possible conflicts between the proposed action and the objectives of Federal, regional, State, and local land use plans, policies and controls for the area concerned." The Regulations require that where there exists an inconsistency between the proposed action and the approved local plan, the manner in which such inconsistency would be reconciled must be described in great detail.

Attached are the excerpts from the Procedures which pertain to the Crenshaw Station issue.

Council on Environmental Quality
Executive Office of the President

REGULATIONS

For Implementing The Procedural Provisions Of The

NATIONAL ENVIRONMENTAL POLICY ACT

Metro
Rail
KF
3775
.A33
C68
c.1

Reprint
43 FR 55978-56007
November 29, 1978
40 CFR Parts 1500-1508

so that reviewers may evaluate their comparative merits.

(c) Include reasonable alternatives not within the jurisdiction of the lead agency.

(d) Include the alternative of no action.

(e) Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference.

(f) Include appropriate mitigation measures not already included in the proposed action or alternatives.

§ 1502.15 Affected environment.

The environmental impact statement shall succinctly describe the environment of the area(s) to be affected or created by the alternatives under consideration. The descriptions shall be no longer than is necessary to understand the effects of the alternatives. Data and analyses in a statement shall be commensurate with the importance of the impact, with less important material summarized, consolidated, or simply referenced. Agencies shall avoid useless bulk in statements and shall concentrate effort and attention on important issues. Verbose descriptions of the affected environment are themselves no measure of the adequacy of an environmental impact statement.

§ 1502.16 Environmental consequences.

This section forms the scientific and analytic basis for the comparisons under § 1502.14. It shall consolidate the discussions of those elements required by secs. 102(2)(C) (i), (ii), (iv), and (v) of NEPA which are within the scope of the statement and as much of sec. 102(2)(C)(iii) as is necessary to support the comparisons. The discussion will include the environmental impacts of the alternatives including the proposed action, any adverse environmental effects which cannot be avoided should the proposal be implemented, the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and any irre-

versible or irretrievable commitments of resources which would be involved in the proposal should it be implemented. This section should not duplicate discussions in § 1502.14. It shall include discussions of:

(a) Direct effects and their significance (§ 1508.8).

(b) Indirect effects and their significance (§ 1508.8).

(c) Possible conflicts between the proposed action and the objectives of Federal, regional, State, and local (and in the case of a reservation, Indian tribe) land use plans, policies and controls for the area concerned. (See § 1506.2(d).)

(d) The environmental effects of alternatives including the proposed action. The comparisons under § 1502.14 will be based on this discussion.

(e) Energy requirements and conservation potential of various alternatives and mitigation measures.

(f) Natural or depletable resource requirements and conservation potential of various alternatives and mitigation measures.

(g) Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures.

(h) Means to mitigate adverse environmental impacts (if not fully covered under § 1502.14(f)).

§ 1502.17 List of preparers.

The environmental impact statement shall list the names, together with their qualifications (expertise, experience, professional disciplines), of the persons who were primarily responsible for preparing the environmental impact statement or significant background papers, including basic components of the statement (§§ 1502.6 and 1502.8). Where possible the persons who are responsible for a particular analysis, including analyses in background papers, shall be identified. Normally the list will not exceed two pages.

§ 1502.18 Appendix.

If an agency prepares an appendix to an environmental impact statement the appendix shall:

minimal expenditures not affecting the environment (e.g. long leadtime equipment and purchase options) made by non-governmental entities seeking loan guarantees from the Administration.

§ 1506.2 Elimination of duplication with State and local procedures.

(a) Agencies authorized by law to cooperate with State agencies of statewide jurisdiction pursuant to section 102(2)(D) of the Act may do so.

(b) Agencies shall cooperate with State and local agencies to the fullest extent possible to reduce duplication between NEPA and State and local requirements, unless the agencies are specifically barred from doing so by some other law. Except for cases covered by paragraph (a) of this section, such cooperation shall to the fullest extent possible include:

(1) Joint planning processes.

(2) Joint environmental research and studies.

(3) Joint public hearings (except where otherwise provided by statute).

(4) Joint environmental assessments.

(c) Agencies shall cooperate with State and local agencies to the fullest extent possible to reduce duplication between NEPA and comparable State and local requirements, unless the agencies are specifically barred from doing so by some other law. Except for cases covered by paragraph (a) of this section, such cooperation shall to the fullest extent possible include joint environmental impact statements. In such cases one or more Federal agencies and one or more State or local agencies shall be joint lead agencies. Where State laws or local ordinances have environmental impact statement requirements in addition to but not in conflict with those in NEPA, Federal agencies shall cooperate in fulfilling these requirements as well as those of Federal laws so that one document will comply with all applicable laws.

(d) To better integrate environmental impact statements into State or local planning processes, statements shall discuss any inconsisten-

cy of a proposed action with any approved State or local plan and laws (whether or not federally sanctioned). Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law.

§ 1506.3 Adoption.

(a) An agency may adopt a Federal draft or final environmental impact statement or portion thereof provided that the statement or portion thereof meets the standards for an adequate statement under these regulations.

(b) If the actions covered by the original environmental impact statement and the proposed action are substantially the same, the agency adopting another agency's statement is not required to recirculate it except as a final statement. Otherwise the adopting agency shall treat the statement as a draft and recirculate it (except as provided in paragraph (c) of this section).

(c) A cooperating agency may adopt without recirculating the environmental impact statement of a lead agency when, after an independent review of the statement, the cooperating agency concludes that its comments and suggestions have been satisfied.

(d) When an agency adopts a statement which is not final within the agency that prepared it, or when the action it assesses is the subject of a referral under part 1504, or when the statement's adequacy is the subject of a judicial action which is not final, the agency shall so specify.

§ 1506.4 Combining documents.

Any environmental document in compliance with NEPA may be combined with any other agency document to reduce duplication and paperwork.

§ 1506.5 Agency responsibility.

(a) *Information.* If an agency requires an applicant to submit environmental information for possible use by the agency in preparing an environmental impact statement, then the agency should assist the applicant by outlining the types of

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CITY OF LOS ANGELES
CALIFORNIA



TOM BRADLEY
MAYOR

DEPARTMENT OF
CITY PLANNING
361 CITY HALL
LOS ANGELES, CA 90012

CALVIN HAMILTON
DIRECTOR

PLANNING
COMMISSION
WILLIE GARCIA
PRESIDENT
JOHN S. KRUEGER
VICE-PRESIDENT
STEVE HARRINGTON
CARL MASTON
SUZETTE NEUMAN
RAYMOND J. NORMAN
SECRETARY

May 26, 1982

Mr. John Dyer
General Manager
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

DELETION OF CRENSHAW STATION

As you are aware, I am strongly opposed to a Crenshaw station on the proposed Metro Rail line. My reasons for opposing this station are as follows:

Since I became Director of Planning the City has been preparing and has adopted a long range Master Plan to guide growth and development. The cornerstone of this plan is the Centers Concept which envisions concentrated centers of urban development along with lower density residential areas between the centers. By so doing, a number of alternative life styles can be protected and made available to the City's residents.

In support of this planning effort, the City has adopted a Centers Concept, a Citywide Plan and various Community and Public Facility Plans. The City has also recently adopted the Park Mile Specific Plan to ensure the desired level of development in the Wilshire Boulevard Crenshaw area. All of these adopted City plans show the Wilshire Crenshaw area not as a center, but rather as a low density area. None of these adopted City plans show a rapid transit station at Crenshaw and Wilshire Boulevard. The closest centers designated in the City's Master Plan are located on Wilshire Boulevard at Western Avenue and at La Brea Avenue.

May 26, 1982

The citizens of the Park Mile area are on record as being vigorously opposed to any excessive growth and the impacts of said growth in this area. They support only the limited development as regulated by the Park Mile Specific Plan. They do not support a metro rail station at this location, nor would they look favorably upon its concomitant impacts of noise and traffic congestion. In fact, the residents of the Park Mile area have worked long and hard to develop the Park Mile Plan to implement these goals.

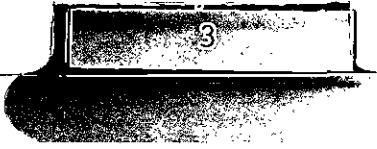
For these reasons, I urge the immediate deletion of the Crenshaw station from consideration so that we may devote our collective energies to the remaining stations which are genuinely needed.



CALVIN S. HAMILTON
Director of Planning

CSH:lo

CC: Mayor Tom Bradley
Councilwoman Peggy Stevenson
Councilwoman Pat Russell
Councilman John Ferraro
City Planning Commission
president, Dan Garcia





CITY COUNCIL OF THE CITY OF LOS ANGELES

JOHN FERRARO

COUNCILMAN 4TH DISTRICT

M-30, CITY HALL

LOS ANGELES, CA 90012

(213) 485-3337

May 28, 1982

Mr. Michael Lewis, Chairman
Board of Directors
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, CA 90012

Dear Mr. Lewis:

My concern for the well-being of the Park Mile community and the Wilshire Corridor has prompted me to convey once again my thoughts to you on the specifics of the proposed Metro-Rail project.

In response, no doubt, to SCRTD's conducting public hearings in the Fourth Council District on the various milestones of the Metro Rail Project, my office has received considerable constituent input. The main focus of interest, as you may well have guessed, is the proposed Crenshaw Station.

In a letter dated June 5, 1980, and on several occasions since, I have made known to you my concern for what effects the inclusion of the station might have on the future of the surrounding neighborhoods.

The inclusion of a subway stop at Wilshire and Crenshaw, or for that matter anywhere within the Park Mile Specific Plan is opposed by all homeowner groups in the area, including the Boulevard Heights Homeowners Association, Fremont Place Association, Hancock Park Home Owners Association, Oxford Square Association, Ridgewood-Wilton Neighborhood Association, South Brookside Homeowners Association, Windsor Square Association, and collectively under the parent organization, the Wilshire Homeowners' Alliance. It is the topic of a major law suit currently on file in Federal court which threatens construction of the entire rail transit system.

I have been, and continue to be in agreement with much of the rationale offered by those groups, and join them in their determined opposition to a Crenshaw Station.

May 28, 1982

For a variety of reasons, many of which are familiar to you, a subway stop at this location is not only undesirable but infeasible and impractical as well. Development within the Park Mile Plan is specifically limited to residential and commercial projects of a non-retail nature. Consequently, a station in this vicinity cannot be supported or justified on economic grounds. Also, to proceed with such a stop with the plan to rezone the area at a later date to allow for the kind of development needed to economically justify this stop is simply not in the best interests of the community and would be vigorously opposed by me.

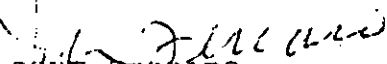
The Park Mile community is by design a primarily low-rise, low density residential neighborhood. Hence there is no trip attraction for the overwhelming body of commuters save for that created by the RTD's own bus routing system. A Crenshaw Station would be no more than a bus terminal. The neighborhood would inherit as a result parking complications, congestion and other disruptions. A more economic and simpler solution would involve re-routing of buses up Western Avenue and/or La Brea Avenue. This would support the burgeoning commercial centers which would easily accommodate, even welcome, the increase activity. Any Park Mile area stop thus offers little to either the commuter or consumer.

Finally, a subway station located within the Park Mile Specific Plan will only detract from the efficient performance of the Metro Rail project as it is currently conceptualized. Longer trip-times, variable headways and general passenger inconvenience are but a few of the resultant difficulties subway commuters would have to endure.

I have set forth, then some of the major factors which have contributed to my resolve to oppose a Park Mile Station. The concept has been repeatedly rejected by the Department of City Planning, your own transportation consultants and planners, and the community at large. Given this compelling criteria, a Metro Rail Station situated at Wilshire/Crenshaw must be considered altogether detrimental to Los Angeles' planning priorities, transportation needs, commercial development, and community interest. I therefore urge you to delete plans for the proposed station.

Thank you for your attention to this very pressing subject. Please feel free to contact my office regarding any and all pertinent matters.

Sincerely,


JOHN FERRARO
Councilman, 4th District

JF:jrg

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July 22, 1982

The Honorable Diane Watson
Senate - 30th District
State Capitol
Sacramento, CA. 95814

Dear Senator Watson:

In carrying out the preliminary engineering of the Metro Rail Project there are 12 major decision points which we call milestones. For the past several months we have been meeting with the community, your constituents, and various other groups to get input into the planning and decision-making process of the Metro Rail Project. In total, there have been more than 30 meetings on the subjects of route alignment and station locations which are the major decision points identified as Milestones 3 and 4.

On July 29, 1982, the RTD Board of Directors will be conducting a public hearing and receiving community input on two of the most important decision points in this project--where to locate the rapid transit line and where to locate the transit stations.

To insure that you fully are aware of the issues prior to the hearing on July 29, 1982, I am enclosing a copy of two reports which were transmitted today to the Board of Directors. In summary, there appear to be five major issues of interest to the community as we go forward with the milestone decision-making process. They are briefly described below:

1. Los Angeles CBD Alignment and Station Locations.

We originally proposed going along Broadway but, based on additional community input and analysis from the City, the County, the downtown business community, and various other public agencies, we are now formally recommending going under Hill Street which is one block west of Broadway. There appears to be general community support for the Hill Street alignment alternative and the station locations at First and Hill, Fifth and Hill and Seventh and Flower Street.

2. Witmer and Crenshaw Stations.

We examined these as possible additional stations to the

baseline system. In regard to Witmer, there has been no community support or opposition despite our significant efforts to involve the citizens to find out what the local interest is in a station site at Witmer. Based upon analyses from various public agencies, our conclusion is that a station should not be recommended at Witmer because it would be in conflict with the current and ongoing CBD revitalization efforts to the east.

The Crenshaw Station is a different matter. We have received strong community input on both sides of this issue. The local homeowners associations are opposed to the Crenshaw Station because of the potential negative impact on the Park-Mile Community Plan which calls for retaining lower density residential development in the area. Representatives of the Crenshaw Community to the south want the station for improved access to Metro Rail for residents of their community who use Crenshaw Boulevard bus lines. We believe that putting a station at Crenshaw would be in conflict with the adopted community plan of the City, and would be extremely hard, if not impossible, to justify under the guidelines of the Environmental Impact Statement process, and for these reasons we recommend not adding the station at Crenshaw. We can anticipate continued concern, both pro and con, from the Crenshaw Community. However, given the conflicts with the land use plan, I believe we have little choice in the matter unless the City formally amends the adopted Park-Mile Community Plan.

3. The Alignment from the CBD to the Fairfax and Santa Monica Station.

Our analysis concludes that there is sufficient information to fix the alignment and station locations from the CBD to the Fairfax and Santa Monica Station for the purposes of continued preliminary engineering. Beyond this point there remain sufficient uncertainties to warrant carrying one or more alternatives through Milestone 10. Notwithstanding the concerns previously mentioned above regarding the Crenshaw Station, I believe this recommendation is absolutely necessary to lead to a conclusion of the preliminary engineering program on time and within budget.

4. Hollywood Alignment and Station Locations.

This is one of the two issues which generated an exceptionally large amount of community input and interest. The original "locally preferred alternative" involves

"bending" the line to the east along Fountain Avenue beginning at Fairfax and Santa Monica in order to provide direct service to the western portion of Hollywood. Stations were to be located at Hollywood and Cahuenga and at the Hollywood Bowl. In the preliminary engineering analysis, it became clear that this alignment would not only give very limited service to the western portion of Hollywood, it might also detract some of the interest to stimulate general redevelopment throughout the Hollywood Community. It also would do nothing to serve the major hospital and college centers further to the east towards Vermont Avenue. We believe that Hollywood is a major center and warrants more than one or even two stations. For this reason, we recommend an auxiliary fixed guideway line serving Hollywood from the Fairfax and Santa Monica station to Sunset and Gower, with the potential for extension to Sunset and Vermont on the east and southerly to the Vermont Station on Wilshire. We further believe that with the auxiliary fixed guideway system, the "heavy rail" subway alignment should continue north on Fairfax and through the Santa Monica Mountains. This intermediate capacity transit system (ICTS) would consist of an aerial guideway with approximately six stations to the east of the Santa Monica and Fairfax Station.

At issue is whether or not the Fairfax extended alternative would enhance or detract from the Hollywood Community. Some are concerned about the environmental impacts of an aerial guideway, and also there is concern about its overall transportation and economic benefits. Due to the strong community interest at this time, I am recommending that we continue to study three alternatives with a final decision to be made at the end of Milestone 10 in approximately February of 1983. The alternatives to be studied would be:

- (1) The continuation north along Fairfax with the ICTS auxiliary fixed guideway line east to the vicinity of Gower Street;
- (2) The alternative which would place the line north of Fairfax and Santa Monica along Sunset to the east with a station at La Brea and a second station at Cahuenga and Hollywood with the deletion of the Hollywood Bowl Station; and
- (3) An alternative which would be from Fairfax east on Sunset to La Brea with a station at La Brea and directly north through the mountains.

5. North Hollywood Alignment.

We all know the Metro Rail Project is viewed as a "starter line" of a regional rail rapid transit system which may extend to as many as 160 miles, and may include as many as 50 or more miles of heavy rail with other types of guideway systems included in the approximately 110 remaining miles of rapid transit. Recognizing that the system must be built in a cost-effective way, we have established criteria to guide our design approach. These criteria require that as much as possible of the region's Metro Rail system be constructed at ground level or above ground, as is the case in Atlanta and Washington, D.C. where about two-thirds of these entire systems are either at surface or in elevated configurations. These criteria will reduce the cost significantly and allow many more miles of system to be constructed for the same dollar amounts. These criteria also allow for construction of less costly at-or-above-the-ground stations which enhance joint development and value capture opportunities. Furthermore, many national studies have shown people prefer to ride above the ground in aerial or surface configuration as opposed to subway.

Due to the high density of development in the Central Business District and along Wilshire Boulevard, an on-the-ground or above-the-ground transit line is not practical. However, we believe that a combination of an aerial and at-grade guideway system is not only feasible but preferable in the San Fernando Valley. One reason is the exceptionally wide right-of-way, namely along Vineland Avenue and/or Lankershim. Another reason is the lower density of the development in North Hollywood relative to along other portions of the line.

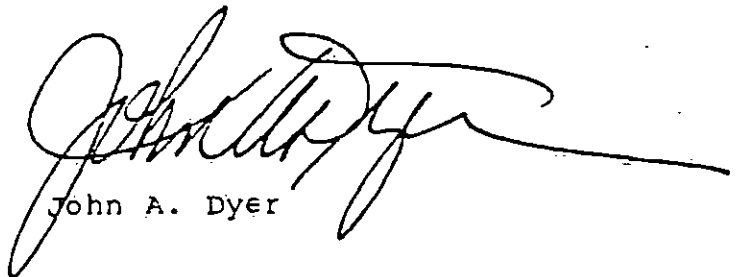
The notion of an aerial guideway is new to many of the residents of North Hollywood who attended the community meetings. Comments from members of the North Hollywood Homeowners Association and others at the meeting indicate they were, and remain, concerned that we are proposing a Chicago or New York-type elevated transit system. These systems were built between 50 and 100 years ago and clearly do not represent current structural technology any more than automobiles of 50 or 75 years ago represent current automobile technology. Clearly, our intent is to build modern structures which exemplify state-of-the-art construction and quality as well as aesthetics. Nevertheless, there remains a

strong suspicion, and I believe a lack of understanding, regarding what the impacts of an aerial guideway are, as well as how it would perform. For these reasons I am recommending that we continue to study both the aerial and the subway configurations as options in North Hollywood on both Vineland and Lankershim. The study should be continued through Milestone 10 with final decisions made at that point. This is a sound planning and engineering approach.

These are the main issues in my judgment that surround the Metro Rail Preliminary Engineering program at this time. In summary, I am recommending that we fix the alignment and station locations from the CBD to the Fairfax and Santa Monica station, and that we continue to evaluate the alternatives previously described in Hollywood and North Hollywood. We will make a special effort to seek broad based community input into the evaluation of these alternatives and plan to bring the matter to the RTD Board of Directors for action around February, 1983.

We anticipate that a Board decision on these recommendations will be made in mid-August. I am most anxious to hear your views. I will keep you informed from time to time as progress is made on the project.

Sincerely,



John A. Dyer

enclosures

County of Los Angeles
Board of Supervisors
Los Angeles, California 90012

MEMBERS OF THE BOARD

PETER F. SCHABARUM

KENNETH HAHN

EDMUND D. EDELMAN

DEANE DANA

MICHAEL D. ANTONOVICH

KENNETH HAHN
SUPERVISOR, SECOND DISTRICT

July 29, 1982

RECEIVED

Mr. John Dyer, General Manager
Southern California Rapid Transit District
425 South Main Street
Los Angeles 90013

Dear Mr. Dyer:

I am strongly in support of a station at Crenshaw and Wilshire Boulevards for the proposed Metro line. I believe the needs of the community which provides heavy ridership on the R.T.D. should be given the highest consideration in this decision.

Tom Newsom, my representative on the R.T.D. Board, assures me that the design of the Crenshaw Station will not bring in additional traffic to the Hancock Park residential area.

Crenshaw Boulevard is a major street that flows from Wilshire Boulevard to Palos Verdes, so there are not only City of Los Angeles residents and business people who use Crenshaw Boulevard, but also cities such as Inglewood, Hawthorne, Gardena, and Torrance are involved with portions of Crenshaw Boulevard.

There are large shopping centers such as Santa Barbara and Crenshaw, Imperial Highway and Crenshaw, as well as small business and large corporations that have potential users of the bus on Crenshaw that would feed into the station at Crenshaw and Wilshire. Such large institutions as El Camino College and Northrop Corporation have facilities on Crenshaw Boulevard.

There is already an existing patronage on Crenshaw by residents and this station is fully justified.

Sincerely yours,



KENNETH HAHN
Supervisor, Second District

KH:np

MTA LIBRARY



John A. Dyer
General Manager

AUG 26 1982

G-8-252-RT

The Honorable Kenneth Hahn
Supervisor, Second District
County of Los Angeles
Hall of Administration, Room 866
Los Angeles, California 90012

Dear Supervisor Hahn:

Thank you for your recent letters in support of a station at Crenshaw and Wilshire Boulevards for the Metro Rail line. Understanding the strong community interest in this matter, the RTD Board has scheduled a dinner meeting for September 8, 1982, with local officials to discuss this important issue. You will be receiving an invitation to this meeting as soon as the specific time and location have been set. Meanwhile, let me take this opportunity to respond to the concerns raised in your letter of July 29 and your letter of August 16 which was cosigned by several other elected officials.

It is clear from the testimony received at the recent RTD public hearing, and the numerous discussions in the community, that strong interest continues regarding the issue of a Metro station at Wilshire and Crenshaw. There are concerns that a station at Crenshaw will adversely impact the surrounding residential community in the form of parking complications, additional congestion and other disruptions. On the other side, there is concern that the absence of a station will restrict access to the Metro Rail line for residents and business people who use Crenshaw Boulevard. There may be other reasons on both sides of this issue as well.

As you know, a major portion of funding for the Metro Rail Project is to come from the Federal Government. Federal regulations specify the criteria which the Urban Mass Transportation Administration must use in making its funding decisions. One of these criteria is consideration of "possible conflicts between the proposed action and the objectives of federal, regional, state and local land use plans, policies and controls for the area concerned." The regulations require that where there exists an inconsistency between the proposed action and the approved local plan, the manner in which such inconsistency would be reconciled must be described in great detail.

As you may know, the City of Los Angeles has adopted a centers concept as part of its General Plan for shaping future growth and development of Los Angeles. In addition, the City has adopted various specific community and public facility plans which detail how growth and development should be shaped and controlled within various communities of the City.

The Honorable Kenneth Hahn
Page 2

The decision to locate a Metro Rail station at Crenshaw is governed by the City's Park-Mile Specific Plan. This Plan, as well as the previous plans, show the Wilshire-Crenshaw area not as a center but rather as a low density area. None of the adopted City plans show a rapid transit station at Crenshaw and Wilshire Boulevards. A recent letter from the City Planning Department dated August 18, 1982, to Bill Boyarsky of the Los Angeles Times indicates why the City plans do not call for a station at Crenshaw and Wilshire Boulevards.

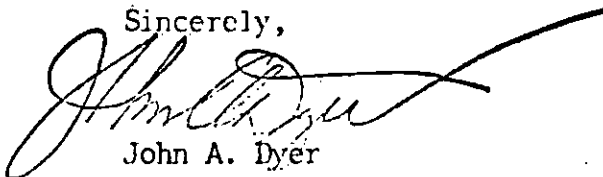
"There is no Crenshaw station called for in the Wilshire District Plan and Concept Los Angeles because they provide for connecting the Wilshire Center and the Miracle Mile Center with rapid transit. The area between the two centers is known as the Park Mile. Admittedly, the plans are not perfect, they need to be reexamined and revised every few years to reflect new circumstances. But nevertheless, these plans do not call for such a station at Crenshaw Boulevard."

Your letter indicates that the Crenshaw Station could be designed in such a way as to not bring in additional traffic to the Park-Mile residential area. A review of rapid transit systems in other cities demonstrates that certain types of measures have enabled stations to be successfully designed and constructed in residential communities with the clear intent to protect the existing community character. In several instances, the transit district and local government jurisdictions have implemented parking restrictions, land use controls, and tailored station designs so as to protect the character of the existing communities and to minimize potential disruption.

If the Park-Mile, and related plans of the City of Los Angeles provided enough flexibility for RTD to give serious consideration to a station in the area, and if the Board makes a policy decision to locate a station there, several measures could be implemented to mitigate and overcome many of the concerns of residents regarding a Metro station at Crenshaw and Wilshire. To even consider these measures, however, would require the initial City of Los Angeles determination that a station in that general vicinity does not conflict with the existing plans, or in the event that there is a conflict, that measures will be taken to overcome the conflict.

I hope this clarifies our position on this important issue. I do look forward to your participation in the dinner meeting of September 8; and as I mentioned, we will notify you of the specific time and location. In the meantime, if you need additional information, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Dyer", with a long, sweeping horizontal stroke extending to the right.

John A. Dyer

6



RTD

John A. Dyer
General Manager

AUG 12 1982

The Honorable Tom Bradley
Mayor
City of Los Angeles
200 North Spring Street, Room 305
Los Angeles, CA 90012

Dear Mayor Bradley:

You may have read in the Los Angeles Times on August 11, 1982 a report that my position on the Crenshaw-Wilshire Metro Rail Station has changed from that which I presented earlier to the Board of Directors. Please be assured that my position today is the same as it was in my July 22, 1982 recommendation to the RTD Board. I have attached a copy of the Los Angeles Times article and the recommendations which I presented at the Board's Public Hearing held on July 29, 1982. Also attached is my letter of July 22, 1982, which transmitted these recommendations to you and to other local officials, pertinent sections of the adopted land use plans, and a letter from the City's Planning Director regarding this matter.

My position, as stated in the above referenced documents, was and remains as follows:

I believe we have little choice in the matter of adding a station at Crenshaw unless the City amends the adopted Park-Mile Community Plan.

I do not see any way to recommend or justify a station at Crenshaw and Wilshire. A station at this location would be in direct conflict with the land use plans that were developed and approved by the City of Los Angeles and the communities surrounding the proposed site. Only if the City changes such plans within a period of six months could a station reasonably be considered and even then, ridership might not justify a station at that location.

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The Honorable Tom Bradley
Page 2

Let me briefly elaborate on the matter of patronage. The adopted land use plan is a major determinant of station patronage. Thus, the issue of station patronage cannot be finally resolved unless the land use plans are modified to permit a station at Crenshaw. Patronage analyses completed during the previous planning phase indicate a slightly higher patronage at Crenshaw than at La Brea. While these analyses provide a reasonably accurate estimate of future system-wide ridership, the specific station volume data are less reliable, particularly if they are to be used as a basis for station sizing--an important element of preliminary engineering.

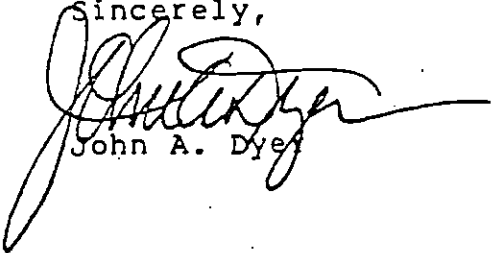
As part of Milestone 9, we will complete and report on revised patronage analyses for each Metro Rail station utilizing the most up-to-date computer modeling procedures in the U.S. which we know are more sensitive to station patronage criteria than are system-wide analyses. Thus, while existing station patronage data present a good indicator of projected station usage, it would be improper to use such data as the single factor in deciding on whether or not to add a station at a particular location.

Clearly, patronage is an important determinant in selecting Metro Rail stations. However, the ridership numbers cannot be used as the basis for overriding the adopted land use and development plans of a general government in deciding whether or not to place a station at a particular location.

My position remains consistent with that stated previously. The existing land use plan precludes us from considering a station at Crenshaw and Wilshire.

I hope this clears up any confusion which may result from the Los Angeles Times article.

Sincerely,


John A. Dyer

Attachments

cc: Board of Directors
Bill Boyarsky, Los Angeles Times

(This letter was also delivered to members of the Los Angeles City Council.)

Crenshaw-Wilshire Subway Stop Backed

RTD Chief Now Offers to Support Station if City Council Agrees It Is Necessary

By BILL BOYARSKY, Times City-County Bureau Chief

The general manager of the Southern California Rapid Transit District said Tuesday that the agency will support a Crenshaw Boulevard station on the proposed Wilshire subway line if Mayor Tom Bradley and the Los Angeles City Council back the stop.

The statement by John Dyer in an interview constituted a change from an earlier statement he made to the RTD board that there is "not any way to recommend or justify a station at Crenshaw and Wilshire."

"The impression is being given that the RTD is opposed to a station in Crenshaw," he said. "That is not the case. The fact is, in my judgment, we are precluded from giving serious consideration at this point" because of city planning and zoning regulations.

Dispute Important

The dispute over the Crenshaw station is considered important by city and neighborhood leaders because the decision will affect the development of the largely black Crenshaw residential area.

Dyer also sounded a conciliatory note in discussing another controversial feature of the big Metro-rail subway project that will run from downtown Los Angeles underneath Wilshire Boulevard and through the Santa Monica Mountains to North Hollywood.

That dispute is over whether the North Hollywood section should be underground or overhead.

While Dyer and the RTD staff had made no recommendations, staff members seemed to be leaning toward the overhead line.

But in the interview, Dyer said, "We can go either way"—underground or overhead.

And, he said, an elevated line's cost compared to a subway would not be a major factor in the decision. "In the overall magnitude of things, a subway is not that much more expensive," he said.

It all added up to a move by Dyer to solidify community groups and political interests behind him, the staff and the RTD board when decisions on the route are made later this year and early next year.

The Crenshaw station has been opposed by residents of nearby Hancock Park, who said it would encourage development in a largely residential area and violate the city plan ordinance setting aside the area as a low development area.

Complaints Registered

But Southwest Los Angeles residents have complained that failure to build a Crenshaw-and-Wilshire station would make it difficult for them to use the subway. And Senate President Pro Tem David A. Roberti (D-Los Angeles), who represents a small part of the area, said he thought that Hancock Park homeowners did not want predominantly black residents of Southwest Los Angeles stopping near their neighborhood.

In discussing the Crenshaw station in the interview, Dyer sounded a more conciliatory note than was evident in previous RTD reports.

Dyer said the only reason he recommended against it was that the city plan called for subway stations in mid-Wilshire only in locations "most suitable to serve intensive development." The city plan does not call for such development at Crenshaw and Wilshire, Dyer noted.

SUBWAY: Station

Continued from First Page

If Bradley and the City Council changed the plan, Dyer said, the RTD would consider building a Crenshaw station.

As a sign of his changing attitude, Dyer said Crenshaw would provide enough ridership to justify the stop.

"The Crenshaw ridership (would be) larger than Brea's," he said. "By no means is the lowest ridership Crenshaw."

Please see SUBWAY, Page 2

7

SACRAMENTO OFFICE
STATE CAPITOL, ROOM 4040
SACRAMENTO, CA 95814
(916) 443-5215

GEORGETTE IMURA
ADMINISTRATIVE ASSISTANT

DISTRICT OFFICE
101 CRENSHAW BLVD
SUITE 300
LOS ANGELES, CA 90043
(213) 295-6655

PETER COYE
ADMINISTRATIVE ASSISTANT



California State Senate

DIANE E. WATSON

THIRTIETH SENATORIAL DISTRICT

CHAIRPERSON

Senate Committee on Health and Welfare

COMMITTEES
CHAIRPERSON
HEALTH AND WELFARE
AND SUBCOMMITTEE
ON
GENETIC DISEASES
AND
MENTAL HEALTH
CONSTITUTIONAL
AMENDMENTS
BUSINESS AND
PROFESSIONS
EDUCATION
NATURAL RESOURCES
AND WILDLIFE

RECEIVED

August 16, 1982

GENERAL MAIL
ROOM

Mr. Michael W. Lewis
President
Board of Directors
SOUTHERN CALIF. RAPID TRANSIT
DISTRICT
425 S. Main St.
Los Angeles, CA 90013

Dear Mr. Lewis:

We are writing to urge the RTD Board of Directors to designate Crenshaw and Wilshire Boulevards as a Metro Rail station location.

At the RTD Board's public hearing on July 29th, several speakers based their opposition to the Crenshaw station upon a certain interpretation of the relevant city planning documents. After reading these documents and meeting with staff from the Department of City Planning, we have concluded that none of these documents substantively prohibits the siting of a Metro Rail station at Crenshaw and Wilshire:

1. Park Mile Specific Plan (Ordinance No. 154,653):
Contrary to the testimony presented by opponents of the Crenshaw station, the Park Mile Specific Plan does not specifically prohibit the siting of a subway station at Crenshaw and Wilshire. There is no reference to a subway station or to any other transit facility in Section 3, relating to prohibited uses, nor is such reference contained in any other section of the Park Mile Specific Plan.

However, this plan does clearly establish the goal of preserving the low-density, single-family residential character of the Park Mile area. To the best of our knowledge, none of the advocates of the Crenshaw station is proposing any

Page 2
Mr. Michael Lewis
August 16, 1982

change in the development controls promulgated by the Park Mile Specific Plan. We are merely asking that Crenshaw area residents not be denied access to the Metro Rail system when they arrive at the corner of Crenshaw and Wilshire.

2. Wilshire District Plan: This plan does not specifically prohibit the siting of a subway station at Crenshaw and Wilshire. Indeed, the section on "future transportation needs" (page 3) concedes that the plan

". . . does not provide sufficient circulation facilities in both the north-south and east-west directions to meet the projected citywide transportation needs. . . Further study of future transportation needs and possible alternative solutions is necessary. . ."

In a list of possible transportation alternatives to serve travel demands through the Wilshire District, the plan mentions "Public transportation--including both surface bus and fixed guideway systems."

3. Concept Los Angeles (City of Los Angeles General Plan): The Concept designates 56 locations in the Los Angeles metropolitan area as "centers," or focal points of high-intensity urban, residential, commercial, or cultural uses. As a general policy on rapid transit station location, the Concept states that

"For the most part [our emphasis], stations will be confined to Centers in order to avoid delays due to numerous stops. . ." (page 5)

In response to the concern about delays due to numerous stops, one should observe that the distances between the Crenshaw-Wilshire station and the La Brea-Wilshire and Western-Wilshire stations on either side of it are not significantly greater than the distances separating many of the other stations along the Metro Rail route.

While Crenshaw-Wilshire is not officially designated as a center according to the Concept, it certainly is the logical connection between the Crenshaw shopping center (which the Concept does designate as an official center) and the Metro Rail system.

Furthermore, it should be pointed out that at least two of

Page 3

Mr. Michael Lewis

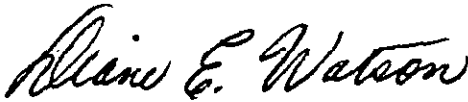
August 16, 1982

of the Metro Rail station locations proposed by the RTD-- Beverly-Fairfax and Santa Monica-Fairfax--are not centers designated by the Concept. Consequently, inclusion of the Crenshaw station would not constitute a departure from existing RTD practice on Metro Rail station location.

To summarize, the Crenshaw station is more than a symbol. It would provide a key point of access to the Metro Rail system for many transit-dependent residents of the Crenshaw area--loyal consumers and supporters of public transportation who are willing to wait their turn for direct Metro Rail service to their own neighborhood, but who claim the right to transfer onto the subway once they reach the north end of Crenshaw Boulevard.

For these reasons we feel the Crenshaw-Wilshire station warrants your support.

Sincerely,



DIANE E. WATSON
State Senator



DAVID ROBERTI
President Pro Tempore



GWEN MOORE
Assemblywoman

JULIAN DIXON
Member of Congress



KENNETH HAHN
L. A. County Supervisor



DAVID CUNNINGHAM
L. A. City Councilman



PAT RUSSELL
L. A. City Councilwoman

/mhn

cc: John Dyer, General Mgr., RTD
RTD Board Members: Jan Hall, Marvin Holen, Carl Meseck,
Thomas Neusom, Nick Patsouras, Jay Price, Ruth Richter,
Charles Storing, Gordana Swanson, George Takei
all L. A. City Council members

8



DAVID CUNNINGHAM
COUNCILMAN
TENTH DISTRICT

RECEIVED
AUG 24 1982
ALBERT PEROGH
ASST. TO THE CITY MANAGER

City Council
of the
City of Los Angeles
City Hall
90012

COMMITTEES
CHAIRMAN, PERSONNEL AND
LABOR RELATIONS
VICE CHAIRMAN
GOVERNMENTAL OPERATIONS
MEMBER
GRANTS, HOUSING AND
COMMUNITY DEVELOPMENT
MEMBER
BOARD OF REFERRED POWERS
485-3323
DISTRICT OFFICE
4758 WEST PICO BLVD
937-7515

August 18, 1982

Mr. John A. Dyer
SCRTD General Manager
SCRTD
425 S. Main Street
Los Angeles, CA 90013

Dear Mr. Dyer:


I am writing to you to reiterate and emphasize the critical need for a Metro Rail Station at Crenshaw and Wilshire.

I believe Metro Rail must serve a far greater population than that within a narrow radius of each stop. There remains, under the current proposed route, a significant population which will be ignored if a Crenshaw station is not added to the route. It is also important to acknowledge the recently funded C.A.R.E. project located more southerly on Crenshaw. The revitalization of this community will be greatly hindered without community access to mass transit.

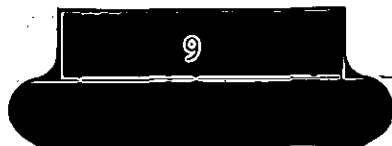
Certain elements who advocate the low-density population philosophy of urban planning are citing the Park Mile Specific Plan as a legal document which would prohibit a station. Although the Park Mile Specific Plan was instituted to regulate density along that portion of the Wilshire Corridor, no where in the Park Mile Plan is it stated that a station of this nature would be inappropriate.

In closing, I urge that you include a Crenshaw-Wilshire station in the Metro Rail Plan.

Sincerely,


DAVE CUNNINGHAM
Councilman, Tenth District

DC/DWC:jmg



CITY OF LOS ANGELES
CALIFORNIA



TOM BRADLEY
MAYOR

RECEIVED

AUG 17 1982

ALBERT PERDON
ASST. TO THE CITY MANAGER

DEPARTMENT OF
CITY PLANNING
861 CITY HALL
LOS ANGELES, CA 90012
CALVIN S. HAMILTON
DIRECTOR

**CITY PLANNING
COMMISSION**

DANIEL P. GARCIA
PRESIDENT
J. S. KRUEGER
VICE-PRESIDENT
STEVE HARRINGTON
CARL MASTON
SUZETTE NEIMAN

RAYMOND I. NORMAN
SECRETARY

August 18, 1982

Mr. Bill Boyarsky
Los Angeles Times
Times Mirror Square
Los Angeles, CA 90012

SUBWAY ARTICLE AND THE LOS ANGELES TIMES EDITION OF AUGUST 15, 1982

Your article on the Metro Rail for Los Angeles, published on August 15, 1982, misled and misinformed the readers of the Los Angeles Times. It was evident to me that you did not perform adequate research for that article. The readers of the Los Angeles Times can expect a more professional reporting job than you exhibited in that article, especially since you are the Chief of The Times City-County Bureau.

One major point made in your article was that the Mayor and the Council have not been very involved in planning for the Metro Rail Subway. That is absolutely not true. You did not mention in your article that the Los Angeles City Planning Department, the City Planning Commission, the Mayor and the City Council have developed a comprehensive land use and transportation plan for the City of Los Angeles over the past 15 years. Concept Los Angeles, features a number of high density residential/commercial centers connected with a grade separated rapid transit system. It was prepared and adopted only after extensive input from the people who live and work in the City of Los Angeles as well as the Mayor and Council. More specifically Concept Los Angeles, the basic element of the General Plan for the City of Los Angeles was adopted by the Mayor and Council in final form in 1974.

Using Concept Los Angeles as a basis the City Planning Department has developed and the City Council has adopted 34 detailed Community or District Plans. Only one of 35 community plans for the City remains to be completed. Each and every one of these plans have likewise been prepared with extensive citizen input and careful review by the Planning Commission, the Mayor and City Council.

MTA LIBRARY

In the regional core, which Metro Rail will serve, each of the six community plans calls for grade separated rapid transit, just as is being proposed for the Metro Rail subway. Thus, to their great credit, the Mayor and the Council, City Planning Commission and indeed, the City Planning staff have in fact paved the way for the current preliminary engineering studies for Metro Rail.

These preliminary engineering efforts are the second phase of work which was begun in the summer of 1977. In August 1977, the City Planning Department and two other City Departments were retained by the SCRTD to assist with an Alternative Analysis as required by the federal government. This Alternative Analysis studied thirteen basic transportation alternatives within the "Wilshire-La Brea Corridor". During that two to three year period we had extensive public informational meetings, community meetings and legal public hearings to evaluate these 13 proposed alternatives. Every community group that we could contact was informed of our work and asked for input. There is a log in Appendix IV of the Alternative Analysis/ Environmental Impact Report which documents these many, many public meetings.

Of course, this alternative analysis followed from the study which examined 66 transit corridors throughout the Southern California Region during the period 1974-1976. By failing to mention these most relevant planning efforts you do an injustice to the detailed planning work that has been under way for years in Los Angeles City.

In your article you also discuss the proposed Crenshaw Boulevard Station and the racial implications of that station. In this you also do a great disservice to the people of Los Angeles by not explaining the City's plans and why they do not call for such a station.

There is no Crenshaw station called for in the Wilshire District Plan and Concept Los Angeles because they provide for connecting the Wilshire Center and the Miracle Mile Center with rapid transit. The area between the two centers is known as the Park Mile. Admittedly, the plans are not perfect, they need to be reexamined and revised every few years to reflect new circumstances. But nevertheless, these plans do not call for such a station at Crenshaw Boulevard.

What was prepared, as called for in the Wilshire District Plan, was a Specific Plan for the Park Mile Area. The City, working very closely with a Citizen Advisory group appointed by the Councilman of the District, developed one of the most restrictive land use and commercial plans in the City for that area. We restrict development to three stories or less and what commercial development that is permitted must cover no more than 50% of any lot.

August 18, 1982

One of the most important reasons why rapid transit stations are proposed for centers is to take advantage of joint development/value capture opportunities. It is reasonable to expect growth around transit stations. It is also reasonable to expect that any new growth will contribute financially toward the construction of the station, or possibly toward the continued operation and maintenance of rapid transit system itself. Thus, it is logical and rational to place stations where future growth is anticipated, and is welcomed. A feeder bus system and secondary transit systems will be provided to assist in bringing riders to and from the stations.

You imply that by omitting a station at Crenshaw Boulevard that neighborhoods in the south-western Los Angeles area would be doomed to blight. As a City Planner I would disagree with such an implication. With adequate feeder bus systems the people of this area will indeed have easy access to the stations at Western Avenue and La Brea Avenue. Additionally, there exists a proposal for a Transit System that would far better serve the residents of southwestern Los Angeles. That proposal would be to push for an "Intermediate Capacity Transit System" along the rail line that exists in the middle of Exposition Boulevard. This route has been designated by the County Transportation Commission as one of the original "early action corridors" for a light rail system.

During the present Preliminary Engineering/Second Tier EIS efforts, the City Planning Department has been retained by SCRTD to help develop more detailed specific plans around each and every station. In these current efforts, we expect Citizen Advisory Committees to be appointed for six sectors, that is six groups of stations. We have been working very closely with the SCRTD and the Mayor and Council offices on this aspect. We have performed a background research to date and again are in the preliminary stages of developing ideas for regulating growth around the proposed transit stations. The Citizen Advisory Committees that are in the process of being appointed will have representatives appointed by the Council offices as well as the Mayor. Thus, in your article by not mentioning these current efforts again you shortchange the readers of the Los Angeles Times.

The Los Angeles Times usually does a far better job in providing accurate information to his readers. I bring to your attention the article in the May 16, 1982 Los Angeles Times detailing some of the background and historical studies in Rapid Transit Planning.

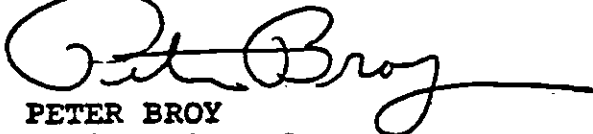
Mr. Bill Boyarsky

-4-

August 18, 1982

I would be pleased to share with you more detailed information on city planning and rapid transit planning in Los Angeles. I feel that the Los Angeles Times could provide a most valuable service in bringing, in a timely fashion, the complete story of Metro Rail Planning to the attention of your readers.

Sincerely,

A handwritten signature in cursive script, appearing to read "Peter Brooy", with a long horizontal flourish extending to the right.

PETER BROY
Senior City Planner
PB:ic



John A. Dyer
General Manager

August 20, 1982

TO: Marvin L. Holen

FROM: John A. Dyer

SUBJECT: The Options and Constraints Regarding a Crenshaw Station
for the Metro Rail System

It is clear from the testimony received at the recent RTD public hearing and the numerous discussions in the community that strong interest continues regarding the issue of a Metro station at Wilshire and Crenshaw. Those who do not want a station at Crenshaw appear to be concerned that a station might adversely impact the surrounding residential community in the form of parking complications, additional congestion, and other disruptions. There may be other reasons as well.

As you know, a condition of federal funding for construction of the Metro Rail system is the preparation of an Environmental Impact Statement which is well underway at the present time. The RTD prepares the draft Environmental Impact Statement which then must be reviewed and approved by the Urban Mass Transportation Administration. The EIS is governed by regulations published by UMTA for implementing the procedural provisions of the National Environmental Policy Act of 1969 and 1970 as amended. Pursuant to Article 1502.16, Environmental Consequences, the Urban Mass Transportation Administration must use as one of several criteria for making its funding decisions on the Metro Rail Project the consideration of "possible conflicts between the proposed action and the objectives of Federal, regional, State and local land use plans, policies and controls for the area concerned." The Regulations require that where there exists an inconsistency between the proposed action and the approved local plan, the manner in which such inconsistency would be reconciled must be described in great detail.

A review of rapid transit systems in other cities demonstrate that certain types of measures have enabled stations to be successfully designed and constructed in residential communities with the clear intent to protect the existing community character. For example, Atlanta, Washington, D.C., and Toronto are cities where rapid transit stations have been located in residential communities. In Atlanta on the MARTA system, there are two stations, Inman Park and East Lake which are located in residential areas. In Washington, D. C. on the WMATA system, there are several stations on the new Carrollton Line, East Market, Potomac Avenue and Capitol South

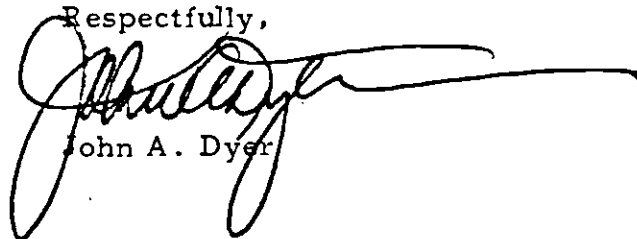
August 20, 1982

that are located in residential areas. The East Market Station is in a historic district established to preserve the character of the residential community. The Tacoma Station, on the Glenmont line, is located in a single family residential neighborhood. To minimize potential disruption to the surrounding communities WMATA and the local governmental jurisdictions implemented parking restrictions, land use controls, and tailored the station designs so as to protect the character of the existing communities.

In the case of Los Angeles, several measures could be employed to mitigate and overcome concerns of the residents regarding a Metro station at Crenshaw and Wilshire, if the Park-Mile and related plans of the City provided enough flexibility for RTD to give serious consideration to a station in the area and if the Board makes a policy decision to locate a station in the area. For example, off-street parking could be excluded by the nature of the design of the station. An off-street bus loading and unloading area could be located adjacent to the station entrance, and auto-passenger drop-off areas could be provided off-street. These facilities would minimize traffic impacts on surrounding streets and on the residential neighborhood. Also, it would be of critical importance that land use controls be established to maintain the land use in its current form. Finally, the station facilities at the surface could be designed in a way to blend in harmoniously with the architecture and urban design of the surrounding community. In short, there are, in my judgment, a number of measures that could be taken to design and construct a station at Crenshaw and Wilshire that would comply with the EIS and at the same time protect the residential character of the neighborhood. To even consider these measures, however, requires the initial City determination that a station in that general vicinity does not conflict with the existing plans, or in the event there is a conflict, that measures be taken to overcome the conflict.

If you need additional information, please contact me.

Respectfully,

A handwritten signature in black ink, appearing to read "John A. Dyer", with a long horizontal flourish extending to the right.

John A. Dyer

cc: Board of Directors

PATRONAGE IMPLICATIONS OF A STATION AT CRENSHAW

SCRITD Planning Department
August 26, 1982

This memorandum describes the volumes of patrons that would use the Crenshaw Station if it was constructed. The demand values presented are based on the 1995 SCAG forecasts and includes significant growth in terms of both population and employment in the regional core. Patronage totals for La Brea and Western Avenue Stations are presented for comparison.

Location

The Crenshaw Station would be located at or near the intersection of Crenshaw and Wilshire Boulevards. On the Metrorail line, the station would be approximately 5.5 miles from Union Station. It would be located 0.6 mile west of the Western Avenue Station and 1.4 miles east of the La Brea Station. Without the Crenshaw Station, a distance of 2 miles would have to be traversed by the system. This limitation on access will cause substantial loss in patronage in that walk access and park 'n' ride access (P/R) will be constrained.

Patronage

The patronage work conducted by the District over the past two to three years indicates that a planned Crenshaw Station would in fact be a viable location. Exhibit 1 displays total daily patrons at the station site after parking constraints have been applied. According to the City Planning department, there is an excess of on and off street parking in the area which could absorb some park and ride trips. A conservative estimate of 250 spaces at each of the three affected stations (Western, Crenshaw and La Brea) was assumed.

As shown in exhibit 1, there is a significant amount of short and long term parking indicating a turnover of approximately four for each space provided. Under the constrained assignment, 322 trips are estimated to be lost because of lack of parking and an inability to shift to another mode (Note, the report is based on arriving passengers to Crenshaw Station). If Crenshaw Station is not constructed more significant impacts occur.

In a previous report it was estimated that all users of the Crenshaw Station could be diverted to either the La Brea or Western Avenue Stations on a 56%/44% basis respectively. This total diversion is acceptable for direct access trips such as bus, and a portion of kiss 'n' ride trips since no vehicle change is required. Additional travel time, however, is required. For kiss 'n' ride trips the additional travel time to the new station has to be added to both directions of the trip in order to estimate the impact. Kiss 'n' ride are trips where the passenger is dropped off at a station by a family member or friend. Park 'n' ride are trips where a person drives and parks at the station before boarding.

In terms of auto trips, it must be assumed that portions of driver alone trips and auto passenger trips will divert first to available spaces at other stations and next to bus travel. It is unknown if any of these trips could divert to kiss 'n' ride access. Hence, diversion of these trips to kiss 'n' ride mode is assumed to be at 50% of the kiss 'n' ride

trips as a proportion of all trips arriving at the Crenshaw Station. Walk trips are assumed to be diverted to both bus and kiss 'n' ride access. Ridership deflection to bus is assumed to equal the same percentage share of the total trips originally projected to terminate at Crenshaw Station. This factoring is to account for the additional travel time for the driver to get to and from the new station site, and a portion of walk trips that may be able to shift to a kiss 'n' ride access mode. The redistribution of trips is shown in Exhibit #2.

EXHIBIT 1
PROJECTED 1995

Daily Patronage To Three Wilshire Stations
Constrained Demand

<u>Station</u>	<u>Existing Parking Space As Estimated by LA City/DOT</u>	<u>Assumed 1995 Parking</u>
Western	521 spaces	250 spaces
CRENSHAW	787 spaces	250 spaces
La Brea	217 spaces	250 spaces

Daily Patronage by Mode of Access

<u>STATION</u>	<u>WALK</u>	<u>BUS</u>	<u>P/R</u>	<u>K/R</u>	<u>AUTO PASS</u>	<u>TOTAL</u>
Western	2,644	10,397	7776	4,704	78	18,599
CRENSHAW	2,065	5,392	709	3,314	619	11,549
La Brea	597	5,777	649	3,189	90	10,276

P/R = Park 'n' Ride

K/R = Kiss 'n' Ride

Auto Pass = Auto Passenger

As shown in Exhibit 2, the loss of Crenshaw Station allows for diversion of 9,341 trips to the other two stations via alternative modes and a loss of 2,208 trips to the rail system, presumably to the auto mode. This loss is approximately 19% of the originally estimated travel to the Crenshaw Station. Further work has to be done concerning short and long term parking spaces and associated fees applied to these spaces near the alternative stations. In any event the loss of parking capacity has a significant impact on patronage.

EXHIBIT 2

ANALYSIS OF CRENSHAW TRIPS DIVERSION TO OTHER STATIONS

o Walk Trips 2,065

o Diversion to Bus 46% * 2,065	=	950
o Diversion to K/R (2,065 - 950) * 29% * 50%	=	162
Total Diverted	=	1,111
Total Lost Trips	=	954

o Bus Trips 5,392

o 100% Divert to other stations	=	5,392
---------------------------------	---	-------

o Park-Ride and Auto Passenger Trips = 778

o Other Station Lots at Capacity	=	No Diversion Possible
o Diversion to Bus 46% * 778	=	358
o Diversion to K/R (778 - 358) * 29% * 50%	=	61
Total Diverted	=	419
Total Lost Trips	=	359

o Kiss 'n' Ride Trips 3,314

o 50% Diverted to Kiss 'n' Ride	=	1,657
o Trips Diverted to Bus 1,657 * 46%	=	762
Total Diverted	=	2,419
Total Lost Trips	=	895

Summary: Initial Trips 11,549
Diverted Trips 9,341
Lost Trips 2,208

Impacts on Station Facilities

In order to determine the impacts on bus facility and other station requirements a similar diversion analysis was conducted for the AM Peak 1-hour. Exhibit 3 documents the results of that effort. Total AM peak hour trips lost because of the elimination of the Crenshaw Station total 294 trips, or 22% of the initial assignment. Exhibit 4 presents the results of the mode of access reassignments for the AM peak 1-hour. Exhibit 5 multiplies the bus, kiss 'n' ride and park 'n' ride access trips by 1.5 to determine peak demand for sizing of bus and other facility requirements for access to the station.

EXHIBIT 3

DIVERSION OF TRIPS IN PEAK AM 1-HOUR

o Walk Trips - 144 Trips		
o Diversion to Bus 144 X .46	=	66
o Diversion to K/R (144-66) x .50 x .29	=	11
Total Diverted	=	77
Total Lost	=	67
o Bus Trips - 407 Trips		
o No Diversion	=	407
Total Diverted	=	407
Total Lost	=	0
o Kiss 'n' Ride Trips - 657 Trips		
o Diversion to K/R = 657 x .5	=	328
o Diversion to Bus = 329 x .46	=	151
Total Diverted	=	479
Total Lost	=	178
o Park 'n' Ride - Auto Passenger Trips - 105		
o Diversion to Auto - Pkg. Lots at Capacity	=	0
o Diversion to Bus 105* x .46	=	48
o Diversion to K/R (105-48) x .29 x .50	=	8
Total Diverted	=	56
Total Lost	=	49
Total Diverted Trips	=	1,019
Total Lost Trips	=	294
Total Initial Trips	=	1,313
% Loss	=	22

EXHIBIT 4

AM PEAK 1-HOUR TOTALS AT LA BREA,
WESTERN, AND CRENSHAW AFTER REDISTRIBUTION OF TRIPS

<u>STATION</u>	<u>WALK</u>	<u>BUS</u>	<u>K/R</u>	<u>P/R</u>	<u>AUTO PASS</u>	<u>TOTAL</u>
Western	18	1,153	1,126	87	7	2,391
CRENSHAW	0	0	0	0	0	0
La Brea	6	698	801	76	8	1,589

EXHIBIT #5

ADJUSTED AM PEAK 1-HOUR TRIPS
FOR SIZING OF FACILITIES

<u>STATION</u>	<u>WALK</u>	<u>BUS</u>	<u>K/R</u>	<u>P/R</u>	<u>AUTO PASS</u>	<u>TOTAL</u>
Western	27	1,730	1,689	131	11	3,588
CRENSHAW	0	0	0	0	0	0
La Brea	9	1,047	1,201	114	12	2,383

(All Exhibit 4 items multiplied by 1.5)

Using the results of Exhibit #5, the off-street station facility requirements at the redistributed stations is as follows:

OFF-STREET

BUS BAYS:

Max. 8 buses/hour/bay = 7.5

60 passengers/bus * 7.5

450 passenger/bay/hour

HENCE: BUS BAYS AT WESTERN:

$1,730/450 = 3.8$ or 4

BUS BAYS AT LA BREA

$1,201/450 = 2.6$ or 3

In order to develop these bus facilities significant station space will be required. On-street facilities would be impacted further because of imbalanced passenger loads by direction, disruption to surface traffic flow, and increased bus travel on adjacent secondary streets.

If trips were not redistributed the bus requirements at each of the three stations for the AM Peak 1-hour would be:

BUS. BAYS

Western	2.5 or 3
CRENSHAW	1.3 or 2
La Brea	1.3 or 2

In terms of park 'n' ride spaces adjacent parking could not accommodate the AM Peak 1-hour demand. It is uncertain if additional private investment will provide overflow parking spaces at Western and La Brea Stations. In the case of kiss 'n' ride the problem is determining how long someone may wait to either pick up or drop off patrons. If it is assumed that a kiss 'n' ride trip stays in a space for a maximum of 3 minutes (including station entry, exit, and circulation), then each space can handle 20 cars per hour. The following requirements then would result in both before and after redistribution. (This situation could be grossly compounded in the PM peak if kiss 'n' ride autos are permitted to wait for outbound passengers).

KISS 'N' RIDE SPACES

	<u>BEFORE REDISTRIBUTION</u>	<u>AFTER REDISTRIBUTION</u>
Western	58	84
CRENSHAW	49	0
La Brea	49	60

The table indicates sizeable numbers of drop off spaces if they were all accommodated in the zone at each station. However, it should be emphasized that elimination of Crenshaw Station will require devotion of more station space for buses at both La Brea and Western Aves. Stations. Further studies of the facilities for buses and automobiles will be necessary.

Conclusion

The location of a station at Crenshaw Blvd. has been opposed by the City of Los Angeles because of (1) inadequate development potential, (2) neighborhood opposition and (3) non-conformance with the City's adopted master plan. Eliminating Crenshaw Station from the plan will cause a significant loss of trips to the rail system. Kiss 'n' ride space requirements will be substantial under either case. Bus Bay requirements at stations will not be excessive because of redistribution, but will require more space. Overall, from a patronage standpoint, the Crenshaw Station appears to be a viable location.

SCRTD METRO RAIL PROJECT

MEMO

To: Richard Gallagher
From: *J. Crawley*
Subject: Addition of Crenshaw Station

Date: August 26, 1982

WBS #: 14BAB

This will respond to your request to determine the impact on system design, schedule, and cost of adding a station at Crenshaw Boulevard.

We have concluded that a transit station could be constructed at some future date while maintaining a reduced level of operation on the rest of the system.

A conceptual, step-by-step construction procedure and illustrations are attached. This construction procedure would add approximately 30 percent to the cost of the station.

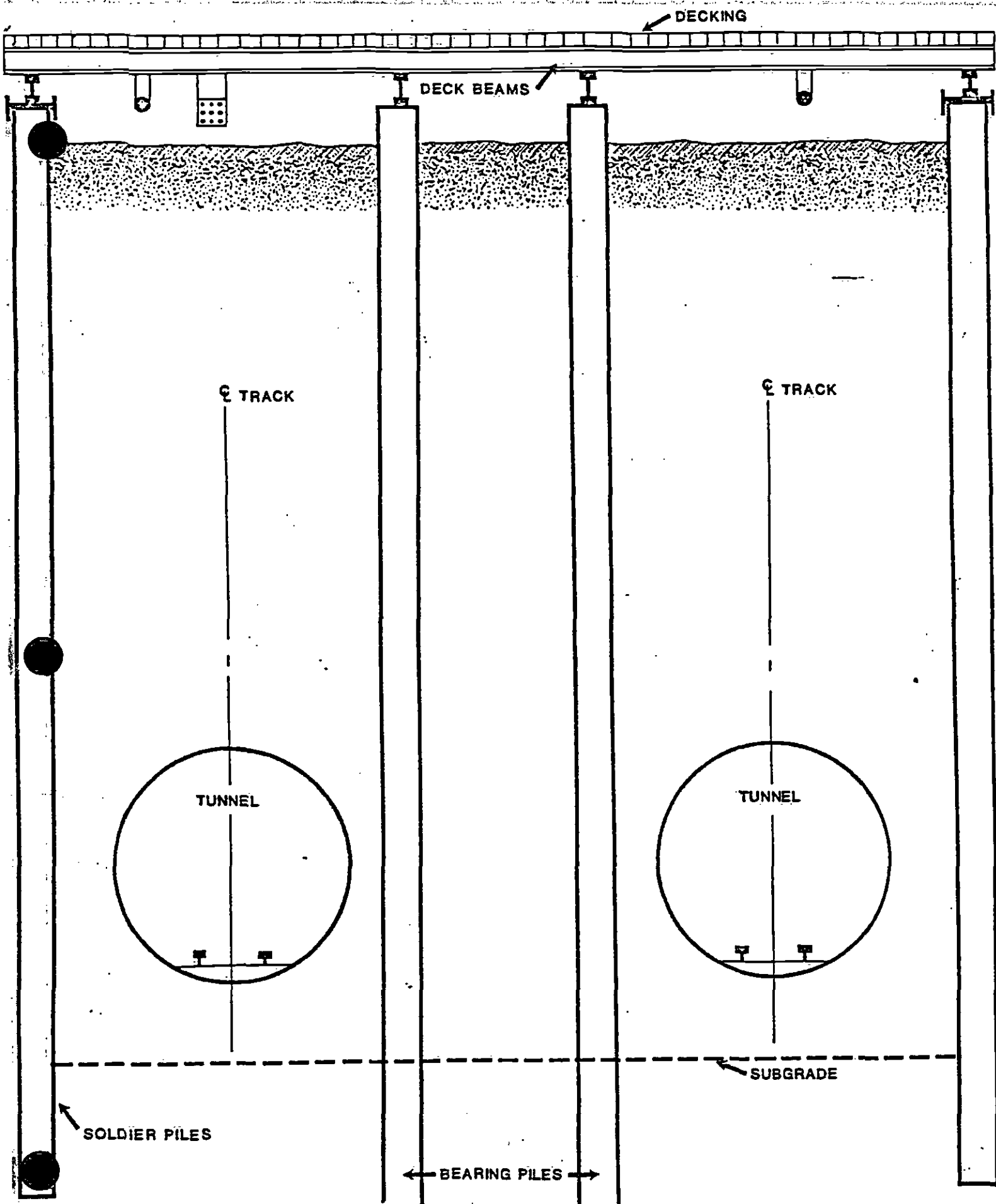
JEC:mo
Attachment



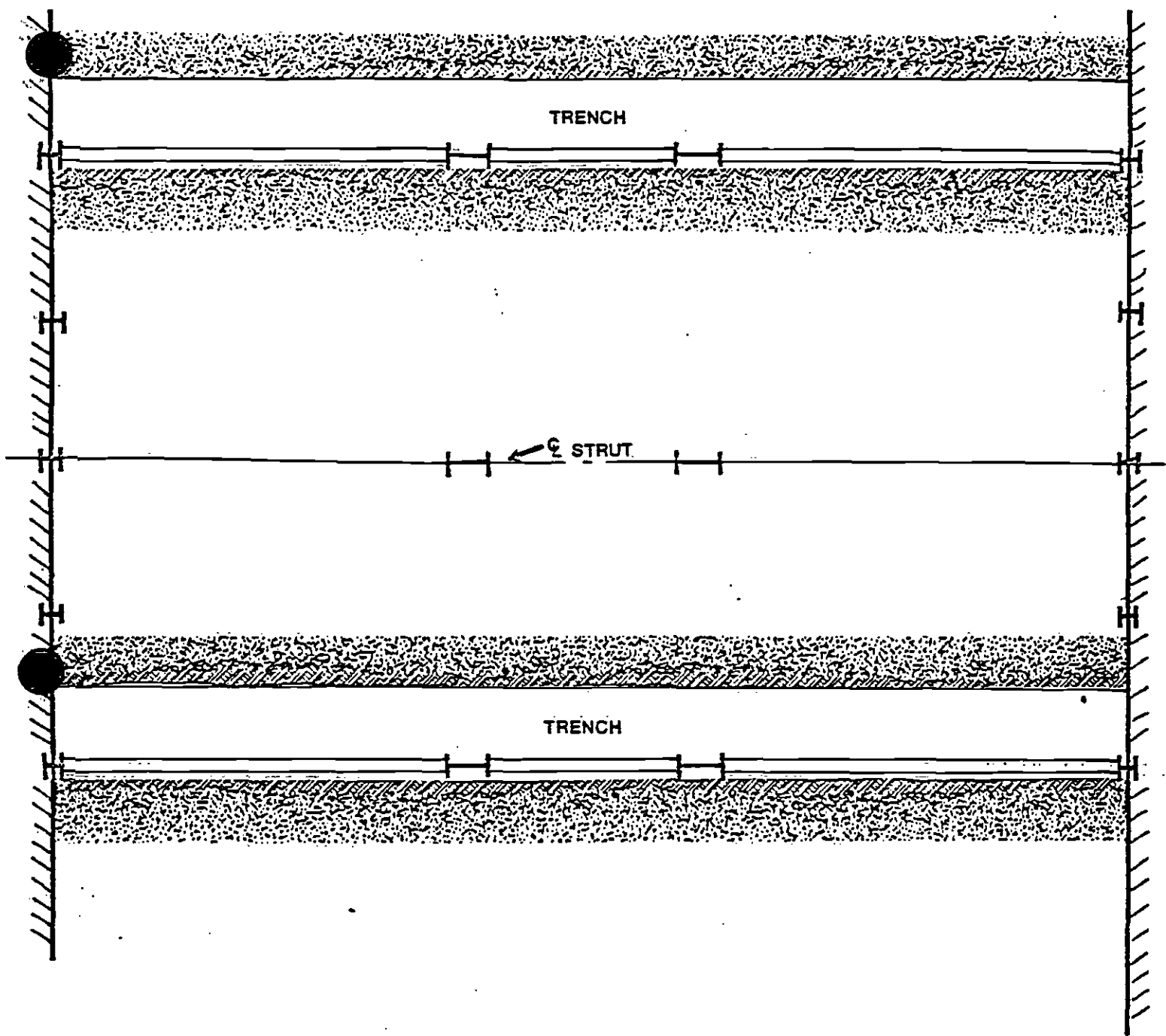
Procedures for Construction of Crenshaw Boulevard Station in the Future When Tunnel Lines are Providing Train Service.

1. Along the outside limits of the station structure drill holes at 6" on centers and install soldier piles for a conventional soldier - pile and timber lagging support of excavation sheeting system. Fill holes with lean concrete.
2. Along the interior of the station structure and within a few feet of the tunnel rings, drill two rows of holes at 12' on centers and install soldier piles. Fill bottom of holes up to subgrade with structural concrete.
3. Excavate at street surface sufficient distance to install deck beams and decking for traffic maintenance and contractor's working platform and to uncover utilities and support them by the deck beams.
4. Excavate transverse trenches alternately, five feet wide at 12' on centers, and install cross-lot bracing from soldier pile to soldier pile and connecting with interior bearing piles. Excavate and brace in 10' lifts.
5. When trenches reach level of tunnel, provide diagonal and horizontal braces to exposed tunnel rings.
6. When every third tunnel ring (3 x 4' = 12') has been securely braced to soldier piles and bearing piles, complete the interior excavation for the station down to the subgrade. Provide wales to brace each intermediate soldier pile by connections to previously installed cross-lot struts.
7. Set reinforcement and pour concrete for the station base slab. Base slab pours will be for full transverse width and for normal lengths of 35' to 50'. Base slab will be of thickness to satisfy station design requirements and of height sufficient to engage lower portions of tunnel lining up to level of bottom of running rails.
8. Set reinforcement and pour station exterior walls up to mezzanine level. Pour mezzanine slab.
9. During non-operating hours dismantle tunnel segments above base slab and load on flat cars. Remove tunnel exterior bracing only during the dismantling of rings.
10. Completion of station above mezzanine level can continue during same period that tunnel linings are dismantled.

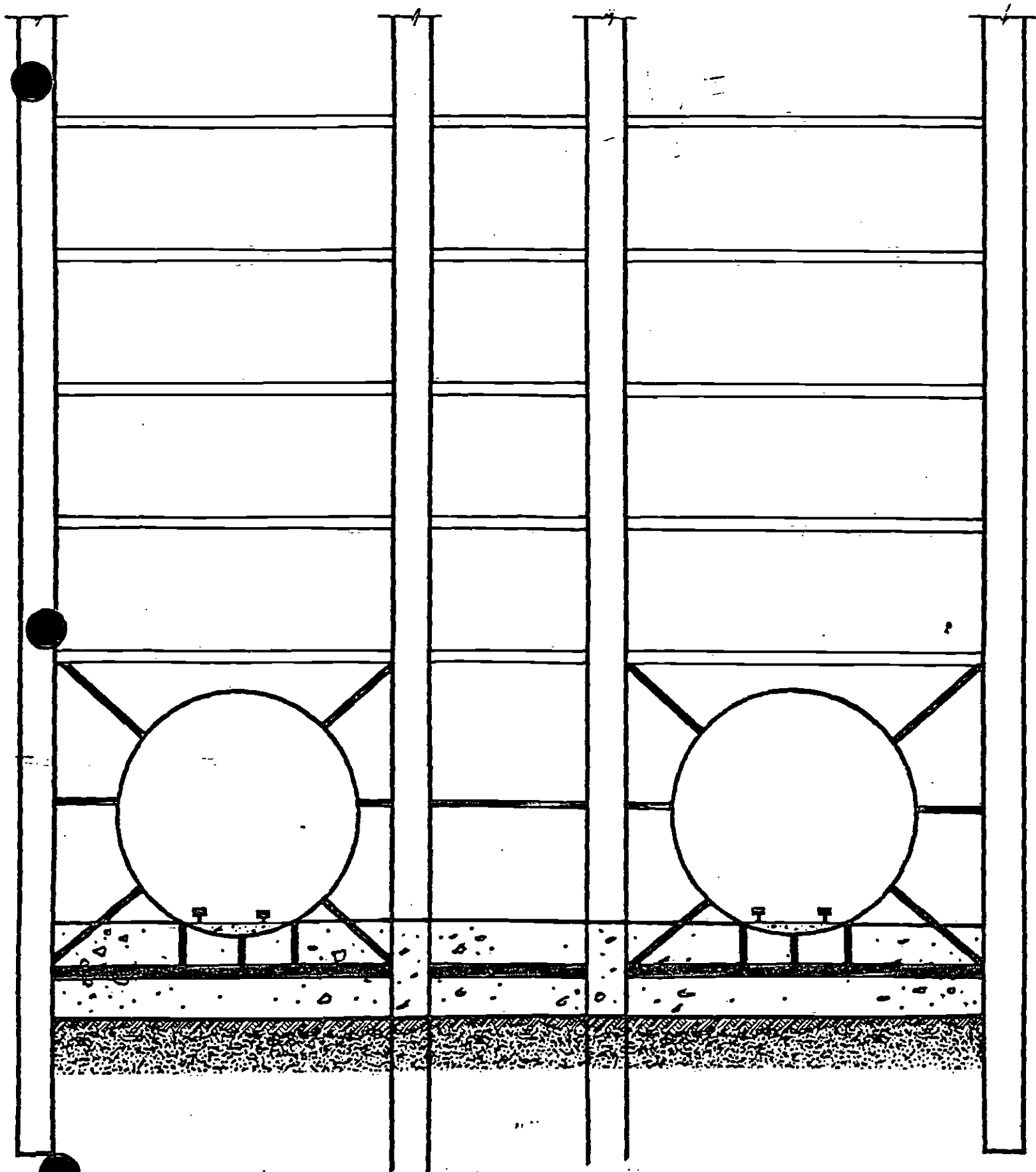
11. After tunnel linings are completely removed the platform installation can take place, preferably during non-operating hours.
12. Stairs and escalator may be installed at anytime after platforms have been poured.
13. Construction of ventilation shafts and ancilliary rooms may proceed prior to, during and after lining removal dependent upon sensitivity to train operation in much the same sequence described for the station core.



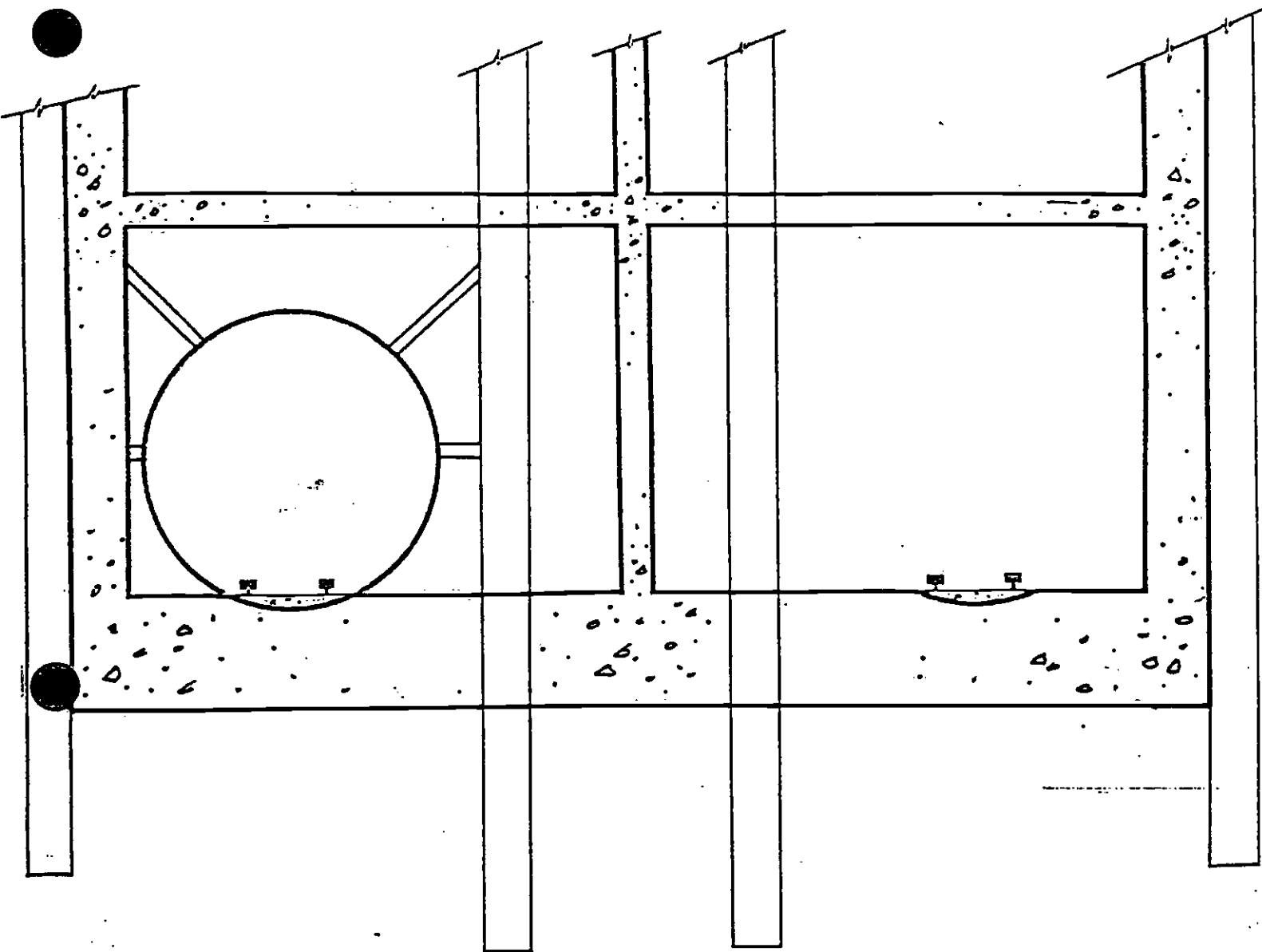
1. Install soldier piles along outside walls of station.
2. Install two rows of bearing piles inside station
3. Install deck beams and decking.



4. Alternately excavate transverse trenches at 12' centers and install bracing across station width.



5. Provide diagonal and horizontal struts to every third exposed tunnel ring.
6. Complete all excavation to subgrade.
7. Pour station base slab, engaging trackways.



8. Pour station walls and mezzanine slab.
9. Dismantle tunnel segments above tracks at night.
10. Complete station structure.

SCRTD METRO RAIL PROJECT

MEMO

WBS

To: Richard Gallagher

Date: August 24, 1982

From: William Rhine *W. Rhine / Sney*

WBS #: 14C

Subject: Impact on Subsystems by Addition of Crenshaw Station

In reply to your request, the Systems Design staff has reviewed the impact of adding a passenger station at Crenshaw on the design of subsystems. Each subsystem primary and support task is listed.

PRIMARY TASKS

Passenger Vehicles

No impact.

Train Control

No impact.

Communications

Significant impact would be in Central Control. Additional apparatus in the displays and alarm panels would be required for the additional station along with appropriate computer software changes. Additional rack space in the electrical equipment room would also be required for operation and control of the additional features. Impact in the station area would be the extension of the cable transmission service from the cable passing through the station to the future equipment room in conduits installed during initial construction.

Traction Power

Preliminary studies indicate that a traction power substation will be necessary in the vicinity of Crenshaw and Wilshire whether a passenger station is built or not. Therefore, some economics in construction could be realized if both are located together.

Wayside traction power facilities would not be affected materially one way or the other.

Auxiliary Power

If a passenger station is built, power will need to be provided for it, which could have a minor effect on the traction power station which would not be required otherwise. Practically all of the auxiliary power work would be passenger station related.

Fare Collection (Design)

Fare collection equipment designs will be standardized, so, except for the additional quantity, no special design work would be required.

Auxiliary Vehicles

No impact.

Mechanical/Electrical

No special design work would be required for a Crenshaw station; only additional units as required.

SUPPORT TASKS

Elevators/Escalators

No special design work for equipment would be required; only additional units.

Yards and Shops

A Crenshaw station would have no impact on Yard and Shop design.

Ventilation

No impact, under the assumption that the station shell will be built during initial construction and the required ventilation shafts would be a part of this construction; but, no fans would be installed before the station is completed.

DISCUSSION ON "POINT OF NO RETURN" FOR CRENSHAW STATION

August 26, 1982

Metro Rail is planned to begin operation in mid-1990. While it is preferable to include all system development activities on a single integrated schedule, it is possible to postpone certain decisions and then, through change orders, make additive changes to the schedule as time goes on.

If the Board would want to maintain the option to have a station at Crenshaw at the time the system begins operation in mid-1990, but would prefer or need to postpone the "final" decision until the "point of no return," then the following dates become key final decision points. First, by mid-1987, construction of the station would have to commence or it could not be opened with the opening of the rest of the system. Second, design of the system would have to commence by mid-1986. Third, funding would have to be approved for the station's design and construction prior to mid-1986.

The Final Environmental Impact Statement (FEIS) for Metro Rail is planned for adoption in June, 1983. If the Board desires, the FEIS can be structured to include a discussion of impacts with and without a Crenshaw Station. This decision would have to be made now and would leave the option open for a final decision to construct the station after the FEIS has been adopted. If the station is not included in the FEIS, then the FEIS would have to be amended to enable its funding at a subsequent time.

Along with the Board's decision to include the station in the FEIS, the City of Los Angeles would have to make a determination that a station in the general vicinity does not conflict with existing plans, or that measures will be taken to overcome conflicts that do exist. This determination would have to be made prior to February, 1982, when we publish the Draft Environmental Impact Statement.

The grant application for final design and construction of Metro Rail is planned to be filed and under review by UMTA in mid-1983. If the Crenshaw Station is not included in the project at that time, a grant amendment would have to be filed with UMTA. This would have to be filed and approved by UMTA prior to mid-1986 or the station could not be opened with the rest of the system.

In summary, the Board must decide now if it wants to continue consideration of a Crenshaw Station in the EIS, or the EIS will have to be amended later. The City will have to make its determination by February, 1982, or the EIS will have to be amended. The Board must decide to include the Crenshaw Station in the grant application for final design and construction by mid-1983 or the grant will have to be amended. Finally, the EIS process must be clear and funds must be secured for the Crenshaw Station prior to mid-1986 or the station could not be opened with the rest of the system.

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

425 SOUTH MAIN STREET
LOS ANGELES

DO NOT INCLUDE MORE THAN ONE
SUBJECT IN THIS COMMUNICATION

DATE: August 25, 1982

TO: Al Perdon
FROM: Lou Collier *L.C.*
SUBJECT: City Planning Documents Affecting
the Proposed RTD Metro Rail Station

The City Planning documents which govern the placement of a transit station in the Wilshire/Crenshaw area are as follows:

1. Park Mile Specific Plan (Ordinance No. 154,653)
2. Wilshire District Plan (Part of the General Plan for the City of Los Angeles)
3. Concept Los Angeles (Part of the General Plan for the City of Los Angeles)
4. Citywide Plan (Portion of the General Plan of the City of Los Angeles)

The applicable elements of these Plans to the proposed Metro Rail Station location at Crenshaw and Wilshire are as follows:

PARK MILE SPECIFIC PLAN

1. Ordinance No. 154,653

The purpose of the Park Mile Specific Plan is to protect the low density, single-family residential nature of the area and to promote only that development which is compatible with adjoining residential neighborhoods by reinforcing the characteristic pattern which provides the Park Mile area with an image, a sense of community and orientation;

2. Section 3. CR(PkM) Zone Regulations

Notwithstanding any provisions of Section 12.12.2 of the Municipal Code to the contrary, within the Park Mile Specific Plan Area, every lot classified in the "CR" Zone shall conform to the following requirements:

A. Use. No buildings, structure or land shall be used and no building or structure shall be erected, structurally altered or enlarged, except for the following uses:

1. Any uses permitted in the "CR" Limited Commercial Zone. (Except those expressly prohibited, as listed in the Plan.)

Transit stations are not included in the list of permitted uses defined by "CR" Limited Commercial Zone, Municipal Code 12.12.2

WILSHIRE DISTRICT PLAN

1. Policies

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and concentration of commercial and residential development into two Centers (Miracle Mile and Wilshire) connected to other major Centers of the City by existing and eventually improved transit routes and systems.

2. Public Transportation

Improvement of the public transportation system to meet future increase in trip demand through and within the Wilshire District and to reduce adverse environmental impacts due to use of the private automobile should be considered. Both peak hour commuter and local community service could be improved.

The two Centers in the Wilshire District should be connected to each other and to other Centers by means of a transit system. The residential, commercial and office areas within the Centers should be linked to each other and to the transit system by means of secondary transit facility.

Long Range: Improved transit routes and systems should be encouraged, but only after a full study of the alternatives, their impacts, and their social, economic and environmental costs and benefits. Participation of both citizens and governmental officials is essential prior to final decisions.

Future Transportation Needs: The Plan does not provide sufficient circulation facilities in both the north-south and east-west directions to meet the projected citywide transportation needs. Additional studies are required to determine and achieve a balance between circulation demands and facilities, taking into account the minimization of air pollution, noise, and community disruption.

Further study of future transportation needs and possible alternative solutions is necessary. These studies should be conducted with participation from the local community, elected officials, and City, County, regional and State agencies.

CONCEPT LOS ANGELES

1. Map Designating Centers

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(See map and package enclosure as reference.)

NOTE: Designated Centers on Metro Rail Alignment are as follows:

1. Civic Center
2. Downtown
3. Westlake
4. Wilshire
5. Miracle Mile
6. Hollywood
7. Universal/Studio City
8. North Hollywood

NOTE: The only areas not included in designated centers are as follows:

- A. Lafayette Park area between Downtown and Westlake Center
- B. Harbor Freeway
- C. Park Mile (Wilton Place to Highland Avenue)
- D. Miracle Mile North to Hollywood
- E. Between Hollywood and Universal City
- F. Between Universal City and the Ventura Freeway in North Hollywood

2. Circulation

Policies

It is the City's policy that:

A rapid transit system is essential to the achievement of the General Plan. Such system is to interconnect Centers throughout the City and include auxiliary local systems in the larger Centers.

Other transportation system modes, including truck, rail, harbor and air, be developed as an integral part of the circulation system.

Land not be developed to such intensities that the traffic generated will exceed the capacity of the circulation system or be otherwise detrimental to the environment.

Features

The rapid transit system will be in the form of a network connecting the Centers. It will operate in its own grade-separated right of way, either above or below ground depending upon local conditions. It will utilize the most advanced equipment and propulsion methods available. For the most part, stations will be confined to Centers in order to avoid delays due to numerous stops. Several "park and ride" stations will serve commuters from outlying areas.

An integral part of the rapid transit system will be auxiliary local systems connecting stations in Centers with their nodes. The

auxiliary systems also operate on their own rights of way and provide frequent service on a 24-hour basis. Alternative modes of transportation will enable people to travel conveniently between Centers and their adjacent nodes and suburbs. The core of the Center will become a hub of the transportation system. The pedestrian circulation system in Centers will be grade-separated from streets, and will provide access to the rapid-transit system or to parking garages located on the periphery of the Center. This will allow easy transfer from one type of vehicle to another.

CITYWIDE PLAN

Rapid Transit

9. An immediate system of bus routes connecting Centers and providing access to Centers from suburban areas be provided, parts of which may be replaced by the rapid transit system.

10. The rapid transit system be in the form of a network connecting Centers with other Centers. It is to operate on its own grade separated right of way, either above or below ground depending upon local conditions. "Park-and-ride" stations are to be located outside of Centers and include facilities for the parking of automobiles and bicycles and facilities for transfer between local and rapid transit.

CBe:rw