Transcript from Beverly Hills Public Hearing and Responses

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BEFORE THE METRO

WESTSIDE SUBWAY EXTENSION PROJECT TEAM

Public Hearing in the Matter of:)
)
METRO WESTSIDE SUBWAY EXTENSION)
DRAFT ENVIRONMENTAL IMPACT)
STATEMENT AND ENVIRONMENTAL IMPACT)
REPORT)
_____)

TRANSCRIPT OF PROCEEDINGS

Beverly Hills, California

Monday, September 27, 2010

Reported by:

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CSR No. 10420

Job No.:
B5668NCO

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TRANSCRIPT OF PROCEEDINGS, taken at Roxbury Park Community Center, 471 South Roxbury Drive, Beverly Hills, California, commencing at 6:15 p.m., on Monday, September 27, 2010, heard before the METRO WESTSIDE SUBWAY EXTENSION PROJECT TEAM, reported by MARCENA M. MUNGUIA, CSR No. 10420, a Certified Shorthand Reporter in and for the State of California.

APPEARANCES:

Metro Presenter:	DAVID L. MIEGER Deputy Executive Officer Westside Planning Metro
Facilitator:	JODY FEERST LITVAK Manager Regional Communications Programs Metro
Spanish Interpreter:	Alex Varela

I N D E X

I N D E X (Continued)

I N D E X (Continued)

Beverly Hills, California, Monday, September 27, 2010

6:15 p.m.

18:12:50

MS. LITVAK: Okay. We're going to start this public hearing. Thank you all very much.

18:12:57 My name is Jody Litvak with Metro. David Mieger is going to be joining me today. I want to really ask everyone, because we have the cameras rolling especially and because we have a lot of people in the room, if we can keep the conversation down as much as possible. It all gets picked up and it adds to the general din and hum in the back that gets picked up in the background, which doesn't just make it hard for people in the room to hear but people in our overflow room and people who are tuning

18:13:31 in via the web. So I thank everyone for their cooperation.

If there's anyone here who needs simultaneous translation into Spanish, we have that available for you, and Alex is going to repeat that message and then we'll

18:13:47 get things under way.

(Announcement in Spanish)

MS. LITVAK: And as we get things under way, I want to also make a point, we very much appreciate it when our elected officials or their representatives follow along.

We've had great participation throughout.

I know Beverly Hills Councilmembers Mirisch and Brucker I saw in the room. I see Councilman Mirisch here.

There's Councilman Brucker (indicating).

18:14:28 Are there any other Beverly Hills current Councilmembers here? I don't see them.

And Ellen Isaacs, where did you go? There's Ellen Isaacs, from Assemblyman Mike Feuer's office, who is here.

So thank you all very much for coming.

This is a public hearing, as opposed to our public meetings, and it is, therefore, more official in nature and more structured in that sense and so we're going to begin with some formal information that we're

18:15:00 going to go through, and then we'll get into the body of why we're here.

Okay. The Westside Subway Extension Transit Corridor Study's Draft Environmental Impact Statement and Environmental Impact Report was released on September 3rd, 2010 along with the notice of intent to hold the public hearings in compliance with the National Environmental Policy Act, NEPA, and the California Environmental Quality Act, CEQA.

The Federal Transit Administration, or FTA, is

18:15:30 the lead agency for the purposes of NEPA and the Los Angeles County Metropolitan Transportation Authority, Metro, is the lead agency for the purposes of CEQA. Both agencies prepared the Draft EIS/EIR.

A Notice of Availability and intent to hold public hearings was published in the Federal Register, State of California Clearinghouse, Los Angeles Times, La Opinion, Nikkan Sun, and filed with the Los Angeles County Clerk. The notices were published on September 3rd, 2010.

18:15:59 Copies of the Draft EIS/EIR are available for public review at the following venues: the Beverly Hills Public Library, the Donald Bruce Kaufman-Brentwood Library, the Fairfax Library, Felipe de Neve Library, Francis H.G. Hollywood Regional Library, John C. Fremont Library, Memorial Library, Metro's Transportation Library, Pio Pico Koreatown Library, Robertson Branch Library, Santa Monica Main Library, West Hollywood Public Library, West Los Angeles Regional Library, Westwood Library, and Wilshire Library.

In addition, electronic copies of the document, i.e. CD's, were distributed by mail to 232 agencies, listed owners of properties identified in the document, local elected officials, and additional interested stakeholders.

In addition, display ads about the public hearing were published in the Beverly Hills Courier, Beverly Hills Weekly, Jewish Journal, Korean Times, Larchmont Chronicle, Park La Brea/Beverly Press, Santa Monica Daily Press, and online at DailyBruin.com and WeHoNews.com.

Copies of the press release about the release of the Draft EIS/EIR were sent to a distribution list of over 120 media organizations. The Draft EIS/EIR and information about the hearings was posted on Metro's website. Information about the release of the Draft EIS/EIR and the hearings was also printed in brochure form and was distributed widely on Metro buses and trains, as well as hand delivered at key locations in the study area.

Brochures were also sent by U.S. mail to a list of nearly 1,000 contacts in the project study area. This same information was also sent electronically to a distribution list of 1,790.

All of these materials included information about how to find the Draft EIS/EIR, as well as more information about the Westside Subway Extension Transit Corridor Study on the web.

Affidavits of publication and copies of detailed mailing lists are available upon request.

18:17:59 Thank you very much.

Okay. I do want to remind you again, if you were unable to sign in because it was crowded when you came in, I would ask you to please do so, so that we have a record that you were here.

If you intend to speak tonight, many of you I know have already filled out speaker cards. If you didn't get one, you can raise your hand and someone will
18:18:29 bring one to you. If you have one and didn't fill it out and you decide you want to speak now or at some point while we're here this evening, just fill it out and wave it about and somebody will come and get it from you, and I'll keep reminding you of that.

In addition, there are many, many ways to submit public comment. None of them is more valid than any other. They're all counted equally.

We have written comment forms for you. Feel free to fill them out and hand them in to anyone with a badge tonight or on the table on your way out. You can
18:18:58 also take them with you. Our mailing address is here, as well as other ways to contact us, and that information is up here as well.

So with that -- okay.

The purpose of tonight's hearing is to give you a very, very brief summary of what's in the Draft

Environmental Impact Statement and Environmental Impact Report. It is a big, huge, thick document and there is no way that this presentation at all substitutes for what's in the document. We invite you to look at the document. I would encourage you -- it can be daunting. I'm daunted by it and I deal with it all the time, so start with the Executive Summary. It gives you an overview and then you can find your way in. So we're going to give you a brief overview of that.

We're going to talk about the decisions that are required to select a Locally Preferred Alternative, which is the next key step.

We'll talk a little bit about what some of those next steps are, but mostly we're here to listen to public comments tonight. They will become part of the official record. We've got a court reporter here taking everything down.

Because this is a public hearing, there are going to be no responses at all tonight or at all during the public comment period which goes through October 18th. This is when we take everything in and we consider it.

The formal responses to the comments and the questions that come up will be given in the Final EIS/EIR, but we're going to try to get through this very

quickly so we can turn things over to you.

There are a number of things we'd especially like to hear from you. You're welcome to comment on any number of things of course, but any impacts that are discussed in the Draft EIS/EIR, mitigation measures, we're interested in what you have to say about that.

If you have additional questions you would like us to answer when we move into the Final EIS/EIR and do some more analysis, if there's additional information you need, please put that on the record verbally tonight or in writing through any of the ways we've discussed.

We're going to be talking about selecting the Locally Preferred Alternative. If you have any comments either on what that alternative is or some of the details that go with that or suggestions beyond what's in the LPA -- and I'd also like to welcome Vivian Rescalvo from Supervisor Yaroslavsky's office, who's walking into the room. I already introduced the other elected officials' representatives. There's one seat up here if we can't find you another one.

Again, the public comment period runs through October 18th. You need to get your questions and comments on the record by then.

There has been a lot of work that has gone on. And as I said, not only can't we review everything that's

in the document tonight, nor can we review everything that's gone on in the last 18 months in the Draft EIS/EIR or in the prior Alternatives Analysis. All of that information is available online, our past presentations, fact sheets, et cetera, et cetera, et cetera.

We have -- you were handed a bunch of information tonight. We have some frequently asked

18:22:00 questions. This is on the web, but this keeps growing.

And we handed you three fact sheets tonight. They all look the same on the front. What they're about is in the text in this purple bar here, a General Information Fact Sheet, one about the alternatives we're studying, and another one about tunneling. So we invite you to take those with you and take a look at them.

Anyway, a lot of work has gone on, but we're not done yet. We're leading up to another key decision point. Those are the yellow diamonds on the chart you see behind me.

The Metro Board of Directors will select a Locally Preferred Alternative, tell us what they want to take into a Final Environmental Review, and we have much more analysis that we'll do at that point.

As I said, we've had a lot of work that's gone on. We had about 1200 people participate with us in 2007 and '8 during the Alternatives Analysis, and up to --

before we started these public hearings, we've had about 2500 people participate in meetings as we've been developing the Draft EIS/EIR.

These are all of the sort of meetings we've had. All of this information is on time -- online. Excuse me. If you're curious about how subway tunnels or stations are built, I'd invite you to look at the presentation from summer '09. If you're curious about where some of the station options came from, please look at the presentation from last fall. Ridership performance, we've had some targeted meetings about Crenshaw tunneling and alignments here. And, again, all of that information, metro.not/westside. Please use all lowercase letters. You'll call me up and say, "I couldn't" -- "something isn't working" and you put it in uppercase letters. I don't know why they do it that way, but they do.

So we have seven alternatives, two of which don't involve using rail. One is "no build." It looks at the future if we don't build anything. That's the baseline we have to compare against.

The second is Transportation Systems Management. That's short of building rail, what is the most robust, aggressive road and bus system we can put out there?

And then we have five rail alternatives, two of

which are fundable, both -- and all of these go through Beverly Hills, all five of them, two of which are fundable that go to Westwood ending either at Westwood/UCLA or going one station further across the 405 to the V.A. Hospital; and then three more, one continuing all the way to Santa Monica and two variations that add a West Hollywood alignment.

18:24:28

In your General Information Fact Sheet, we've got maps of all of them. Alternatives 1 through 3 essentially go through Wilshire, and 4 and 5 add the West Hollywood alignment which connects into Wilshire somewhere in East Beverly Hills. And, again, the maps are over there (indicating) and in your fact sheets and they are available online.

18:25:00

Very quickly, based on the current funding, it would be 2036 before we get to Westwood. Beverly Hills would be in the second segment of that. We are working very hard.

Two years ago, we had no money, so this is absolutely a glass half full story, but we're working very hard to accelerate this project and about a dozen other projects and try to get them all done in ten years. If that happens, we get to Westwood at about the end of the decade and it all gets built in one segment instead of three.

18:25:30 With that, I'm going to turn it over to David Mieger and he'll talk to you for a while and then I'll be back at the end to wrap up and take the public comment.

MR. MIEGER: Well, this (indicating) is the EIS cover that you've seen over on the table here. It's a fact document. It looks like a phone book.

I think the point that we want to make about that is that we have to do this in order to get funding for the project.

We have local funding that the voters of L.A. approved in November 2008, but that will only fund about half of the project. The other half will be coming from
18:25:58 the Federal government and so we are preparing this document as both an FTA, Federal Transit Administration, NEPA, National Environmental document, and a local CEQA document, which is for the local funding that we're spending.

As such, we have to meet all the requirements that every other city around the country meets and we have to compete with them for this funding. So a lot of the things you'll see in the EIS have to do with how well this project performs, what the ridership is, what the cost effectiveness is. These are Federal guidelines that determine whether we're going to get funding for this or

not, and the rest of this is the environmental information.

18:26:29 We're going to go through the environmental a little bit. The purpose of the EIS/EIR, the first one, is to evaluate the performance of the alternatives, which ones have the highest ridership, which ones carry the most number of people.

The second one is the impacts, both beneficial and adverse. Beneficial impacts: Improves travel time, gets people to jobs, to travel through the Westside much faster. Adverse impacts: When we build a project, we have construction impacts.

Once the project is completed and open for

18:26:59 service, there are impacts as well, so we're going -- the EIS looks at what those short-term construction impacts are, what the long-term impacts are, and it looks at the locations.

I know here we're in Beverly Hills tonight so we'll try to focus a little bit more on the Beverly Hills portions of the project, because it's 17 miles that goes through most of the Westside cities. We'll try to focus a little bit more on Beverly Hills tonight.

It identifies potential mitigations for any adverse impacts, and we particularly would like to hear from you on whichever alignment you are supporting or

opposing to say what are the issues you have with regard to those, because whichever alignment we pick, whether we're in Beverly Hills or Westwood, we're going to actually go under properties, either businesses or homes, in some of those areas; and if we do or don't in Beverly Hills, we will in other areas. So we really need to hear back on all the issues and concerns so whatever isn't yet addressed in the environmental document can be added into it and addressed.

This looks like a Table of Contents of the EIS. There's 20 different categories that we have to look at, and I'm not going to go through these with you tonight. I just want to say, as Jody suggested, you know your issues in this community, southwest Beverly Hills, those of you who are from the greater Beverly Hills area, those of you who aren't from Beverly Hills, but the document talks about the impacts in each of these categories and so if you've identified a concern that you have about the project, go look up that chapter, see what it says about that, see if it addresses the concerns you have; and if it doesn't, I'm sure you're going to let us know and say, "Hey, you didn't talk about this. I need to know more."

That's what we're really here to hear about, because our job, working for Metro, is to find an alignment that has the broadest community support, that

meets all the performance criteria that we need to meet and also serves the communities that we're trying to serve in the stations where the people are going to go to. So we have a multiple list of objectives to the project.

I want to talk just a little bit about construction impacts and long-term. When you build a subway, it's underground. It's 70 to 130, 140 feet belowground. So when it's open and operating, all you're really going to see on the surface is the entrances where
18:28:58 the escalators and elevators are that go down into that stations. But during the construction period, that's where the impacts are, at the stations, because that's where we're building the project and we have to excavate down and build it belowground.

In between stations, we have what's called the tunnel boring machines that continue and they're underground. They're very deep and they go underground and so the surface remains as it is when we're building the -- when we're boring the tunnels between the stations. But during the construction period, a lot of the impacts you'll see in the document talks about what happens at those station areas.
18:29:29 Once the lines open -- this is of course a sample that we have on the slides of the tunnel boring.

The tunnels -- this is a typical depth. In the areas we have in Westwood and Beverly Hills, they go down 90 to 130 feet deep, which is more down in this depth here (indicating), but they're deep-bore tunnels as opposed to what you might see in New York City, which are shallow tunnels that they build at the surface and they run very shallow right below the city street. These are
18:29:56 bored to be built very, very deep underground.

We have some things we can do before we even get to mitigation measures, and I just wanted to emphasize that what we're doing when we go into the next phase, preliminary engineering, is we want to design the project to address as many of the potential impacts so they don't become impacts that have to be mitigated.

We actually have just completed a subway project in East Los Angeles. Two miles of subway goes under streets, goes under properties, no settlement. It was a successful project, on time and on budget. We are taking
18:30:27 the latest standards that we have for this type of tunneling and using that for the entire Westside where we're going to be building this project.

We're looking for deep tunnels, again, deeper than we've normally built them before, to try to get them as deep as possible. In the cases where we're near the stations where they might get a little bit shallower, we

have dampening things to put under the tracks to soften any vibration that might occur where the stations are shallower.

Noise and vibration: In most cases, the tunnels would be so deep that you wouldn't feel that; but in the cases where they're shallow, we would address that.

We have tunnel liners in the area of Park La Brea where we have some underground gases. We put double liners in to -- and ventilation in the stations to make sure that -- we know we have oil wells here in this property, so any kind of gases or underground materials won't penetrate and get into the stations.

And we have utility relocation plans, because all over the Westside, there are all kinds of utility tunnels, electronic conduits, oil wells. Everything you can name is under our streets and under our properties, and those are all throughout and we're going to be mapping those and looking to maintain all those services intact while we're building the project.

And then once we open the line, we continue to have ongoing safety operations that we have to address.

Adverse impacts, positive impacts: Just I want to show one example here. If you want to go to, say, Disney Concert Hall for a concert from UCLA, the fastest time you can get there on the fastest bus we have is

about 54 minutes. In a car during rush hour, you'd be well -- you'd be doing well if you could meet that time. If you go over to the subway and get on, 24 minutes, 30 minutes' time saved to get to downtown during the middle of rush hour, regardless of whether or what type of traffic. It will be a big benefit for people who use it who are going to the locations served by the subway, and that's probably the major reason that the voters voted for us to build this project.

18:31:58

We have a couple of choices to be made. We're hoping to bring this to our Metro Board at the end of October. We want to continue to narrow down choices so we're not carrying -- as Jody mentioned, we have 17 miles of alignments that go all the way to the sea, all through West Hollywood.

18:32:29

We're trying to narrow this down to the fundable project that we can actually go forward and build, and we have some choices about stations and alignments, which I think is probably a concern of most of the people in this room tonight.

So I just wanted to go through those quickly because I think that's probably the bulk of what we're going to be hearing comments on tonight, but these are the choices that our Board will consider. They may select these choices or they may choose to carry this

further into the next stage of the Final EIS and consider them further if they feel they haven't been sufficiently addressed or the answers haven't been sufficiently founded for them to make that decision. And I think we've heard time and again our Board members say, "We're not going to make a decision until we're convinced the project is safe and that I could live in this area and support a tunnel coming through." So we've heard that and I think your reinforcement of that will bring that home.

So to the degree that they feel that they're ready to make a decision, they can. If they feel that it needs more studying and they need to address it further, they will do that as well.

But the choices, we have to pick one of those seven alternatives, five build alternatives. How far west should we go? Should we go to UCLA/Westwood Village? Should we go to the V.A.? Should there be a station at Wilshire/Crenshaw?

We have multiple stations at five locations where we actually -- the subway box could be here or it could be down the street over here (indicating). We need to take a look at that and make a recommendation of which one it should be.

And then between Beverly Hills and Century City

and Century City and Westwood, we have three different alignments in each of those areas that we have to either narrow down or pick or carry forward into the next phase of the study.

18:34:00

Real quick, the best-performing alternatives should be mentioned, 1 and 2, the ones that go to Westwood perform the best under the Federal criteria and give us the best chance of getting funding.

The ones that go to West Hollywood and -- or don't perform as well and are not fundable under the current plan, so we won't be able to carry those forward in the next phase at this time.

Westwood/UCLA, Westwood/V.A., we get a lot of additional boardings if we can get across the 405 freeway and serve people along Wilshire Boulevard that might live farther west from the 405. The freeway is a big barrier to travel. So we have to make a recommendation as to whether that station should stop at Westwood Village or go across the freeway.

18:34:29

A Crenshaw station, this is one not close to here, but it's a low-density area, Hancock Park, Windsor Square. There's a lot of differences of opinion of whether there should or shouldn't be a station and so the EIS looks at whether or not there -- what the benefits of the ridership are, what the costs are, and what the

18:35:00 impacts are to that surrounding community.

The last two -- this is probably more important.

We have five stations, five locations, Wilshire/La Cienega, which is in Beverly Hills; Century City, which is not in Beverly Hills but is right next to Beverly Hills; and Westwood/UCLA and the V.A. where we have at least two station sites. We need to take a look at which ones.

We've taken a look at all these criteria from how much ridership, what are the construction issues, what are the engineering issues, are there properties available for the entrances that we can use, generally private properties adjacent to where the stations are. Is there good bus, bike, and pedestrian connections? Are there future rail connections that could be addressed? And if it's a terminal station, what are those issues? And then public input, which is really important, because we'd like to get as much community support as we can get for these alignments.

I just want to mention, since we are here in Beverly Hills, a Wilshire/La Cienega station. Right now, the station will be either be west of La Cienega on Wilshire or east of La Cienega on Wilshire, and we've heard that Beverly Hills prefers the station east of La Cienega. We've got analysis of both in the document

and we'll be trying to get a recommendation made.

The major difference between the two is that one of them provides a better potential future connection up to West Hollywood, but those are the two choices.

In the case of Century City, as those of you know, the one alignment continues on from -- we have a station up in downtown Beverly Hills at Wilshire/Rodeo,

18:36:28 Wilshire/Beverly. It continues under Wilshire Boulevard and turns on Santa Monica to a station at Avenue of the Stars and Santa Monica Boulevard.

The other station is at Constellation and Avenue of the Stars, about a quarter mile further south. That's the issue that raises the alignments between the two.

So that leads to the issue of which alignment between Wilshire/Rodeo and Century City and which alignment between Century City and Westwood.

Two more slides: This is Wilshire/Rodeo, this is Wilshire Boulevard, Santa Monica Boulevard, Avenue of the Stars, Constellation and Avenue of the Stars.

This alignment (indicating), we've actually had both stations since -- studies that were done back in the 1980s when we first studied this subway alignment. The issue in the archival document found that there is an earthquake fault that runs along Santa Monica Boulevard so we were strongly encouraged to look at multiple

options in this location, not just one, and that's what led to a lot of further study and investigation of this station and this station (indicating) and which led to
18:37:28 alignments which I know are of concern to all of you about do you stay on Santa Monica Boulevard or do you try to come down in an alignment that comes south of Wilshire that serves this station?

The depths here are quite deep, 105 feet, 93 feet, which is quite a bit deeper than our normal stations.

Whichever one we pick between Beverly Hills and Century City, between Century City and Westwood, the only alignments we have will go under homes in this area. And, again, they're quite deep, 120 feet up to 135 feet,
18:37:59 and over 100 feet for the Westwood alignment. We have an east, center, and west. Whatever we do here, we need to solve the problem and convince the folks who live over in that community that we can build it safely under their homes, and we intend to do that and we are working very, very carefully to make sure we're doing that.

So we're going to try to turn this back to you very quickly and then Jody has a few wrap-up slides and then we'll go to the comments.

MS. LITVAK: Thank you. Team, can I get the first bunch of speaker cards up front so we're ready to go

quickly? Thank you very much.

So what happens next is October 18th is the close of the public comment period. Please get your comments in by then. We will be developing our recommendations and summarizing your comments for the Board.

On October 28th, we are scheduled to go to the Metro Board of Directors for them to make some decisions for us. They will consider our recommendations on the Locally Preferred Alternative. They will hopefully adopt a Locally Preferred Alternative -- thank you, Rebecca. I'll take those from you -- which will give us direction on how we want to -- what we're going to have to study going forward.

They will likely narrow the options for further analysis in the Final EIS/EIR. As David said, even if they select one of the Locally Preferred Alternatives, in some of these cases where we've got various options, they may ask us to continue to study more than one option as we move into the Final EIS/EIR.

They should authorize us to prepare that final document and preliminary engineering, including further outreach. We have to go to the FTA, our Federal funding partner, to enter into and start the preliminary engineering and any additional recommendations.

What's likely to happen during the Final EIS/EIR when we complete the environmental clearance process, we will continue to have extensive public involvement. As I said at the beginning, it is through this process and the additional study that we will develop the responses to comments and questions we receive.

18:39:59 During this period now through October 18th, there will be some more geotechnical investigation. There's a board somewhere over there that talks about the geotech work that was done during the draft phase and what's likely to happen in the final. It's sitting right next to Susan Killen, who's wearing the jacket that matches mine. She's raising her hand over there.

There will be -- we will refine the engineering. We will finalize the cost estimates, nail down the

18:40:28 alignments and the station details, do the preliminary engineering, figure out where we're going to stage construction, and commit to mitigation measures. That all happens in the Final EIS/EIR.

Again, there are lots of ways to comment. You've got two minutes if you signed up to speak tonight and there's all these other ways to comment. So I encourage you to take advantage of all of them. They are all equally valid. We don't value any method over any other. This form is up here, so I'm not going to leave

this information up there.

I do want to say a note to those of our 1700-plus fans on Facebook and the people who follow us on Twitter. Please keep talking to us and each other, but those comments during this official public comment period will not count for the record. If you want it to count for the record, you have to get the comments in to us by one of these other five methods.

We've got one more hearing, Wednesday night in Santa Monica. Just so you know, this is our fourth hearing of this round, and it's the second one we're doing by live webcast. We'll send you the link when it is -- so you can go back and see how you all looked. They're all 6:00 to 8:00.

Okay. So here's how we're going to do things tonight. Our goal is to try and get as many of you up here as possible in the time we have. Two minutes per speaker; four if you need translation.

We've been doing three at a time. If you bear with me, because of the number of people who we know want to speak tonight, we're going to do things a little differently.

Brian, can you move the microphones up, please.

When you start, we need you to state your name clearly. That's so the court reporter can get that.

And then we'll start counting down the two minutes for you. There's a -- I know you can't see it, but there's a countdown clock here. It will count down to two minutes. It will go to a yellow light when you have a minute -- either a minute or 30 seconds left, and then it will turn red and make a beep. Everybody gets two minutes. It
18:42:28 gives us a chance to give everyone the most time to talk.

Again, speak clearly for the court reporter.

We ask everyone to please be respectful of all the speakers. Limit the cheers and jeers. That gets in the way of people's speaking time.

Again, no responses. Those happen in writing in the Final.

And again, what we'd especially like to hear from you: Any comments on the findings of the Draft EIS/EIR, the impacts or the mitigation measures. Are there additional questions you'd like us to answer in the
18:43:00 Final? Information you need, comments on the choice of the Locally Preferred Alternative or our station options, our alignment options. Anything else. And, again, comments have to be received by October 18th.

Now, let me tell you how we're going to do things because there's so many people.

By the way, because we were introducing elected officials, I've been told Beverly Hills Councilwoman

Nancy Krasne is in the overflow room, so we welcome her as well. And we tried to get her in here, but she kindly said that's she was happy where she was over there, so we appreciate that.

UNIDENTIFIED SPEAKER: School Board Member Brian Goldberg is here.

MS. LEVIK: Okay. If there are school board members, I'm sorry. I'm not as familiar and --

MS. LURIE: Myra Lurie, School Board.

MS. LITVAK: Thank you very much. Thank you very much.

Okay. We're going to do things a little differently to really try and minimize the time between speakers. I am going to call up our first ten people. We're going to move around the room in a clockwise fashion.

This is Rebecca over here (indicating). If you
18:43:58 hear your name called, I'd like you to come around over here, check in with Rebecca. She's going to help you find a seat over here. Okay? And then we're going to take people up. We have alternate microphones so that we can -- someone can start speaking -- as soon as the next person starts talking, we can get the next person up and get the microphone adjusted for them. And then when you're finished, you can go back around the room.

People in the overflow room, if you hear your name, please come to the door. Let us know that you're one of the speakers and we'll get you up front over here to Rebecca.

So here comes our first ten speakers. Tom -- and if I mispronounce your name, I really do apologize. Thank you.

18:44:58 Okay. Tom Pease, please come on up. Ray Flade, Bob Terry -- I'd like you all over here -- Rose Norton, Gloria Seiff, Honorable Brian David Goldberg, John Mirisch, Ken Goldman, Lori Goldman, and Rose Norton. And --

UNIDENTIFIED SPEAKER: That's a repeat.

MS. LITVAK: Those are the ten people and Rebecca's -- who did I call twice? Rose Norton. Okay.

18:45:30 Hang on. Let's see who we have.

Tom, take the first seat. Actually, Tom can go right to the microphone, and Ray can go right to the next microphone or seat. Okay. Take a seat.

And then after that -- what happened to the microphone? Okay. Then we'll take you in groups of five.

This speaker -- I'm told they're not hearing through the speaker to my left, their right.

Okay. Okay. Rebecca, can I have the first

five, please?
Okay. All right. Let's see how we're doing. Have you got everybody?
Okay. Mr. Pease, are you up there? Please step up to the microphone, and then Ray Flade will be next.
Who's got the countdown clock? Oh, there you are. I didn't see you. Thank you so much.
Okay. Step up to the microphone. Get really close to the microphone. You all see this? It doesn't work if it's out here (indicating). You've got to step up close and state your name and we'll get started. Go ahead.

170-1

MR. PEASE: My name is Tom Pease and I live on North Maple Drive away from the construction that Metro's proposing. I'm also a daily user of the system to commute and like most Beverly Hills residents, I welcome the coming of the Purple Line; but like the rest of us, I have major problems with the idea of tunneling under our homes and, most importantly, our major emergency centers, Beverly Hills High and Good Shepherd Schools, for frankly no reason.
Your own website mentions, and rightly so, that Metro does not want to create an alignment in Westwood that would cause you to tunnel under the burial site of the graves of the fallen at the Veteran's Administration.

170-1

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.

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We ask that you show the same respect of the living residents and, more importantly, to the children of our city and stick to the locally preferred and agreed-upon line at Wilshire and Santa Monica.

18:47:30 Thank you.

170-1

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

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

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170-1

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.

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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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MS. LITVAK: Thank you.

Mr. Flade, please step right up and keep speaking.

And, Bob Terry, you can step up to the microphone and he'll get you started.

Go right ahead.

171-1 MR. FLADE: Good morning. My name is Ray Flade. I do live here and yes, all of our kids have gone through the Beverly Hills school system.

I'll be very brief. I have attended many of the prior meetings on this subject. The residents do not 18:47:59 want the route under the homes and high school. They've made this very loud and clear.

The additional factors include our liquefaction exposure, our oil fields being directly in the proposed route, the subsurface gas pockets, water tables. We've heard that there's a huge amount of Century City money intensely wanting the route to go under the high school, but what we do not hear about as loudly is that the high school also goes under the Good Shepherd private

171-1

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.

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school, too.

One of my biggest fears besides the high school routing is that the MTA powers may have, for financial reasons, already made up their minds.

Please hear our pleas for routing sanity.

Thank you.

171-1

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

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

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171-1

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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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MS. LITVAK: Thank you.

Mr. Terry, step right up.

And Rose Norton, we'll get you situated.

MR. TERRY: Good evening. My name is Bob Terry. I go back with this community since 1972. I am an active member of the Chamber of Commerce here in Beverly Hills. I sit on the Board of Good Shepherd School in Beverly Hills. My whole life revolves around Beverly Hills. I'm here to make two comments.

172-1 Number one, I'm totally in favor of a subway. I think it's wonderful. I actually ride public

172-2 transportation every day to and from work. However, the purpose of a subway or any public transportation is to serve people. Let's serve people correctly. No subway under residences. No subway under schools.

Thank you.

MS. LITVAK: Thank you.

Ms. Norton, followed by Gloria Seiff.

MS. NORTON: My name is Rose Norton and I've lived

172-1

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.

172-2

Your comment in opposition to tunneling beneath residences 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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172-2

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 unmitigatible 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.

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173-1

here for 50 years. I have been very active in the community, but I want you to know I'm not a gambler and Metro should not be a gambler either. This is an extremely risky program that they are proposing. We do not -- we are for the subway. We are not against the
18:49:55 subway. We are for the original alignment. We do not want the subway going under homes and certainly not under our schools.

Thank you.

173-1

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

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MS. LITVAK: Okay. Gloria Seiff and then Brian David Goldberg.

174-1

MS. SEIFF: I'm Gloria Seiff. I'm a resident of Beverly Hills. What I'm going to say is food for thought and what is right and wrong.

They say, Think regional. They say, Think about the greater good. I say, There is no greater good than protecting the safety and well-being of our children and our Beverly Hills High School. I say, No subway under a Beverly Hills school.

I would also like to add I am definitely for the Santa Barbara -- excuse me -- Santa Monica Boulevard route that was originally chosen to be used. Thank you.

18:50:27

18:50:59

DR. GOLDBERG: My name is --

MS. LITVAK: Hold on. Hold on a second. Hold on a second. I want to call up our next five speakers, if you

174-1

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.

174-1

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 unmitigatible 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

174-1

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.

folks could all move over.

I want Councilman Brucker, if you can come up and join us, followed by Dick Seff, Lili Bosse, and Kathy Reims.

Okay. All right. Go get the next person started. That's fine.

DR. GOLDBERG: My name is Brian Goldberg. I'm a member of the Beverly Hills Unified School District Board of Education.

During the August 23rd, 2010 regular meeting of the Beverly Hills Board of Education, an agenda item provided time for Board and community members to discuss the Westside Subway Extension.

175-1 The Beverly Hills Board of Education, as part of that discussion, voiced its strong support for the proposed extension of the Westside subway and its agreement with the benefits such a subway will provide to transit riders.

175-2 The Board unanimously supported the proposed subway extension that follows the Santa Monica Boulevard route. Board members are opposed to the proposed alternative routes that would take the subway extension under Beverly Hills High School.

The Board directed that a letter be written and sent to the MTA stating the Board's views as stated

175-1

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.

175-2

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

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175-2

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 unmitigatible 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.

175-2

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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during that discussion.

I'm joined tonight by my colleague Lisa Korbatov, vice president for the Board of Education, and she is going to read a draft copy of that letter, which will be discussed at tomorrow night's Board meeting.

MS. KORBATOV: "To Whom it May Concern: During the August 23rd, 2010 regular meeting of the Beverly Hills Board of Education, an agenda item provided time for Board and community members to discuss the Westside Subway Extension.

"Representatives of Metro attended the meeting and spoke along with the community members. The Beverly Hills Board of Education, as part of that discussion, made clear that it has strong support for the proposed extension of the Westside subway and its agreement with the benefits such a subway would provide the transit riders. It should also be noted, however, that every member of the Board made it very clear that the proposed Subway Extension should follow the Santa Monica Boulevard route.

"Board members were absolutely opposed to the proposed alternative routes that

431-1

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.

431-2

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

would take the subway extension under Beverly Hills High School and our District office building and our homes.

"Given the reasons outlined below, Board members were united in their opposition to the alternative routes, stating that the proposed routes under the high school" --

MS. LITVAK: That's two minutes. Thank you very much.

MS. KORBATOV: But I have a card in as well.

MS. LITVAK: Okay. We didn't get to your card.

MS. KORBATOV: Do you want me to pick up where I left off next time?

MS. LITVAK: Okay. I'm trying to keep this flowing. Why don't you give her a little more time. Let her finish up. Let her finish up. Go ahead.

MS. KORBATOV: "Given the reasons outlined below, Board members were united in their opposition to the alternative routes, stating that the proposed routes under the high school posed some dangers and had no upside and simply made no sense.

"The reasons for their opposition focused on student and teacher safety,

431-2

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 unmitigatible 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.

431-2

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.

431-3

Your comment regarding the safety of tunneling beneath homes and schools, including concern about noise and vibration and oil wells, has been noted. Please see the response to comment number 431-2 above.

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.

community attitudes, future modernization plans for the high school, consideration for homeowners.

"Student and teacher safety of course is a number one priority of the Board of Education. With no absolute guarantee of the impact to school buildings caused by vibrations from the trains, geotechnical considerations, oil wells, current and past, and construction and operational defects and accidents, the Board could not possibly accede to the proposed routes.

"The Beverly Hills community members who spoke to the Board were strongly supportive of the Santa Monica Boulevard route and were adamant in our opposition to the alternative routes.

"In addition, the Beverly Hills City Council has taken an official position in support of the Santa Monica Boulevard route. There was discussion that the alternative route seemed to have been selected in support of a commercial development rather than a well-reasoned decision.

"It should also be noted that the

431-3

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.

Your comment regarding the risks of tunneling near oil wells have been noted. Tunnels, through known oil well fields, have been safely constructed with no adverse incidents with either hazardous gas or oil casings. In recent Los Angeles tunneling history, there have been no oil well incidents related to tunneling, and oil well casings have been safely removed and re-abandoned.

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

During the preparation of the Final EIS/EIR, a comprehensive study of all available information found that there was one mapped abandoned oil well within the proposed tunnel alignment. According to the state's records, the location of this well is beneath a parking structure on Century Park East and does not lie within the Beverly Hills High School (BHHS) campus. The magnetic survey program indicated that the mapped locations of abandoned oil wells could be inaccurate by 50 to 200 feet.

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

For exploration beneath the BHHS buildings during the next phases of design, horizontal 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

431-3

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*. 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.

431-4

Your comment in support of the Century City Santa Monica Station location and your concern about the development of the Century City Constellation Station option have 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*

431-4

Report. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

On October 28, 2010, the Metro Board of Directors approved the Draft EIS/EIR and 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. Following the public circulation of the Final EIS/EIR in early 2012, the Metro Board of Directors will certify the Final EIS/EIR and act on the Century City Station location recommendation in the adoption of the Project. In making their decision, the Metro Board of Directors will take into account all of the engineering and

431-4

environmental factors that were analyzed in the *Century City Station Location Report* as well as public opinion.

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 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 Century City 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 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.

431-5

431-6

431-7

Beverly Hills High School serves as a designated emergency center for our community. Any subway construction beneath our emergency center is a serious concern for our community and for this Board.

"The Beverly Hills Unified School District is currently undergoing an extensive modernization of its building, Measure E. The community supported this modernization plan by passing a $334 million bond measure in 2008. Proposed underground parking structures and other proposed projects on the high school campus might possibly be in conflict with the depth of the subway tunnels. The Board objects to any project that would prevent the District from fully developing its property.

"The local Homeowners Association is very much opposed to the proposed alternative routes. The Board is in agreement with the Homeowners Association" --

MS. LITVAK: Okay. Thank you. That's been another two minutes. We'll be glad to accept those in writing. Councilman Mirisch? Councilman Mirisch is next

431-5

Your comments about potential impacts to the emergency center at the Beverly Hills High School (BHHS) have been noted. Please see response to the concerns about potential impacts to the high school above. As indicated above, 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.

431-6

Your comments regarding the modernization expansion plans for the high school have been noted. Please see the response to comments number 431-2 and 431-5 above for a discussion of the safety of tunneling beneath BHHS and future expansion of BHHS. As stated, tunneling would not prevent future development of the BHHS campus.

431-7

Your comment has been noted. Please see the responses above to comments 431-2, 431-3, 431-4, 431-5, and 431-6.

up.

MR. MIRISCH: Hi. I'm John Mirisch and --

MS. LITVAK: Hang on. Hang on.

And then Ken Goldman. So Ken, you can step up and we'll get you -- your microphone started.

Go ahead. Thank you. I'm so sorry.

MR. MIRISCH: Hi. I'm John Mirisch and I am on the Beverly Hills City Council and I'm here to try to do my best to represent the residents.

176-1 18:56:30 I'm not one to pull punches, so at the next Council meeting on October 5th, I'm going to urge that the Council continue to support the Santa Monica alignment, but only the Santa Monica alignment.

176-2 I'm also going to urge that the City Council only support the Wilshire/La Cienega station east of La Cienega, to avoid intrusion into residential areas.

176-3 We're also going to put our objections to the Constellation alignment on record so that if that should be chosen, that we still have standing to make our point of view known.

I will say that I don't think that the position taken by many of the people or myself tonight is an example of NIMBYism. We are saying, in fact, we want the subway, Welcome, but this is how we want to grant access and this is what makes sense for us.

176-1

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.

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*

176-1

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.

176-2

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.

176-3

Your comment has been noted. Please see the above response to comment number 176-1 regarding the location of the Century City Station.

176-4

Unfortunately, sometimes in our city we have an unenviable history of putting developers before the residents in the quality of life, and I think and hope that that may be changing and would like to continue the trend to protect the quality of our residential life. We're certainly not going to let well-wheeled politically powerful developers in Century City call the shots and sell Beverly Hills, our community, and our treasured high school down the river.

176-5

Finally, I support the school district a hundred percent in their efforts to oppose tunneling under the high school.

That being said, we hope that the Metro Board will choose wisely with our comments in mind and that we will be able to throw our full support behind the 30/10 plan and an alignment this community can really stand behind.

Thank you.

176-4

Your comment in support of the Century City Santa Monica Station location and your concern about the development of the Century City Constellation Station option have 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.

On October 28, 2010, the Metro Board of Directors approved the Draft EIS/EIR and 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.

176-4

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. Following the public circulation of the Final EIS/EIR in early 2012, the Metro Board of Directors will certify the Final EIS/EIR and act on the Century City Station location recommendation in the adoption of the Project. In making their decision, the Metro Board of Directors will take into account all of the engineering and environmental factors that were analyzed in the *Century City Station Location Report* as well as public opinion.

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 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 Century City 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 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

176-4

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

176-5

Your comment opposing tunneling under the high school has been noted. Please see the above responses to comments number 176-1 and 176-4 above regarding Metro's commitment to safety during construction and operation.

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

MS. LITVAK: Thank you.

Ken Goldman.

177-1 MR. GOLDMAN: My name is Ken Goldman. We are here in incredible numbers from all over the city to tell you not to trade the safety of our city's only high school, of our city's disaster city, of Good Shepherd School, and of thousands of students and teachers as well as residential

177-1

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.

177-1

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 unmitigatible 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

177-1

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.

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

177-1

reduced mileage as well as a reduction in the number of cars owned by the household).

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

All residents and businesses displaced as a result of the LPA will be given advance written notice and will be informed of their eligibility for relocation assistance and payments under the Uniform Relocation Assistance and Real Property Acquisition Policies Act. In areas where the subway operates under private property, Metro will work with the property owner to secure a subsurface easement. The following mitigation measures will be implemented to ensure just compensation for acquisitions and easements:

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

Please refer to 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.

property values just to enhance and enrich a few politically powerful Century City developers and just to move the subway station one block closer to their properties.

I would ask those here tonight who oppose -- who are opposed to tunneling under the high school, under Good Shepherd, and under homes when there is a perfectly acceptable alternative route to please stand now.

Thank you.

As we feared -- I'm sorry you're not listening, Jody.

177-2 As we feared, your Draft EIR is slanted. Why else, for example, would you publish a seismic study of Santa Monica Boulevard and not clearly state that the frequency of a fault activity is one in every 7,000 years? You call it active; the State of California does not.

177-3 Metro, you've lost all credibility with us. You attract our support with the Santa Monica route and then switch it at the last minute. You meet with us almost exactly two months ago and promise to give us all sorts of information, important analytical information, and we've not gotten one single piece of that information of any kind that you promised us.

We hear tonight, as we've heard in every single

177-2

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 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

177-2

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 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.

177-3

Your comment regarding the Santa Monica route has been noted. Please see the response to comment number 177-1 above.

47

177-4

meeting, No settlement occurs, and yet when we met with Supervisor Yaroslavsky, he told us about the collapse of a dance hall in East Los Angeles.

You publish an ad just this last Friday in Beverly Hills that says, and I quote --

MS. LITVAK: Ken, your two minutes are up. I'm sorry.

MS. GOLDMAN: He can have part of mine.

MS. LITVAK: Then start the clock over again, please.

MR. GOLDMAN: "The Metro is extending the Metro plan. Purple are being considered, all basically traveling under Wilshire Boulevard west of Santa Monica." That's just wrong and misleading.

18:59:59

19:00:29

There is a viable and acceptable alternative for tunneling under schools and homes. Take it.

177-5

If you want to help people walk that one block, then provide a moving walkway just as in LAX and hundreds of other places.

Our city is completely united. Our School Board has voted unanimously. Next week, our City Council will do the same. Every homeowner throughout the city, not just in the southwest, has called upon you to take the Santa Monica route and not under schools and homes, and literally hundreds of parents and residents demanded the same.

177-4

Your comments about ground settlement and subsidence have been noted. In recent years, Metro has employed improved tunneling techniques to minimize impacts on adjacent properties. Pressurized face tunnel boring machines developed over the past 30 years now provide reliable control of ground movements around the tunnel and have become a standard throughout the world. Behind the cutting wheel at the front of the tunnel is an enclosed chamber that is filled with the excavated soil. This provides pressure that supports the ground in front of the tunnel face and significantly reduces the risk of surface subsidence. Using this technology, Metro recently completed 1.7-miles of twin tunnel for the Metro Gold Line Eastside Extension project, passing beneath structures with no measurable surface subsidence and no substantiated damage claims from settlement.

With regard to subsidence along the LPA, no current substantial subsidence problems related to petroleum or groundwater extraction have been identified. Therefore, the subsidence related to extraction of petroleum and groundwater is not considered a hazard to the LPA during operations. However, the potential exists for ground subsidence related to construction activities such as tunneling and dewatering at station areas along the full length of the proposed alignment and options. Therefore, construction dewatering induced subsidence poses a potentially adverse impact.

Dewatering is usually not necessary when tunneling with pressure-face TBMs. However, station construction will require excavations that will encounter the groundwater table and/or perched groundwater, dewatering may be required to complete the construction in some areas. Dewatering of the excavations made during construction could result in potentially damaging subsidence adjacent to the construction area. However, experience in much of the corridor is that the soils have previously undergone numerous cycles of ground-water fluctuation, and have therefore previously experienced the settlements associated with lowering of the ground water, and will not be expected to have significant additional settlement.

To minimize risks, prior to construction, structures along the tunnel alignment are assessed and tunneling equipment and operating criteria are selected that will best protect the structures. Ground movements are limited by monitoring and controlling critical operations of the tunnel boring machine, and, if needed, by use of supplemental ground control measures, such as grouting. Ground movements around the tunnel and at the surface are measured and nearby structures are surveyed in order to make timely adjustments and to confirm that ground movements are under control as the tunnel is advanced. The following mitigation measures will be implemented during construction to minimize any potential for ground settlement or subsidence.

- CON-47—Use of Pressurized-face TBMs for Tunnel Construction
- CON-48—Preconstruction Survey, Instrumentation, and Monitoring
- CON-49—Additional Geotechnical Exploration

48

We are ready to go to Washington. We are ready to protect our kids, our teachers, residents, civic facilities, and homes. We will not be quiet. We will stand up for what's right and sing, We will go to Washington.

We want to be supportive. Don't make us fight you. But if you do, then as John Paul Jones said, "We have not yet begun the fight."

MS. LITVAK: Thank you. Lori -- keep going. Keep going. Go ahead.

Are you done?

Okay. All right. Concilman Brucker. No. I'm sorry. Rose Norton was next. She already went.

So while all of these people are moving up and we're getting the microphones adjusted, we do have Councilman Brucker, Dick Seff, Lili Bosse, and -- oh, we called all these already. I'm sorry.

19:02:00 The next group will be -- I apologize, and Rebecca, help me -- Cindy Dubin, Gentry Burkes, Paula Sison, Jackson Leipzig, and Monsignor Thomas Welbers, and Matthew -- I'm sorry.

Okay. Those are my next five, if you'll come up. I'd like you to please -- I need you to please come around this way (indicating) and we'll get you seated. Thank you so much.

177-4

• CON-50—Additional Methods to Reduce Settlement

With implementation of these mitigation measures, construction risks related to subsidence and settlement 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 ground settlement and subsidence 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.

177-5

Your comment in support of the Century City Santa Monica Station and route has been noted. Please see the above responses to the comments number 177-1, 177-2, 177-3, and 177-4 regarding the location of the Century City Station and associated alignments and Metro's commitment to safety.

Your comment regarding people movers has been noted. While people mover systems are effective in airports and other locations that are used for occasional long-distance travel, they are not as effective in transit systems that are used for daily short-distance travel. Additionally, constructing long portal entrances with moving sidewalks would require additional tunneling and station features, adding to the project cost.

Councilman, please go right ahead.

19:02:27 MR. BRUCKER: Good evening. My name is Barry Brucker and I currently serve as your Vice Mayor and I do want to say right at the outset Jimmy Delshad and Willie Brien could not be here. They're out of town doing City business.

I have several concerns regarding the Constellation alignment alternative, and they are as follows:

178-1 Number one, the age of construction of our southwest residential community and Beverly Hills High School: Tunneling under residential properties that average at least 50 years of age and under our high school which was built in the early part of the last

19:02:58 century seems like a shocking first choice. I am concerned about the stability of the tunneling process with respect to the vibration, noise, dust, air vent, boring, and when the project is complete the possibility of structural settling, cracks, and ongoing vibration.

178-2 Number two, Beverly Hills High School construction: As you know, we met, we passed Measure E, I think it was, at the high school and we are in the process of developing plans for that and building subterranean. This could dramatically affect their construction plans.

178-1

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

178-1

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 unmitigatible 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.

Furthermore, Section 4.14 of the Final EIS/EIR includes a survey of all historic properties along the alignment, including Beverly Hills High School, and concludes that a No Adverse Effect Determination under Section 106 was made for any properties that would be tunneled beneath. Tunneling of the Project will not cause physical destruction or damage to historic properties above the alignment, and will not change the character of the use of the property or physical features within the setting of the property that contributes to its significance. Also, the Project will not result in indirect visual, atmospheric, or audible elements that will diminish the integrity of significant features of the properties above the tunnel.

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.

178-1

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

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

178-2

Your comments regarding the expansion plans for the high school have been noted. The Westside Subway Extension tunneling would not prevent future development of the Beverly Hills High School 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. Metro will continue to coordinate with Beverly Hills High School throughout the design phase to minimize conflict.

178-3

Number three, with respect to unforeseen challenges which might require trenching of some subsurface excavation and surface excavation, we could face the enormous burden and inconvenience of digging, trenching, and displacing our homeowners and school community.

178-4

And I think, very important, our oil well concerns: Beverly Hills, as you know, is the home to a current oil-drilling facility. In addition, we have numerous subsurface cap wells that pockmarked our campus property for nearly 75 years. I am keenly familiar with this, for it was DTSC, the State Department of Toxic Substance Control, who wanted to bore holes throughout the school campus to see whether there were any potential hazards. It is important.

And in conclusion, this Draft EIR leaves so many unanswered questions and assumptions that are without merit that it appears that politics and big Century City developers may have permeated the analysis drafted by the EIR consultants.

MS. LITVAK: Thank you, Councilman.

Mr. Seff?

MR. SEFF: My name is Dick Seff. I've been a resident of Beverly Hills for 40 years. My wife and our sons graduated from Beverly Hills High School.

178-3

Your comments about construction impacts have been noted.

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

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

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

Please refer to the response above to comment number 178-1 on the safety of tunneling. Refer to Sections 3.8 and 4.15 of the Final EIS/EIR for an analysis of construction impacts and mitigation measures, and Appendix E for more discussion on subway construction methods.

178-4

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

178-4

removed and re-abandoned.

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

During the preparation of the Final EIS/EIR, a comprehensive study of all available information found that there was one mapped abandoned oil well within the proposed tunnel alignment. According to the state's records, the location of this well is beneath a parking structure on Century Park East and does not lie within the Beverly Hills High School (BHHS) campus. The magnetic survey program indicated that the mapped locations of abandoned oil wells could be inaccurate by 50 to 200 feet.

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

For exploration beneath the BHHS buildings during the next phases of design, horizontal 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

178-4

casings during tunnel excavation on other projects. Your comment concerning the validity of the EIR and the politics surrounding the development of the Century City Constellation Station option have 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.

On October 28, 2010, the Metro Board of Directors approved the Draft EIS/EIR and 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.

178-4

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. Following the public circulation of the Final EIS/EIR in early 2012, the Metro Board of Directors will certify the Final EIS/EIR and act on the Century City Station location recommendation in the adoption of the Project. In making their decision, the Metro Board of Directors will take into account all of the engineering and environmental factors that were analyzed in the *Century City Station Location Report* as well as public opinion.

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 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 Century City 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 Century City Station Location Report* for a comparison of the two Century City Station locations. Please refer to Section 4.8 and Section 4.15 of the Final EIS/EIR for more detailed discussion of oil wells and other 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*. The results of further ridership studies can be found in the *Westside Subway*

178-4

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.

51

179-1

We live in the southeastern part of town and would not be affected by the routing of the subway through Beverly Hills, but I care about all of my city, the kids who go to our high school, and our friends who live in the affected area.

I've dealt with too many so-called expert building contractors and so-called expert computer hardware and software companies which always assured me that there would be no problems with the construction or installation of the hardware and software, but there usually were problems and mistakes and some of them were major.

I just do not believe or trust what the so-called experts say, because they've been wrong very often in the past.

Why would anyone want to take a chance that something could go wrong and that a problem could occur right under our school where not only our children attend classes, but the high school building itself is designated as a disaster center for our city in the case of a disaster?

There will be earthquakes, there will be a chance of vibrations from the movement of the trains, and there will be a possibility of sinkage, as well as other serious problems, and there will be mistakes made. If

179-1

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.

the subway is routed under the school and homes, it will be too late to correct the problems and mistakes, and these mistakes may be disastrous.

There's another good route located under public streets. Why not use this route and avoid the possibility of a disaster under school and residential 19:06:28 properties? Let us store this decision not for the politicians or the developers but for the people; in this case, the residents of Beverly Hills.

MS. LITVAK: Thank you.

Lili Bosse and then Kathy Reims, if you could step up. After Ms. Reims speaks, we're going to call the next group of five.

Go ahead.

MS. BOSSE: Good evening. My name is Lili Bosse. I graduated from Beverly Hills High School, as did our sons Andrew and Adam.

Through my work on the Beverly Hills Planning 19:07:00 Commission, I have read many, many EIRs, so I'm very familiar with the format and the content of these reports.

I have now read this EIR on the MTA Westside Extension Project. It remains clear that repeated studies over the last 30 years have consistently concluded that Santa Monica Boulevard is the preferred

179-1

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 unmitigatible 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

179-1

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.

180-1

route. For example, Wilshire Boulevard and Santa Monica Boulevard were the recommended routes for the Westside extension project based on previous corridor alignment studies conducted in the 1980s, 1990s, and the early 2000s.

Until just the last few months, the MTA, the Beverly Hills Mass Transit Committee, the Beverly Hills City Council, and the Beverly Hills community have all supported the Santa Monica route. Only the MTA appears to be changing its position now.

I have found absolutely nothing in this EIR to justify this change and I have found absolutely nothing in this EIR to justify a new proposed route under our high school.

As a Beverly Hills parent and a resident, as yourselves, I'm interested in what is best for our schools and our community. I urge the MTA to stick with the route we all support for a transit project we all want. No subway under Beverly Hills High School.

MS. LITVAK: Thank you very much.

Okay. Kathy Reims, and then we'll call our next group of speakers up.

Go ahead.

MS. REIMS: My name is Kathy Reims. I'm also a --

MS. LITVAK: Get real close.

180-1

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.

180-1

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 unmitigatible 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

180-1

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.

MS. REIMS: Hi. My name is Kathy Reims.

181-1 These routes are called alternatives. That means there's a choice. We choose the Santa Monica route. It's the route we've always chosen. We're not

181-2 changing our minds. It appears to be, in reading all these MTA documents, that there's a difference in the

19:09:27 logic and rationale in choosing a location for the Westwood station versus Century City. We're told one major reason in Century City is ridership, that moving it that one block or two-tenths of a mile will increase the ridership.

I called UCLA today and asked them, "How many students and employees do you have?" 67,000 people at UCLA and yet the MTA is proposing a station at Wilshire and Westwood, which is eight-tenths to a whole mile away,

19:09:59 and they're saying with a straight face that they're going to get all this ridership. But in Century City, moving it one block, we're not going to have enough ridership.

It makes no sense. When somebody isn't logical and isn't consistent in their message, you have to ask why.

Also, they're saying that another reason in Westwood to have the station at Wilshire and Westwood instead of closer to UCLA is that building a station

181-1

Your comment in support of the Century City Santa Monica Station location and your concern about the development of the Century City Constellation Station option have 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.

On October 28, 2010, the Metro Board of Directors approved the Draft EIS/EIR and 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.

181-1

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. Following the public circulation of the Final EIS/EIR in early 2012, the Metro Board of Directors will certify the Final EIS/EIR and act on the Century City Station location recommendation in the adoption of the Project. In making their decision, the Metro Board of Directors will take into account all of the engineering and environmental factors that were analyzed in the *Century City Station Location Report* as well as public opinion.

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 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 Century City 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 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

181-1

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

181-2

Your comment in support of the Century City Santa Monica Station location and station access/ridership projections has been noted.

During preparation of the Final EIS/EIR, the ridership model from the Draft EIS/EIR was further refined to assess the LPA and incorporate any changes between the Draft EIS/EIR and the Final EIS/EIR. More than ten model runs were conducted to respond to changes, perform additional analysis, and answer questions that were raised during the project development process in the Final EIS/EIR phase. The main types of refinement included feeder bus service, balanced headways and some coding refinement, to determine what changes should be included in the Final EIS/EIR model runs. The refined model predicted boardings along the new Westside Subway Extension stations are approximately 49,300 with the Century City Constellation Station, which is about 3,350 more than the predicted 45,986 boardings with the Century City Santa Monica Station. The main difference in boardings at the Century City Station is the increased walk access trips in the Constellation Station over the Santa Monica Station. The walking time between the TAZ 738 (Century City)'s centroid node and the Century City subway station is 3 minutes in the Constellation Option and 13 minutes in the Santa Monica Option. The number of jobs and jobs per square mile in the 1/4 mile and 1/2 mile area around the Century City Stations is much higher in the Constellation Option than in the Santa Monica Option.

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

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to

181-2

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

181-3

closer to campus could be logistically difficult because the narrow streets would present a challenge getting construction equipment in and out of the site and make the removal of dirt tricky. I'm quoting MTA.

Do they think that the streets around our high school are any wider or any less tricky? I don't think so. I think that we need the same protection and I think it's fair and it's reasonable to say the route that we agreed on and the route that we supported is the route that we want.

Thank you.

MS. LITVAK: Thank you.

Okay. Ms. Burkes -- wait a moment. Wait a moment.

I'd like to ask to join Rebecca over here Matthew Finerman, Virginia Maas, Rudy Cole, Herb Young, and Alan Kaye. Thank you very much. Okay. Gentry Burkes, and then if Paula Sison could step up to the microphone, we'll get you started next.

Go ahead. Get really close.

MS. BURKES: Good among. I'm Gentry Burkes and I'm from Good Shepherd Catholic School.

For years, Good Shepherd has prided itself on its small, quiet, intimate classes. If a subway is built, it would disrupt what the teachers and students

181-3

Your comments about construction impacts surrounding the Beverly Hills High School have been noted.

The subway tunnels will be built using “Earth Pressure Balance” tunnel boring machines. Most of the tunneling happens completely below ground with little if any noticeable impact on the surface. The greatest construction impacts will occur near stations, tunnel access portals, and construction laydown areas where construction activities at the surface are concentrated. None of these are planned for the immediate vicinity of Beverly Hills High School and instead these construction activities would be concentrated at the Century City Station.

Subway stations are built by excavating the site or the “station box” and then building the station below ground. If the station is built under a street, it is covered over with concrete decking during construction to allow traffic to continue to flow overhead. Traffic would be disrupted at the beginning of station construction to allow for initial excavation and installation of the concrete decking, and again at the end to remove the decking and reconstruct the street. Section 3.8, Section 4.15, and Appendix E of this Final EIS/EIR describe the construction process in detail.

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

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

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

182-1

before us have created.

Although I haven't been at Good Shepherd long, I already love it. Construction would take many dumb, disturbing years and after it was built, wouldn't every time the subway passed under the school, would it feel like an earthquake? Already when a truck passes by, we feel the school shaking. A subway would probably be more often and worse. That would ruin the learning experience for us and those after us.

I'm not saying, Don't build a subway. I'm just saying, Please don't build it under our school.

Thank you.

182-1

Your comment concerning tunneling beneath the Good Shepherd School 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. The Constellation South alignment would have passed beneath the Good Shepherd School.

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 unmitigatible risk to tunneling.

182-1

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

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

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

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

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

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to

182-1

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.

13 MS. LITVAK: Thank you.
14 Paula Sison and then Jackson Leipzig.
15 MS. SISON: Hello. My name is Paula Sison. I'm the
16 president of the -- I'm the president of the student
17 council at Good Shepherd Catholic School and we are here
19:12:29 18 to discuss the effects of a possible subway being built
19 under our school.
183-1 20 One of the reasons that we would not like the
21 subway under our school is that the construction would
22 make it harder for the students to learn and it would
23 disrupt our classes.
183-2 24 Another reason is the dust would make the
25 environment worse and we would have a harder time

183-1

Your comment concerning tunneling beneath the Good Shepherd School 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. The Constellation South alignment would have passed beneath the Good Shepherd School.

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 unmitigatible risk to tunneling.

183-1

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

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

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

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

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

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to

57

breathing and playing out in the school yard.

We are not against the public transportation, but we are for uninterrupted education.

183-1

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.

183-2

Your comment regarding air quality during construction has been noted. SCAQMD thresholds will be exceeded for all pollutants when the total project emissions over the duration of the construction period are accounted for. This is due to the accelerated schedule that has been developed to minimize the disturbances that construction can bring to the residents and businesses within the study area. In addition, nitrous oxides (NOx) thresholds will be exceeded for all construction elements. NOx levels will be elevated due partially to the proposed use of diesel locomotives to extract soil during the tunnel boring process. The following mitigation measures will be implemented to reduce air quality impacts during construction:

- CON-6—Meet Mine Safety (MSHA) Standards
- CON-7—Meet SCAQMD Standards
- CON-8—Monitoring and Recording of Air Quality at Worksites
- CON-9—No Idling of Heavy Equipment
- CON-10—Maintenance of Construction Equipment
- CON-11—Prohibit Tampering of Equipment
- CON-12—Use of Best Available Emissions Control Technologies
- CON-13—Placement of Construction Equipment
- CON-14—Measures to Reduce the Predicted PM_{10} Levels
- CON-15—Reduce Street Debris
- CON-16—Dust Control During Transport
- CON-17—Fugitive Dust Control
- CON-18—Street Watering
- CON-19—Spillage Prevention for Non-Earthmoving Equipment
- CON-20—Spillage Prevention for Earthmoving Equipment
- CON-21—Additional Controls to Reduce Emissions

Although the air quality impacts will remain significant and unavoidable during construction, in the long-term, the result in air quality benefits, reducing emissions of some criteria

183-2

pollutants. Please refer to Section 4.15 of the Final EIS/EIR for a detailed description of air quality construction impacts and mitigation.

MS. LITVAK: Thank you.

Jackson Leipzig and then Monsignor Thomas Welbers.

MR. LEIPZIG: Good evening. My name is Jackson Leipzig and I'm an eighth grader at Good Shepherd Catholic School.

This is the 80th anniversary of Good Shepherd Catholic School in Beverly Hills. Our compact, welcoming campus is home to about 200 students and our remarkably dedicated faculty and staff.

We are located at the corner of Linden and Charleville in Beverly Hills in a tranquil neighborhood of apartments and single-family homes, many of which, like our school, date from the 1920s.

184-1 Building a subway directly underneath or immediately adjacent to Good Shepherd Catholic School is not a good idea for the following reasons:

184-2 One, the noise and vibration associated with subway construction will significantly and directly impact the quality of school life. These factors will make it difficult for students to learn and teachers to teach.

184-1

Your comment concerning tunneling beneath the Good Shepherd School 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. The Constellation South alignment would have passed beneath the Good Shepherd School.

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 unmitigatible risk to tunneling.

184-1

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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.

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

184-1

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.

184-2

Your comment regarding noise and vibration during construction has been noted. Please see response to comment number 184-2. The LPA as selected by the Metro Board of Directors does not pass beneath the Good Shepherd School.

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

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

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

• CON-22—Hire or Retain the Services of an Acoustical Engineer
• CON-23—Prepare a Noise Control Plan

184-2

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

Although mitigation measures will help to reduce noise impacts during construction, an adverse construction noise effect will remain after mitigation in the construction areas. In addition to noise impacts, construction of the LPA could result in vibration impacts before mitigation is implemented. Impact pile driving at the station boxes will result in adverse vibration impacts. Perceptible vibration levels could be experienced within 200 feet of pile driving operations. Additionally, equipment used for underground construction, such as the TBM and mine trains, could generate vibration levels that could result in audible ground-borne noise levels in buildings at the surface, depending on the depth of the tunnel and soil conditions. Tunneling under residences and schools will occur for a limited time. The TBM tunnels between 30 and 100 feet per day. For an average residence or business, this means that the TBMs would be below the surface of that structure for no more than a day or two. Since underground construction is expected to occur continuously over a 24-hour day, there is the potential for the tunnel boring operation to be audible during nighttime sleep hours when background noise levels inside residential buildings are very low. However, as indicated, the period for this potential disruption would be limited to a few days or less and mitigation measures would be implemented to minimize impacts.

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

184-2

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

If the Metro ground-borne noise limits or ground-borne vibration limits are exceeded during tunneling, the contractor will be required to take action to reduce vibrations to acceptable levels. Such action could include reducing the muck train speed, additional rail and tie isolation, and more frequent rail and wheel maintenance. However, there were no substantiated noise-level complaints made during tunneling for the Metro Gold Line Eastside Extension. Therefore, with mitigation, there will be no construction-related vibration adverse effects due to tunneling activities. Refer to Section 4.15 of the Final EIS/EIR for more detailed information on construction noise and vibration impacts.

184-3

Two, the subway construction will cause
19:13:56 increased congestion and traffic in an already congested
area. This will make student drop-off and pick-up a
time-consuming and difficult project and will negatively
impact every student and family.

184-4

Three, increased traffic and construction will
constrict an already limited supply of available public
parking. This, in turn, will make it more difficult for
Good Shepherd parents to visit the school and volunteer
for school activities. Good Shepherd relies heavily on
parent volunteerism.

184-5

And number four, the subway is designed to serve
19:14:29 the dense commercial areas of West Hollywood,
Beverly Hills, and Century City. It should be built in
those areas and not disrupt areas that are much less
central to its purpose.

Thank you.

MS. LITVAK: Thank you.

Monsignor Welbers and then Cindy Dubin. And
after Ms. Dubin, we'll take another break and call our
next group up.

MONSIGNOR WELBERS: I'm Thomas Welbers, Monsignor
Thomas Welbers, pastor of Good Shepherd Catholic Church.

19:14:56 We have been a part of the -- an integral part
of the Beverly Hills community since 1923 and operate

184-3

Traffic impacts associated with LPA construction 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. The Good Shepherd Catholic School would not be adjacent to any potential construction laydown areas for either the Wilshire/Rodeo or Century City station sites.

Subway stations are built by excavating the site for the station box and then building the station below ground. If the station is built under a street, it is covered over with concrete decking during construction to allow traffic to continue to flow overhead. Traffic will be disrupted at the beginning of station construction to allow for initial excavation and installation of the concrete decking, and again at the end to remove the decking and reconstruct the street. The Traffic-Control Activities during Station Construction table in Section 3.8 details the traffic-control activities during station construction and the duration of each activity.

Anticipated truck haul routes consist of major city arterial streets that trucks will use to transport spoils, muck, material, and equipment between the construction laydown site locations and the offsite disposal location using the nearest freeway interchange. To minimize peak-period traffic disruptions, haul truck activity will occur during off-peak and nighttime periods. These routes generally follow major commercial streets and avoid residential areas to the greatest extent possible. The proposed routes identified are provided in Section 3.8 of this Final EIS/EIR and the Westside Subway Extension Construction Traffic Analysis Report. The routes may be updated and revised once additional information, such as construction sequencing, is finalized. In addition, the proposed routes will be subject to the approval of Metro and appropriate departments at Federal, State, and local agencies. The routes will be finalized in coordination with local jurisdictions and will be located so as to minimize noise, vibration, and other possible impacts to adjacent businesses and neighborhoods.

TBM components will be transported to the tunnel construction site by truck. Several oversize deliveries will be required, some during nights and weekends. However, these large component deliveries are limited to the initial setup period for the TBM, as well as during the removal period. If a TBM is re-used to excavate a subsequent tunnel, the entire machine may be transported by road from one site to the next. This would require full or partial road closures, typically at night.

Following completion of the Project, if physical damage to haul routes was found, affected roads will be treated in a manner that returns affected facilities to pre-construction conditions. This work will restore the street or ground surface to its original condition, or

184-3

better. Site restoration operations will closely follow completion of the station structures. To maintain traffic flow, one-half of a street will be restored at a time and/or restoration will occur over weekends to enable an entire street to be temporarily closed to through traffic.

Backfill material will be trucked in, placed, and compacted. During backfilling over stations, utilities will be installed along with new sewer manholes and cable/duct vaults. Sidewalks will be restored, and the permanent street will be constructed, including paving, striping, and signage. Streets, sidewalks, and landscaping will be restored in accordance with City standards.

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

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

184-4

Your comment regarding parking during construction has been noted. Contractor staging areas (also referred to as “laydown areas”) will be necessary for tunnel construction, stations, and ancillary facilities. Off-street space will be needed for setup, insertion, operation, and extraction of equipment and materials to the tunnel and station excavations. Section 2.6 of the Final EIS/EIR identifies the locations of the laydown areas. The Good Shepherd Catholic School would not be adjacent to any potential construction laydown areas for either the Wilshire/ Rodeo or the Century City Station sites.

Work areas will be needed to support tunnel excavation operations, including processing and removing tunnel spoils (excavated materials), handling precast concrete tunnel-lining segments, and tunnel utilities (such as ventilation, water supply and return, and power supply). In-street work areas will only be used when no off-street alternatives exists. Temporary easements, typically a portion of the sidewalk, traffic lanes, and/or parking areas, may be required at various locations for staging. During construction, existing on-

184-4

street parking and loading zones will be temporarily removed where traffic lanes are closed or eliminated temporarily. In addition a number of off-street parking spaces will be removed during construction of the Wilshire/La Cienega, Wilshire/Rodeo, Century City Santa Monica option, Westwood/UCLA (On-Street and Off-Street), and Westwood/VA Hospital Stations (North and South). The following mitigation measures will be implemented to minimize impacts to parking during construction:

• TCON-7—Parking Management
• TCON-8—Parking Monitoring and Community Outreach
• TCON-9—Construction Worker Parking

However, even with the implementation of these mitigation measures, a temporary adverse and unavoidable parking impact will remain during construction. Please refer to Section 3.8 of the Final EIS/EIR for more detailed information on transportation related construction impacts. In addition, the *Westside Subway Extension Construction Traffic Analysis Report* provides more information on construction related parking affects and *Westside Subway Extension Displacement and Relocation Supplemental Technical Report* describes staging areas identified for the LPA and any associated parking losses. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

184-5

Your comment has been noted. Please see the above response to comment number 184-1 regarding the location of the Century City Station and associated alignments and the responses to comments number 184-2, 184-3, and 184-4 for a discussion of anticipated construction impacts.

Good Shepherd School, celebrating its 80th birthday this year.

185-1 I'd like to make two points, one of which is whatever the technological things, wonders, that we can do to mitigate risks, recent disasters in San Bruno and the Gulf show us that technology doesn't compensate for human error and human neglect. So I think we need to bear that in mind.

185-2 The other thing that came to my mind about this Constellation station was an item in the L.A. Times on August 11th about a proposed one-and-a-half-billion-dollar proposal for two 46-story skyscrapers right behind the hotel on Avenue of the Stars, and the article says, "If approved by City officials, the addition would be one of the largest real estate developments on the Westside in decades, although it's likely to face resistance from residents weary of traffic congestion" -- that's an understatement -- and, you know, yet in this economy, they want to do something like that?

Now, I think that the Constellation station has a very good chance of increasing congestion beyond the capabilities of the subway to handle it. So Santa Monica station it is.

MS. LITVAK: Thank you.

185-1

Your comment concerning tunneling beneath the Good Shepherd School 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. The Constellation South alignment would have passed beneath the Good Shepherd School.

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185-1

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

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Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to

185-1

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.

185-2

Your comments about the traffic congestion resulting from the Century City Constellation Station has been noted.

A comprehensive station access circulation study was conducted for all the LPA stations. 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 stations.

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

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

Cindy Dubin and then Matthew Finerman, but we're going to take a break after Ms. Dubin and call our next group up.

MS. DUBIN: My name is Cindy Dubin. I'm the executive V.P. of the Beverly Hills PTSA. Monique Stone, the current president, and I would like to provide the following comments on behalf of PTSA.

186-1

As advocates for the health and safety of our Beverly High students and school community, PTSA is here tonight with a simple message: Please do not tunnel under our school.

As luck would have it, unlike so many complicated issues of our time, the reasons underlying our position on this issues are rather simple: MTA has an alternative, the Santa Monica route.

There is clearly no educational, health or safety upside to our school community.

Number three, the potential downsides are just too risky.

So the Beverly High PTSA respectfully submits that our Preferred Alternative is the Santa Monica route, that MTA listen to the students of Beverly High who don't want to listen to tunneling under our school, that MTA listen to the members of our Board of Education who have stated their Preferred Alternative is the Santa Monica

186-1

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

route, and that MTA listen to our City Council with its preference as well.

We know that with respect to projects of this
19:17:57 nature, there's simply no guarantees. The only way you'll know for sure that MTA is not directly impacting the health, safety, and welfare of our daily 3,000-person-school community is by going the Santa Monica route.

Now, on a personal note, as an individual parent of four, including two at Beverly and an alum, a resident, I just wanted to say that I have one more reason, a personal reason.

I'm not assured by MTA's statements that everything will be okay. There's nothing personal here. I have no doubt that MTA administrators and engineers are
19:18:27 well-meaning individuals; but given my experience in life, few things, even simple things, go as planned. It's hard to fathom that an enormously complicated project such as this wouldn't have issues.

So I was initially skeptical. Then I started looking into the issues and watched on U-tube a video of a former CEO of MTA discussing the severe problems encountered at the beginning of the Red Line.

In response to a list of problems, gas explosions, massive sinkhole, sinking of Hollywood

186-1

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 unmitigatible 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

186-1

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.

186-2

Your comments regarding the safety of tunneling has been noted. Please see the above response to comment number 186-1 regarding the safety of tunneling.

Boulevard --

MS. LIKVAK: Thank you.

19:18:59 MS. DUBIN: -- the former CEO -- my father, Fred Zimmerman -- Dad, will you give me the rest of your time? He has a card in.

MS. LITVAK: Okay. Well, we'll have to pull it, but go ahead.

MS. DUBIN: Thank you.

186-2 The former CEO responded with something to the effect of, "As they say in construction, no pain, no gain. When you build something this complicated, this large, with the span of time over which we are building, problems will inevitably occur."

I was shocked and outraged by his response. And now we are supposed to believe that it will be smooth sailing in this case? And tonight you mentioned that 19:19:29 this tunnel will be substantially deeper than the norm.

This is the same MTA which reassured a councilwoman standing over the sinkhole that everything was okay a minute before the two of them watched another enormous portion of the ground cave right in right in front of them.

This is the same MTA which responded to the fact that by 2007, there were over 3,000 suits for over $1 million by stating, "We are doing the best we can in

these circumstances."

This is the same MTA whose prediction of ridership for the Green Line was notoriously off. I won't go into that.

At any rate, the bottom line, this is the same MTA that has never tunneled under a school, let alone one with an active oil well.

We are not asking you to guarantee our safety, because you can't. The only thing you can do in your control is a decision to choose another route that will not be directly impacting our students, staff, local youth sports, current and future usage of our property.

Thank you.

MS. LITVAK: Thank you.

While Dr. Finerman is stepping up and Virginia Maas, I'd like to ask the following five people to join Rebecca on the right here: Russ Levite, Linda Roberts, David West, Rod Krell, I believe it is -- and if I mispronounce your names, I apologize -- and Dr. Woodrow Clark.

Thank you. Okay. Dr. Finerman and Ms. Maas, if you can step up to the microphone, we'll get you ready to go as soon as he's finished. Go ahead.

DR. FINERMAN: My name is Dr. Matthew Finerman --

MS. LITVAK: Hang on. Hang on. Wait. Stop the

clock. Can we get his microphone on?
Go ahead.
DR. FINERMAN: I'm Dr. Matthew Finerman. I am speaking as a member of the Beverly Hills North Association.
187-1 For the record, we do not object to the subway in the area. Just do not change the route. We join the Beverly Hills City Council and School Board who have also unanimously gone on record as opposing proposed deviations from the original noncontroversial route. This is not just a not-in-my-backyard issue from a small number of residents living over the newly proposed routes.
19:21:29 I also speak as a lifetime Beverly Hills resident. My family owns a small apartment building directly over one of the proposed routes and I'm in private practice, a head and neck surgeon at the Century City Medical Office building kitty-corner from here.
There is no valid reason to both literally and figuratively undermine 34,000 residents of Beverly Hills simply for the benefit of a new Century City development.
187-2 You can better accomplish the same benefits by a low-tech solution such as the Dash Shuttle downtown or a high-tech moving sidewalk such as at LAX. This would, in

187-1

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.

187-1

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

187-1

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.

187-2

Your comment in support of the Century City Santa Monica Station location and station access/ridership projections has been noted.

During preparation of the Final EIS/EIR, the ridership model from the Draft EIS/EIR was further refined to assess the LPA and incorporate any changes between the Draft EIS/EIR and the Final EIS/EIR. More than ten model runs were conducted to respond to changes, perform additional analysis, and answer questions that were raised during the project development process in the Final EIS/EIR phase. The main types of refinement included feeder bus service, balanced headways and some coding refinement, to determine what changes should be included in the Final EIS/EIR model runs. The refined model predicted boardings along the new Westside Subway Extension stations are approximately 49,300 with the Century City Constellation Station, which is about 3,350 more than the predicted 45,986 boardings with the Century City Santa Monica Station. The main difference in boardings at the Century City Station is the increased walk access trips in the Constellation Station over the Santa Monica Station. The walking time between the TAZ 738 (Century City)'s centroid node and the Century City subway station is 3 minutes in the Constellation Option and 13 minutes in the Santa Monica Option. The number of jobs and jobs per square mile in the 1/4 mile and 1/2 mile area around the Century City Stations is much higher in the Constellation Option than in the Santa Monica Option.

In addition to the refined ridership model, a supplemental ridership study was prepared to evaluate the relative accessibility of the Century City Station locations to surrounding commercial and residential development within a 1/2-mile walking distance. This data was then used to estimate the number of Westside Subway Extension riders who would walk to and from the stations. It should be noted that these ridership projections only consider those riders who walk to the station and these projections are intended to supplement the ridership forecasts. This analysis concluded that the Century City Constellation Boulevard Station attracts more Westside Subway riders compared to the station location along Santa Monica Boulevard. Based on both existing and projected future development in Century 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.

Potential additional local bus services at subway stations along the Westside extension were evaluated as part of the Final EIS/EIR. Any provision of shuttle service could add more subway riders, although the magnitude of increase is subject to analysis using the travel forecasting model. To help guide design of subway stations, potential provisions for

187-2

enhanced local bus service at stations is being assessed, but enhanced bus service itself is beyond the scope of this project.

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

fact, increase accessibility to the shopping center and the office buildings.

187-3 The proposed new route puts an unnecessary risk to a high school which will be 100 years by your time line. It also houses the city's disaster center.

187-4 Perfection cannot be guaranteed. The Beverly Hills Civic Center was thoroughly studied and they still unexpectedly hit water, and we know there's oil under the high school.

My first medical office was at Seventh and Flower where the Red and Blue lines meet. When the digging was approaching our building's utility lines, the building superintendent asked to see the plans. He was told, "We don't have any plans. We just dig until we hit something and then call the proper utility."

Sinkholes have occurred, tunnel walls have been built too thin, and the original tunnel to Seventh and Flower was too narrow for the train to pass and so it had to be redone.

Further, according to Beverly Hills Unified School District staff, it negates potential plans to extend the high school down four stories, allowing only two stories.

Additionally, as Tom Pease and Ken Goldman have said, the sudden epiphany that the new route is safer by

187-3

Your comments regarding the safety of tunneling have been noted. Please see the above response to comment number 187-1 regarding the location of the Century City Station and the safety of tunneling.

187-4

Your comment regarding the risks of tunneling near oil wells have been noted. Tunnels, through known oil well fields, have been safely constructed with no adverse incidents with either hazardous gas or oil casings. In recent Los Angeles tunneling history, there have been no oil well incidents related to tunneling, and oil well casings have been safely removed and re-abandoned.

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

During the preparation of the Final EIS/EIR, a comprehensive study of all available information found that there was one mapped abandoned oil well within the proposed tunnel alignment. According to the state's records, the location of this well is beneath a parking structure on Century Park East and does not lie within the Beverly Hills High School (BHHS) campus. The magnetic survey program indicated that the mapped locations of abandoned oil wells could be inaccurate by 50 to 200 feet.

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

For exploration beneath the BHHS buildings during the next phases of design, horizontal 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

187-4

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.

Your comment about groundwater levels has been noted. Tunnels will be excavated to a great extent below the ground water table. Pressurized face tunnel boring machines will be used for excavation of the tunnels, and a gasketed tunnel lining will be installed as the tunnel shield advances, so that inflow of water into the tunnel, and thus, potential for lowering the ground water table above the tunnel route will be minimal. Stations will be excavated partially above and below the water table. Local dewatering around the station perimeter may be required to allow for safe and dry conditions during construction. If dewatering is to be implemented, groundwater level monitoring will be performed and impact from dewatering on the ground surface (settlement) and/or adjacent structures will be monitored and evaluated. The following mitigation measures will be implemented during construction to reduce impacts related to dewatering:

• CON-47—Use of Pressurized-face TBMs for Tunnel Construction
• CON-48—Preconstruction Survey, Instrumentation, and Monitoring
• CON-49—Additional Geotechnical Exploration
• CON-50—Additional Methods to Reduce Settlement
• CON-70—Methods to Control Contaminated Groundwater
• CON-71—Plan if Contaminated Groundwater is Encountered

With implementation of these mitigation measures, impacts related to dewatering will be reduced to less than significant.

Your comments about ground settlement and subsidence have been noted. In recent years, Metro has employed improved tunneling techniques to minimize impacts on adjacent properties. Pressurized face tunnel boring machines developed over the past 30 years now provide reliable control of ground movements around the tunnel and have become a standard throughout the world. Behind the cutting wheel at the front of the tunnel is an enclosed chamber that is filled with the excavated soil. This provides pressure that supports the ground in front of the tunnel face and significantly reduces the risk of surface subsidence. Using this technology, Metro recently completed 1.7-miles of twin tunnel for the Metro Gold Line Eastside Extension project, passing beneath structures with no measurable surface subsidence and no substantiated damage claims from settlement.

With regard to subsidence along the LPA, no current substantial subsidence problems related to petroleum or groundwater extraction have been identified. Therefore, the subsidence related to extraction of petroleum and groundwater is not considered a hazard

187-4

to the LPA during operations. However, the potential exists for ground subsidence related to construction activities such as tunneling and dewatering at station areas along the full length of the proposed alignment and options. Therefore, construction dewatering induced subsidence poses a potentially adverse impact.

Dewatering is usually not necessary when tunneling with pressure-face TBMs. However, station construction will require excavations that will encounter the groundwater table and/or perched groundwater, dewatering may be required to complete the construction in some areas. Dewatering of the excavations made during construction could result in potentially damaging subsidence adjacent to the construction area. However, experience in much of the corridor is that the soils have previously undergone numerous cycles of ground-water fluctuation, and have therefore previously experienced the settlements associated with lowering of the ground water, and will not be expected to have significant additional settlement.

To minimize risks, prior to construction, structures along the tunnel alignment are assessed and tunneling equipment and operating criteria are selected that will best protect the structures. Ground movements are limited by monitoring and controlling critical operations of the tunnel boring machine, and, if needed, by use of supplemental ground control measures, such as grouting. Ground movements around the tunnel and at the surface are measured and nearby structures are surveyed in order to make timely adjustments and to confirm that ground movements are under control as the tunnel is advanced. The following mitigation measures will be implemented during construction to minimize any potential for ground settlement or subsidence.

- CON-47—Use of Pressurized-face TBMs for Tunnel Construction
- CON-48—Preconstruction Survey, Instrumentation, and Monitoring
- CON-49—Additional Geotechnical Exploration
- CON-50—Additional Methods to Reduce Settlement

With implementation of these mitigation measures, construction risks related to subsidence and settlement will be reduced to less than significant.

Your comment regarding utility relocation during construction has been noted.

Underground utilities were researched and noted on drawings as part of the conceptual design phase. During further design phases and preconstruction activities, existing utilities will be more closely inspected and evaluated, including depth, condition and exact location. An operation called “potholing” is typically done to physically locate certain utilities, which can then be appropriately marked or protected. It is necessary to relocate, modify or protect in place all utilities and underground structures that will conflict with excavations.

Where in-place protection is not sufficient, relocation is required. Utility relocations can be done prior to or during construction, depending on the sensitivity of the utility. Shallow utilities, such as maintenance holes or pull boxes, will interfere with excavation work and require relocation. Affected utilities are expected to include storm drains, sanitary sewers, water lines, power lines, gas pipelines, oil pipelines, electrical duct banks and transmission

187-4

lines, lighting, irrigation lines, and communications such as phone, data and cable TV.

Utility relocations will be coordinated with the utility owner. Relocation and protection of underground utilities will require excavation to the depth of the existing utility line and installation of a replacement utility in a new location. This will occur within the affected right-of-way and on nearby streets, as required. Utility relocations often entail some form of temporary service interruptions. These are typically planned for periods of minimum use (such as nights or weekends), so that outages have the least impact on users.

Utilities such as high-pressure water mains and gas lines, which could be a hazard during station construction and that are not to be permanently relocated away from the work site, could be removed from the construction area temporarily. Utilities that do not require permanent or temporary relocation can be reinforced, if necessary, and supported in place by hanging from deck beams.

In addition to utility relocations, various new utilities will be installed to accommodate construction needs. These include, but are not limited to, communications cables (including fiber optic lines), electrical duct-banks, drainage facilities, water supply lines and lighting. Please see the response above to comment number 187-1 regarding future expansion of Beverly Hills High School. 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.

Please refer to Section 4.8 and Section 4.15 of the Final EIS/EIR for more detailed discussion of oil wells, dewatering, and subsidence and settlement. 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.

187-5

moving it one block from where you have a rarely active fault line is an insult to our intelligence and puts in doubt any trust for these features of the MTA.

If healthy young adults cannot be expected to walk the length of the Century City Shopping Mall, then it is of no use to inform patients of my medical offices two blocks away.

MS. LITVAK: Thank you. Thank you very much.

Hang on one second. Is Russ Levite or Linda Roberts here? Are you not -- are you going to speak?

You're passing.

Linda Roberts? Okay.

Then I'd like to ask Jackson Prince and -- didn't Paula Sison already speak?

UNIDENTIFIED SPEAKER: Yes.

MS. LITVAK: Okay. Hang on a second.

And Lisa Korbatov already spoke. So I would like to ask Jackson Prince and Linda Newmark to come on up.

Thank you. Go ahead. I'm sorry. Go right ahead.

MS. MAAS: My name is Virginia Maas and I'm past president of the Beverly Hills School Board. I was also a member of the original Beverly Hills Subway Committee that supported the route down Santa Monica Boulevard, and

187-5

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 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

187-5

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 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 see the response to comment number 187-2 regarding station access and ridership projections in Century City.

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.

I have not changed my mind that that is the best route.

188-1 All of Beverly Hills -- as has been said before, all of Beverly Hills is concerned about any other alternative route and its impact on Beverly Hills, on its neighborhoods, on Good Shepherd Church, and of course its impact on Beverly Hills High School.

19:24:27 This is not -- as has also been said, we are not NIMBYs. We want the subway, but we want that first route that subway -- what the original Subway Committee

188-2 suggested, but we are concerned about the geology of the soil.

We understand that there have been 60 borings. This is not enough.

We are concerned about the abandoned oil wells

188-3 under Beverly Hills High School and the impact of construction on this key site for our students and for our community during a disaster.

188-4 This has not been studied enough. We don't

19:24:59 understand and we don't agree about the data on the

188-5 walk-distance studies. I personally would like to know where you will stage the equipment for construction if you choose an alternative route.

188-6 And just this week, we learned about the unanticipated ventilation issues on the Expo Line, which raises concerns for our community, and we want to be

188-1

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.

188-1

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 unmitigatible 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

assured that a route will not be chosen based on a developer's desire to redo Century Plaza Hotel.

Thank you.

MR. COLE: Good evening. My name is Rudy Cole --

MS. LITVAK: Hang on. I'd also like to ask Herb Young to come up.

MR. COLE: I work alone, actually. Some of the audience will understand that.

First --

MS. LITVAK: We're trying to accommodate our students who have to go home. Thank you very much.

I'm sorry. Rudy, go right ahead. Start over for him.

MR. COLE: First, I really want to thank MTA, 'cause many of us have been trying to unite the community and they managed to do it tonight.

Many years ago, Congressman Waxman delayed a subway plan and route because of some serious safety issues at Third and Fairfax. It wasn't until a special team of experts were brought on that that issue was resolved in that area. We need nothing less than what impacts our community.

You should know that the city of Beverly Hills has very little power to change this. We can make our voices heard and we should, but the decision will not be

188-1

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.

188-2

Your comments regarding the geology of the soil have been noted. Please see the above response to comment number 188-1 regarding further geotechnical studies conducted during the preparation of the Final EIS/EIR.

188-3

Your comment regarding the risks of tunneling near oil wells have been noted. Tunnels, through known oil well fields, have been safely constructed with no adverse incidents with either hazardous gas or oil casings. In recent Los Angeles tunneling history, there have been no oil well incidents related to tunneling, and oil well casings have been safely removed and re-abandoned.

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

During the preparation of the Final EIS/EIR, a comprehensive study of all available information found that there was one mapped abandoned oil well within the proposed tunnel alignment. According to the state's records, the location of this well is beneath a parking structure on Century Park East and does not lie within the Beverly Hills High School (BHHS) campus. The magnetic survey program indicated that the mapped locations of abandoned oil wells could be inaccurate by 50 to 200 feet.

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

For exploration beneath the BHHS buildings during the next phases of design, horizontal 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

188-3

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.

188-4

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

During preparation of the Final EIS/EIR, the ridership model from the Draft EIS/EIR was further refined to assess the LPA and incorporate any changes between the Draft EIS/EIR and the Final EIS/EIR. More than ten model runs were conducted to respond to changes, perform additional analysis, and answer questions that were raised during the project development process in the Final EIS/EIR phase. The main types of refinement included feeder bus service, balanced headways and some coding refinement, to determine what changes should be included in the Final EIS/EIR model runs. The refined model predicted boardings along the new Westside Subway Extension stations are approximately 49,300 with the Century City Constellation Station, which is about 3,350 more than the predicted 45,986 boardings with the Century City Santa Monica Station. The main difference in boardings at the Century City Station is the increased walk access trips in the Constellation Station over the Santa Monica Station. The walking time between the TAZ 738 (Century City)'s centroid node and the Century City subway station is 3 minutes in the Constellation Option and 13 minutes in the Santa Monica Option. The number of jobs and jobs per square mile in the 1/4 mile and 1/2 mile area around the Century City Stations is much higher in the Constellation Option than in the Santa Monica Option.

In addition to the refined ridership model, a supplemental ridership study was prepared to evaluate the relative accessibility of the Century City Station locations to surrounding commercial and residential development within a 1/2-mile walking distance. This data was then used to estimate the number of Westside Subway Extension riders who would walk to and from the stations. It should be noted that these ridership projections only consider

188-4

those riders who walk to the station and these projections are intended to supplement the ridership forecasts. This analysis concluded that the Century City Constellation Boulevard Station attracts more Westside Subway riders compared to the station location along Santa Monica Boulevard. Based on both existing and projected future development in Century City, the Constellation Station has the highest concentration of jobs and residents within the critical 600-foot and 1/4-mile walksheds. As a consequence, the 14,005 riders estimated to walk to the Century City Station along Constellation Boulevard is approximately 72% greater than the approximately 8,145 riders expected to walk to the Santa Monica Boulevard Station. The Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension.

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

188-5

Contractor staging areas (also referred to as “laydown areas”) will be necessary for tunnel construction, stations, and ancillary facilities. Off-street space will be needed for setup, insertion, operation, and extraction of equipment and materials to the tunnel and station excavations. Approximately one acre is necessary for each station construction staging area and up to three acres is necessary for a typical tunnel-boring machine launch site.

Work areas will be needed to support tunnel excavation operations, including processing and removing tunnel spoils (excavated materials), handling precast concrete tunnel-lining segments, and tunnel utilities (such as ventilation, water supply and return, and power supply). In-street workareas will only be used when no off-street alternatives exists. Temporary easements, typically a portion of the sidewalk, traffic lanes, and/or parking areas, may be required at various locations for staging.

The proposed staging areas were addressed as part of the Draft EIS/EIR in the *Westside Subway Extension Real Estate and Acquisitions Technical Report*, in Chapter 2 and Appendix C of the Draft EIS/EIR. These proposed areas were refined and/or eliminated from further consideration for staging during the preparation of the Final EIS/EIR.The staging areas under consideration for the LPA in the Final EIS/EIR are identified in the *Westside Subway Extension Acquisitions and Displacement Supplemental Report*, and

188-5

Section 2.6 and Appendix C of the Final EIS/EIR.

It is important to note that several construction staging site alternatives are under consideration at a few station locations in this Final EIS/EIR. Selection of the construction staging site will consider where the station entrances could be co-located, environmental impacts, and cost, as well as other factors. The decision will be made by the Metro Board of Directors following circulation and public review of this Final EIS/EIR.

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

188-6

Your comment has been noted. Please see the response to comment number 188-1 above.

189-1

made by local city government, but there is a very large political elephant in this room, and that is Washington, and our ability to impact the delay and delay this project or make it go away.

Many in this room share an opinion that you may not have heard. If this is the route, through our high school, no subway through Beverly Hills.

Let me say something else. We really owe a debt of gratitude to the southwest and Ken Goldman for his leadership. Thank you.

And with that, my voice gives out and I introduce a man with whom I've been fighting politically most of my adult life but whom I still like.

MS. LITVAK: And then I'd like to --

MR. YOUNG: I never thought I'd be on the same program -- pardon?

MS. LITVAK: Go ahead.

MR. YOUNG: Hi. My name is Herb Young. I'm a 50-year resident of Beverly Hills.

I've sat here and listened to the various speakers and I've thought to myself, Are we participating in a charade? Because since at least 90 percent of the people, as I see, are in favor of Santa Monica Boulevard and we have been since the very beginning, why is it we're going through this process?

189-1

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.

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189-1

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 unmitigatible 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

189-1

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.

190-1

UNIDENTIFIED SPEAKER: Again and again.

MR. YOUNG: I don't understand what will happen if you choose another route after having recommended that we consider several different routes when we've chosen this one. The credibility of Metro, if you choose another route, I think will be significantly destroyed and create a lot of negative press for Metro which will go on for a long time.

19:28:26

That's all I have to say. Thank you.

190-1

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.

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190-1

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190-1

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70

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MS. LITVAK: Thank you very much.

Alan Kaye and then Ellie Dubin. And after Ms. Dubin, I'll call the next group up.

MR. KAYE: My name is Alan Kaye. I'm a 15-year resident of the city and also a businessman here.

191-1

I was a member of the Subway Alignment Advisory Committee that helped sell the idea of the subway and the alignments to the City, and I have to tell you that I'm beginning to feel like a patsy, that we were all led -- part of the P.R. that the MTA has put on to try to convince us all rightfully that we need a subway, but that unanimous decision from that committee was that we should have a -- we should have an alignment that does not go under any homes or under the high school, and that's part of the report to the City and our advice to everybody here.

19:28:57

191-1

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71

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191-1

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191-1

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192-1

MS. LITVAK: Okay. Thank you.
Ellie Dubin. And I appreciate everybody for letting a student get up, because I know she has to go home and do schoolwork.
And then after Ms. Dubin will be David West, but we'll call up our next group.
MS. DUBIN: My name is Ellie Dubin. As a member of the Beverly Hills High School ASB, I am here to respectfully request that MTA use the Santa Monica route and avoid digging under our school. I don't believe that you have drilled under a school before. Please don't make Beverly High the first.
19:30:01 Thank you.
MS. LITVAK: Thank you.
Hold on a minute. I'd like to ask Vice Mayor Barry Brucker to join Rebecca over on this side of the room.
MR. BRUCKER: I already spoke.
MS. LITVAK: That's right. You did.
Some people are filling out more than one card.
Okay. Alma Ordaz.
Matthew Finerman, didn't you already speak?
19:30:28 Okay. Alma Ordaz, Ronnie City (phonetic), David Murphy, David Lewis, and Councilwoman Krasne will be the

192-1

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192-1

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192-1

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193-1

next five. If you could join Rebecca over here, she'll get you ready to go.

Okay. Mr. West, go right ahead.

MR. WEST: Hi. I'm David West and I'm a resident of Beverly Hills southwest.

Like everybody else here, I favor sticking to the original Santa Monica alternative. The reason given for the alternatives that would lead to Constellation and require tunneling under Good Shepherd Catholic School and Beverly Hills High School is this Santa Monica fault, this 7,000-year fault. Well, maybe that's for real and maybe it's not, but the alternatives would require tunneling under areas that also have serious environment and geological problems and you've heard about those, too: oil wells, liquefaction, water tables, and gas.

So what we may have here is a question of relative or dueling probabilities. I think it is far more probable that the alternative routes will result in physical -- in prejudicing the physical integrity of two of our most significant institutions, the Good Shepherd Catholic School and Beverly Hills High School. So why would we do this?

Please stick to the original route. Thank you.

MS. LITVAK: All right. Mr. Keel?

MR. KRELL: Krell?

193-1

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193-1

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194-1

MS. LITVAK: Oh, my goodness. I apologize. That's why you say that. And then Dr. Clark. Go right ahead.

MR. KRELL: Hi. My name is Rod Krell. I too am a resident. I live right on Linden, gone to Beverly High, et cetera.

Everything more or less has been stated. I think it's -- what a great idea to have a subway, but what they have done, as everybody has said, is they've switched it.

How did we get to this point? You know what they're doing? They're letting us voice, they're all going to let us keep voicing, and then they're just going to let us dwindle away. That's what they're going to do, the way they're doing it. All right?

It's sort of like a number of years ago, if you recall Enron, the smartest people in the room, and what happened was -- you know, then Governor Gray Davis, probably a decent governor, just wasn't strong enough, goes to the Federal government, asked for help, and under George W. Bush and of course under Chaney, Bush says, We can be good citizens; in other words, do nothing, be passive.

We're not going to be passive. You want to fight? You're going to get a fight. We'll have to go to Washington or whatever it is, but it's just going to be

194-1

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.

that way.

Unfortunately, what's going to happen is Metro, you're going to win. You want to do it this way, you'll probably win. But remember this: Your reputation is going to go down to nothing. I will never, never trust Metro again to be good, to do good. It's just that way.

And remember, also, you can fool all of the people some of the time and some of the people all of the time, but you can't fool all of the people all of the time.

Please don't do this. Be respectful. Be good. Do good. Thank you.

19:33:59 MS. LITVAK: Thank you. Hold on one moment.

Are Ronnie City or David Lewis here?

Okay. Go ahead.

DR. CLARK: I'm just wondering, should we have our other scholar go first?

MS. LITVAK: I'm sorry. What is your name?

MR. PRINCE: My name?

MS. LITVAK: Yeah.

MR. PRINCE: Jackson Prince.

MS. LITVAK: Go right ahead.

MR. PRINCE: Thank you.

Good evening. My name is Jackson Prince and I'm an eighth-grade student at El Rodeo. Next year, my

194-1

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 unmitigatible risk to tunneling.

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

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194-1

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.

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195-1

classmates and I will be going to Beverly High. My dad went there, my grandmother went there, all four of my aunts went to Beverly; and as much as my friends and I are looking forward to going to the high school, we're all a bit worried as well.

We've heard about the plan to tunnel underneath the high school for a subway route. My friends and I are concerned because there's so many factors that might cause safety aspects for the teachers and students.

First, there's an oil well under our school. We all see that oil -- we all see that oil under -- sorry. How can anyone make sure that we don't have a disaster like the one off the coast of the Gulf? There's no guarantee.

Second, there's methane gas underneath our school. What if a leak occurs, endangering the lives of all of us who are innocently going to class, putting on plays, building robots, and playing sports? I don't know.

Finally, the noise and air pollution as well as the traffic is a nightmare for teachers and kids. The problem is that there are no guarantees about safety, no guarantees about the disruptions or pollution or traffic, no guarantees that our lives of students will be focused on just school and extracurricular activities.

195-1

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Students shouldn't have to worry about drilling, oil leaks, pollution, or methane gas. It's hard enough just to think about class, homework, and life as a teenager.

Please use the Santa Monica route so you don't risk my high school experience and the high school experience of my friends. Thank you.

MS. LITVAK: All right. Are you Dr. Clark?

DR. CLARK: Yes. My name is Dr. --

MS. LITVAK: Good. I've got things a little out of order, but go right ahead.

DR. CLARK: My name is Dr. Woodrow Clark. I've been a resident of Beverly Hills for about three and a half years. My wife grew up here and went to high school in Beverly Hills.

I have to say that I have testified -- this is the fourth time -- before Metro about this issue. This time I want to make a very important point, and that is everything that everyone has said, I want to absolutely support and help with.

One of the speakers talked about what happened in Enron. In Sacramento, I was one of the people who helped put those folks in jail because I worked for Governor Davis and we knew there was corruption.

I'm telling all of you now there's something

195-1

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 unmitigatible 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.

Tunnels, through known oil well fields, have been safely constructed with no adverse incidents with either hazardous gas or oil casings. In recent Los Angeles tunneling history, there have been no oil well incidents related to tunneling, and oil well casings have been safely removed and re-abandoned.

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

During the preparation of the Final EIS/EIR, a comprehensive study of all available information found that there was one mapped abandoned oil well within the proposed tunnel alignment. According to the state's records, the location of this well is beneath a parking structure on Century Park East and does not lie within the Beverly Hills High School (BHHS) campus. The magnetic survey program indicated that the mapped locations of abandoned oil wells could be inaccurate by 50 to 200 feet.

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

195-1

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. 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

195-1

• CON-52—Measures to Reduce Gas Inflows
• CON-53—Further Research on Oil Well Locations
• CON-54—Worker Safety for Gassy Tunnels

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

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

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.
Your comment regarding air quality during construction has been noted. SCAQMD thresholds will be exceeded for all pollutants when the total project emissions over the duration of the construction period are accounted for. This is due to the accelerated schedule that has been developed to minimize the disturbances that construction can bring to the residents and businesses within the study area. In addition, nitrous oxides (NOx)

195-1

thresholds will be exceeded for all construction elements. NOx levels will be elevated due partially to the proposed use of diesel locomotives to extract soil during the tunnel boring process. The following mitigation measures will be implemented to reduce air quality impacts during construction:

- CON-6—Meet Mine Safety (MSHA) Standards
- CON-7—Meet SCAQMD Standards
- CON-8—Monitoring and Recording of Air Quality at Worksites
- CON-9—No Idling of Heavy Equipment
- CON-10—Maintenance of Construction Equipment
- CON-11—Prohibit Tampering of Equipment
- CON-12—Use of Best Available Emissions Control Technologies
- CON-13—Placement of Construction Equipment
- CON-14—Measures to Reduce the Predicted PM_{10} Levels
- CON-15—Reduce Street Debris
- CON-16—Dust Control During Transport
- CON-17—Fugitive Dust Control
- CON-18—Street Watering
- CON-19—Spillage Prevention for Non-Earthmoving Equipment
- CON-20—Spillage Prevention for Earthmoving Equipment
- CON-21—Additional Controls to Reduce Emissions

Although the air quality impacts will remain significant and unavoidable during construction, in the long-term, the result in air quality benefits, reducing emissions of some criteria pollutants. Please refer to Section 4.15 of the Final EIS/EIR for a detailed description of air quality construction impacts and mitigation.

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. Please refer to Section 4.8 (operations) and Section 4.15 (construction) of the Final EIS/EIR for more detailed discussion of oil wells and methane gas and other subsurface hazardous gases. 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.

196-1

wrong here with this EIR. I have actually been involved in these kinds of studies on the other side of the table. I have questions about the authenticity of it, where the experts came from, how much they're getting paid even now tonight attending a meeting here where all of us know no one's going to say anything at all about this afterwards and we will get no feedback.

This project is wrong. I would even suggest that instead of it going down Santa Monica, why doesn't it go all the way up Wilshire Boulevard? Why don't we use that Robinsons-May in back of the Hilton as a transportation center? Have an elevated rail to go over to Century City.

In other words, make our community a hub of the future and not put it in jeopardy as this program is suggesting.

This report is a farce. That's where it belongs (indicating).

19:36:58

196-1

Your comment has been noted. The comment does not specify areas in which the commenter believes the EIR is wrong or not authentic and therefore no specific response can be developed to answer those comments.

Your comments about alternative routes and technologies for the subway have been noted. Metro followed FTA's New Starts project planning and development process and carefully considered public input. Between 2007 and 2009, Metro conducted an Alternatives Analysis (AA) Study for the Westside Corridor (please refer to the Metro report entitled *Los Angeles Westside Extension Transit Alternatives Analysis Study, January 2009*). The AA Study considered the need for transit improvements in the corridor and evaluated various transit technologies and alignments. 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. At the beginning of the 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. 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.

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.

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196-1

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196-1

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19 MS. LITVAK: Thank you.
20 Linda Newmark, followed by Councilwoman Krasne.
21 MS. NEWMARK: Good evening. I'm Linda Newmark. I'm
19:37:30 22 a resident of the southwest area of Beverly Hills.
197-1 23 I'm not opposed to the subway, but I am opposed
24 to the proposed alignment that goes underneath our homes.
25 The southwest area of Beverly Hills is a quiet

197-1

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

197-1

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 unmitigatible 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

197-1

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.

197-2

neighborhood of older homes, many over 80 years old that have foundations and structures that often are not supported to the current earthquake standards that a more modern home would be. There are also areas of liquefaction and expansive soil conditions so that any subsidence in this area could cause great damage to our homes.

197-3

I also oppose a route that goes underneath Beverly Hills High School that would limit the high school's ability to develop underground parking to the full extent that it might choose to do and that would be warranted, given the parking and traffic conditions around the high school.

The high school is also our disaster relief area and should not be impacted by potential issues for the subway.

197-4

The EIR also mentions impacts of air quality, dirt, large construction vehicles. Why are we looking at bringing these things to a quiet residential neighborhood when there are commercial areas for these?

197-5

The EIR mentions the earthquake fault on Santa Monica Boulevard, but this is a disingenuous argument. There's also an earthquake fault in Beverly Hills on Wilshire Boulevard and that doesn't prevent construction of a subway on Wilshire.

197-2

Your comments about ground settlement and subsidence have been noted. In recent years, Metro has employed improved tunneling techniques to minimize impacts on adjacent properties. Pressurized face tunnel boring machines developed over the past 30 years now provide reliable control of ground movements around the tunnel and have become a standard throughout the world. Behind the cutting wheel at the front of the tunnel is an enclosed chamber that is filled with the excavated soil. This provides pressure that supports the ground in front of the tunnel face and significantly reduces the risk of surface subsidence. Using this technology, Metro recently completed 1.7-miles of twin tunnel for the Metro Gold Line Eastside Extension project, passing beneath structures with no measurable surface subsidence and no substantiated damage claims from settlement.

With regard to subsidence along the LPA, no current substantial subsidence problems related to petroleum or groundwater extraction have been identified. Therefore, the subsidence related to extraction of petroleum and groundwater is not considered a hazard to the LPA during operations. However, the potential exists for ground subsidence related to construction activities such as tunneling and dewatering at station areas along the full length of the proposed alignment and options. Therefore, construction dewatering induced subsidence poses a potentially adverse impact.

Dewatering is usually not necessary when tunneling with pressure-face TBMs. However, station construction will require excavations that will encounter the groundwater table and/or perched groundwater, dewatering may be required to complete the construction in some areas. Dewatering of the excavations made during construction could result in potentially damaging subsidence adjacent to the construction area. However, experience in much of the corridor is that the soils have previously undergone numerous cycles of ground-water fluctuation, and have therefore previously experienced the settlements associated with lowering of the ground water, and will not be expected to have significant additional settlement.

To minimize risks, prior to construction, structures along the tunnel alignment are assessed and tunneling equipment and operating criteria are selected that will best protect the structures. Ground movements are limited by monitoring and controlling critical operations of the tunnel boring machine, and, if needed, by use of supplemental ground control measures, such as grouting. Ground movements around the tunnel and at the surface are measured and nearby structures are surveyed in order to make timely adjustments and to confirm that ground movements are under control as the tunnel is advanced. The following mitigation measures will be implemented during construction to minimize any potential for ground settlement or subsidence.

- CON-47—Use of Pressurized-face TBMs for Tunnel Construction
- CON-48—Preconstruction Survey, Instrumentation, and Monitoring
- CON-49—Additional Geotechnical Exploration

197-2

• CON-50—Additional Methods to Reduce Settlement

With implementation of these mitigation measures, construction risks related to subsidence and settlement will be reduced to less than significant.

Furthermore, 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 solider 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.

Additionally, Section 4.14 of the Final EIS/EIR includes a survey of all historic properties along the alignment and concludes that a No Adverse Effect Determination under Section 106 was made for any properties that would be tunneled beneath. Tunneling of the Project will not cause physical destruction or damage to historic properties above the alignment, and will not change the character of the use of the property or physical features within the setting of the property that contributes to its significance. Also, the Project will not result in indirect visual, atmospheric, or audible elements that will diminish the integrity of significant features of the properties above the tunnel.

Please refer to Section 4.8 and Section 4.15 of the Final EIS/EIR for more detailed discussion of liquefaction, ground settlement and subsidence 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

The EIR implies that the construction process is a scientifically perfect process. We know that this is not the case. There have been issues; and most recently, if the L.A. Times is correct, there were even current issues on the Expo Line construction where the MTA suddenly had to put in an additional stop because of construction issues. Those stops resulted in the subway having to come closer to the surface. Why run this risk in a residential area where being closer to the surface could impact the quality of residents' lives with issues of vibration?

Finally, there are 36 properties in the Constellation south --

MS. LITVAK: Your two minutes are up.

MR. CHAZANES: I want to hear --

MS. NEWMARK: -- area.

MS. LITVAK: No. We have a lot more people to speak and this is impinging on their time.

MR. CHAZANES: She can have my two minutes. This is ridiculous. You don't want to listen.

MS. LITVAK: Everybody's been sticking to the two minutes. Can you wrap it up quickly, please?

MS. NEWMARK: Absolutely.

The Constellation south alignment has 36 properties. The MTA should take into consideration that

197-2

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

197-3

Your comments regarding the modernization expansion plans for the high school have been noted. 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.

197-4

Your comments about construction impacts have been noted.

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

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

As with other construction projects, Metro will work to minimize those impacts on businesses, residents, and property owners. Mitigation measures will encompass ensuring that the decking is flush with the street, locating earth removal sites near major streets and freeways, specifying haul routes, closing lanes for deck placement or removal during off-peak traffic periods, etc. Improved communications, including signage and advertising, are typically employed to help maintain access to businesses. In addition, Metro has

197-4

established procedures to document existing conditions at properties along the subway construction alignment in advance of construction to accurately assess and address any damage claims that may arise.

Your comment regarding air quality during construction has been noted. SCAQMD thresholds will be exceeded for all pollutants when the total project emissions over the duration of the construction period are accounted for. This is due to the accelerated schedule that has been developed to minimize the disturbances that construction can bring to the residents and businesses within the study area. In addition, nitrous oxides (NOx) thresholds will be exceeded for all construction elements. NOx levels will be elevated due partially to the proposed use of diesel locomotives to extract soil during the tunnel boring process. The following mitigation measures will be implemented to reduce air quality impacts during construction:

- CON-6—Meet Mine Safety (MSHA) Standards
- CON-7—Meet SCAQMD Standards
- CON-8—Monitoring and Recording of Air Quality at Worksites
- CON-9—No Idling of Heavy Equipment
- CON-10—Maintenance of Construction Equipment
- CON-11—Prohibit Tampering of Equipment
- CON-12—Use of Best Available Emissions Control Technologies
- CON-13—Placement of Construction Equipment
- CON-14—Measures to Reduce the Predicted PM_{10} Levels
- CON-15—Reduce Street Debris
- CON-16—Dust Control During Transport
- CON-17—Fugitive Dust Control
- CON-18—Street Watering
- CON-19—Spillage Prevention for Non-Earthmoving Equipment
- CON-20—Spillage Prevention for Earthmoving Equipment
- CON-21—Additional Controls to Reduce Emissions

Although the air quality impacts will remain significant and unavoidable during construction, in the long-term, the result in air quality benefits, reducing emissions of some criteria pollutants.

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

197-5

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

197-5

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

197-5

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 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.

197-6

Your comment in support of the Santa Monica Boulevard alignment has been noted. Please see the response to comment number 197-1 above.

197-6

this is an area with active, involved residents, many of whom are lawyers. There will be issues in negotiating the easements that will cause delays 'cause there is potential for litigation. This will all be more difficult than other alignments.

The Santa Monica alignment has three properties, is the preferred choice, the Locally Preferred Alternative, and the one that should be selected.

Thank you very much.

MS. LITVAK: Hang on. Hang on.

Before the Councilwoman starts to speak, I'd like to ask the following people to join Rebecca to my right: Faramarz Nabari -- oh, my goodness -- Gregory Chazanes (phonetic) or something like that, Bill Joseph, and Jacob Goldstein. Are you all here in the room? Are you all here?

Go ahead. That's okay. Come on up.

MR. CHAZANES: No. I don't want to speak any more because you don't want to listen.

MS. LITVAK: And your name, sir?

MR. CHAZANES: Gregory.

MS. LITVAK: Okay. Thank you.

MS. RICHMAN: Excuse me. I'm Red Richman. I want to give my time to the Councilwoman.

MS. LITVAK: Yeah. I know that already. Thank you.

198-1

MS. KRASNE: Thank you. My name is Nancy Krasne. I'm on the City Council and I'm not going to repeat anything that anybody's already said tonight because we all agree and we've all heard it, but safety should be the greatest concern for the Metro placement, not money.

Now, with that, the first thing the Metro Board asked us tonight was for the broadest community support. They know what the broadest community support is. We've just told them.

So let's take a look at who's behind it. Where's it coming from and who should be supporting this? And I started looking into Metro and the Metro logo and what is the Metro logo? The Metro logo, the little M that you look at, is the French Metro logo which is from Veolia, and Veolia is also the one that was responsible, the Metrolink, for the Chatsworth crash into the Union Pacific train, of which 25 were killed and 175 people were innocent victims and were severely maimed.

Now, Dave King, the forensic scientist, testified, "Who is responsible?" And it's the French giant, Veolia. And the Fact Sheet on the Metro giant is this: It's the world's largest transportation company. It is a subsidiary of Veolia Environment in France and it's a Fortune 200 company.

Now, this part I wasn't sure about, if its

198-1

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. Your comments about the Metro logo, Veolia, and Metrolink have been noted, however; Metro is a separate and distinct transportation agency.

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

198-1

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198-1

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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.

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.

worth, 48 billion annual in revenue, is in euros or dollars, but it's one of the two. I'm not quite sure, but it's a lot of money. It advertises a commitment of world-class safety. It has a code of business conduct which has been totally ignored.

Tommy McDonald, Veolia's Metrolink, is its top official, and Rick Dawl (phonetic) is Veolia's conic transportation manager, George Gavalla is the former safety director, and they have a cap on their liability insurance. And do you know what their cap is? $200 million and they walk away.

So after the crash in Chatsworth, Gavalla -- Veolia gave California $200 million and said, "Okay. We're done," and walked away.

There's -- there is now something in Congress pending. They give you your $200 million, that will take care of the 25 dead and the 175 people that are maimed.

198-2

Now, we just spent $334 million on a school bond. Now, maybe 100 million or 75 million will go for our disaster relief segment that goes under the high school which could, you know, be suspect if we're all under it and something goes wrong, but let's not think of the disaster and mine at North Dakota which was unbelievable. Let's not even talk about the consequences of that. Putting this under the high school or Good

198-2

Your comment regarding tunneling under Beverly Hills High School has been noted. Please see the above response to comment number 198-1 regarding the location of the Century City Station and Metro's commitment to safety.

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.

198-3

Shepherd School is unconscionable, to say the least.
I have already said that we have invested maybe 75 million for this disaster relief center. That's where we're all going to go if there's a catastrophic earthquake or a problem.
Now we have to discuss the venting. Look at what happened in the Channel (phonetic) train when there was a fire and it was shut down for three days.
So with that being said, do you think Veolia's going to stand behind it with its $200 million?
MS. LITVAK: Councilwoman, you've had four minutes. I need you to wrap it up.
MS. KRASNE: Okay.
I didn't repeat myself. So with that, thank you for listening.
MS. LITVAK: Thank you. Okay. Alma Ordaz or Ordanz.
MS. ORDAZ: Ordaz.
MS. LITVAK: Ordaz. Okay. And then David Murphy.
I'd like to ask Valerie West, Monroe Jones, Allyson Lipper, Peter Bernard -- did Myra Lurie already speak?
MS. LURIE: Not yet.
MS. LITVAK: Everybody, please come around -- no. No. No. Over here. I need you all to come over here, not in front of the cameras, please.

198-3

Your comment on ventilation in tunnel systems has been noted. Enhanced ventilation systems will be used to ensure tunnel and station safety and, if necessary, double gaskets for the tunnel lining or other measures may also be installed. Subsurface gas is present throughout much of the Los Angeles area and is often a factor in foundation design and construction of underground structures. While tunneling for transportation has special considerations, other projects have been constructed in subsurface gas zones within the Los Angeles region, including buildings with deep parking garages and basements, storm drains, sewer projects and other utility projects along the Wilshire Corridor. In addition, Metro has safely operated the existing Metro Red/Purple Line subway for over 15 years and has successfully constructed subway tunnels where subsurface gas has been present.

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

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

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

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

- GEO-5 – Hazardous Subsurface Gas Operations

198-3

• 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.

Metro operates their own subway system and is not affiliated with Veolia.

199-1

Okay. All right. I didn't call your name, sir. Oh, I did. All right.

All right. Go, ahead Alma. Get up really close to the microphone.

MS. ORDAZ: Thank you.

Good evening. My name is Alma Ordaz. I'm a Beverly Hills resident and a parent.

I represent no organization, but I am here representing that which I hold dearest, my children.

Like many of you, I have enviously ridden the Metros and subways of other cities and I have always come away with the hope that we too in L.A. could have our own Metro, so I'm not here in opposition of the Metro.

Rather, I am here to support the originally agreed-upon route. I suppose in a way, we should be thankful to the MTA. They really need to be congratulated. They made one mistake. They don't know this community the way we know it. They don't know that perhaps at our worst we are demanding, querulous and divisive; but at our best, we are a village, caring, compassionate, and committed to many charitable and philanthropic causes. We know our neighbors, our neighbors' children, and yes, we even know our neighbors' dogs, and today we have come together not as east or west or north and south. We are here as one community,

199-1

Your support of the Westside Subway Extension Project and the Century City Santa Monica Station location as well as 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

199-1

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 unmitigatible 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.

199-1

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 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.

Beverly Hills.

We've seen your EIR, and let me tell you something. I unfortunately do not have the knowledge 199-2 19:47:29 that Dr. Clark does, but I can tell you one thing. There is no EIR which has ever been written that will guarantee me my children's safety and the safety of this entire community as you potentially put our primary disaster relief center at risk.

I now join the Beverly Hills School Board, the Beverly Hills City Council, my many neighbors and friends, and I strongly urge you to stand behind your word and return to the originally agreed-upon route.

19:47:58 Thank you.

MS. LITVAK: Thank you. David Murphy, followed by Bill Joseph.

MR. MURPHY: Good evening. Well, we certainly have a lot of very good speakers in this community. It's certainly an interesting discussion we're having.

My name is David Murphy. I've lived in Beverly Hills since I graduated in government from Claremont McKenna college and I work in public policy.

I focus a lot on transportation. I cofounded a group called Building L.A.'s Future, which has organized a number of events related to transportation efforts. And I actually cofounded a company that had offices above

199-2

Your comment about safety has been noted. Please see the above response to comment number 199-1 regarding the location of the Century City Station and Metro's commitment to safety. The Westside Subway Extension will not reduce the availability of Beverly Hills High School for use as an emergency shelter or impact the operations of its use as an emergency shelter.

200-1

the Metro line at Hollywood and Vine in the very old and ancient Taft Building, and I actually live either directly above or very close to what the Constellation route would be.

I used to live across the street from Beverly Hills High School and definitely understand perspectives that have been shared here tonight, but I just want to urge all of us to keep in mind that we're going to be spending our hard-earned tax dollars and we really want to make sure that we use those to the best ability and if there is something that is just crushingly guaranteed to be frustrating and detrimental to our quality of life, that is the traffic that we deal with daily, just horrendous traffic, and we need to think, How are we going to be able to accommodate the most number of people with the hard-earned tax dollars that we're spending?

Personally, I actually -- I'm not going to earn a lot of friends tonight. I think that would be Constellation Boulevard in Century City. I don't have the latest figures, but there may be 50,000 people working there. It's an enormous community. We need to make sure that we're governed by facts and not just fears in this process.

So I really think there are a lot of very valid

200-1

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*

concerns that have been raised. I do hope that our wonderful elected officials in the City will keep in mind the importance of the subway, no matter how this goes forward, and will fight very strong in Washington. And I challenge all of us to leverage this kind of frustration we have on these issues about traffic which grips us daily and fight for really what's best for the region.

Thank you.

200-1

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.

19:50:00 MS. LITVAK: Thank you.

Is Valerie West in the room? Is Valerie West in the room?

Okay. Mr. Joseph, go ahead, followed by Jacob Goldstein.

MR. JOSEPH: I'm Bill Joseph. I do not live in the city of Beverly Hills. I live in West L.A. I'm from New York originally. I've been here about 30 years and I'm very supportive of the subway in general. I'm not going to talk about the routing issue. All the other

201-1 19:50:28 people have. But the one thing I'm really very concerned with is that the -- I've noticed in taking quite a few of the subway lines that there's no parking in many of the stations. So it's fine if people are coming into the area from other areas, but if you're trying to go downtown or Disney Hall, whatever the case may be, you don't have parking. What do you do?

201-1

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

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

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

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

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

I took a subway from Pasadena -- in Pasadena from Lake Boulevard and Colorado. The station is right in the middle of the freeway. There's no parking whatsoever. So I would hope that MTA would make that a major component of their plans and not leave important stations void of any way of getting there.

This is not like New York. In New York, many of the people, as you probably know, don't have cars, particularly in Manhattan and even in the other boroughs, so it isn't a big deal. They walk. But we don't walk. We drive. We drive and we're going to be using the MTA like a commuter line, and I don't -- I think you're going to lose many, many riders if you don't provide a way for them to park at the stations.

Thank you.

MS. LITVAK: Thank you.

Mr. Goldstein and then Mr. Nabari and then after Mr. Nabari, we'll call some more names.

MR. GOLDSTEIN: Hi, everybody. I'm Jacob Goldstein.

I think it's a great idea to put a subway under our high school. After all, it's good healthy food at a reasonable price.

To be honest, I'm just here for the free air-conditioning. I ride the Metro pretty much every day and I go to the downtown and then I go to City Walk. I

89

19:52:29 work at the Jon Lovitz Comedy Club. I'll get you all free tickets.

202-1 The point is I think that we should let Metro do their job. I think that they're going to take safety as a major concern. And to be honest, if we have oil wells under our high school, there's -- that's a big problem in itself.

UNIDENTIFIED SPEAKER: Yeah.

MR. GOLDSTEIN: If something goes wrong with our high school that they discover for us, they're actually doing us a favor, and maybe we should relocate our high

19:52:59 schools to somewhere where there's less damage.

I appreciate your time.

202-1

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

202-1

operated safely in gassy grounds and oil wells do not pose an unmitigatible risk to tunneling.

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

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

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

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

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

202-1

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

89

MS. LITVAK: Thank you. Mr. Nabari and then Monroe Jones can come on up to the microphone.

MR. NABARI: Hi. I'm a regular transit rider. I have my pass here.

203-1

So I'd like to say, first of all, that I think that the Metro Board of Directors should take into account the clear statements that Beverly Hills 19:53:29 stakeholders have made with respect to the Wilshire/La Cienega station. It does not make sense to place the station somewhere that is not optimal for riders to use. The city of Beverly Hills has been working with Metro to try to secure a location that would

203-1

Your comment on the location of 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 for inclusion in 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.

be optimal at Wilshire and La Cienega.

I think we need to remember that this project is not for the next five years or ten years. It will probably hopefully be operating in a hundred years, so we need to take that into consideration for station locations.

203-2

Another lady earlier had mentioned, What about Wilshire/Westwood? The MTA has said that they're not going to go near UCLA and going to have it either at Parking Lot 36 or Wilshire/Westwood, and I think that it makes sense, again, to have it at the location which is going to be most accessible to people, which is Wilshire/Westwood rather than Lot 36 and with the connection to the San Fernando Valley Westside project, that will also draw riders from UCLA.

It will be difficult to have the station at LeConte because of the access for construction equipment to that station site where Metro would have to dig.

203-3

I also am concerned about the previous speaker with respect to parking. If we build parking, there will be more traffic through our neighborhoods here to get to those subway stations. So rather, we should encourage people to get there by bus.

And finally, with respect to Constellation versus Santa Monica --

203-2

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.

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

203-2

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.

203-3

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

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

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

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

Local bus service will be an important access mode to high-capacity transit stations. The Westside Subway Extension Project Study Area includes substantial transit service, and many local and Rapid bus routes provide frequent service, particularly in peak demand periods.

To recognize the future role that local bus service will play, the Project conducted a study of potential service enhancements in station areas. The study has two major goals:

- Suggest changes in the bus network that feeds the planned subway extension, particularly for routes that closely parallel the subway alignment for a significant portion of their route.
- Define operational needs at subway stations, including space for stops and layovers and primary transfer locations. This in turn will guide station designers in locating physical features such as bus stops, turnarounds/bus loops, and station entrances.

203-3

Locating bus stops in relation to subway entrances is a key consideration for bus/rail interface. There also is a need to preserve as much sidewalk capacity as possible to accommodate rail passengers and other pedestrians.

With regard to potential operational features of local bus service, bus cut-outs (off-line stops) are not always preferable to on-street (on-line) stops due to potential conflicts when buses reenter traffic. The majority of bus stops at existing Red/Purple Line stations (North Hollywood, Universal City, and Union Stations excluded) involve on-line facilities.

To assess potential future access improvements to subway stations, project design efforts included a study of circulation needs in each station area, including access to local bus networks. The results of this study are available in the *Westside Subway Extension Station Circulation Report* and Section 3.7 of this Final EIS/EIR. To ensure the best connection to local bus service, the following mitigation measure is included in the Final EIS/EIR:

- T-16—Study Bus-Rail Interface: Metro will continue to assess bus-rail interface. As a result of further study Metro, working with affected jurisdictions, will relocate bus stops at some LPA stations to minimize the number of streets riders must cross to transfer between the LPA and interfacing bus lines.

Please refer to Section 8.8.8 of the Final EIS/EIR for more detailed responses to concerns related to station connectivity, including parking and bus service. 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 the bus network. 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. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports

91

203-4

MS. LITVAK: I need you to wrap it up.

MR. NABARI: -- the information that residents have asked for should be provided, and potentially both alternatives should be considered.

203-4

Your comment regarding the location of the Century City 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*

203-4

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.

91

MS. LITVAK: Thank you.

Monroe, before you speak, and while Ms. Lipper is coming up, I'd like to ask Azy Farahmand, Jayson Warsuma, Vivien Benjamin, Thomas White, and Phil Brown to please all come around the back. Remember, we're moving clockwise, and join Rebecca over here. Thank you.

Monroe, step right up.

MR. JONES: Good evening, ladies and gentlemen. My name is Monroe Jones and I'm an L.A. County Metro rider and an Access Paratransit rider.

204-1

I think that what's going to happen, and if we do build a Locally Preferred Alternative underneath Santa Monica Boulevard, I think what would happen is that if there's a situation where there's a Metro Red Line or Purple Line train going underneath Beverly Hills High School, students would be impacted and lives will be put in jeopardy, and I think that the students -- some of the students that were up there, they were right. Their lives would be in jeopardy; and the teachers and the staff and the faculty, they would have a hard time trying to get to the school.

204-1

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

And I think that all you students that spoke up, you guys are strong, brave young people who know how to stand for what's right. So I was jazzed at that many of
19:56:58 you who ride the Metro rail and bus system.
And the Metro Board, please be more requisite of your job and your responsibilities to step up and protect the riders but also the students who are riders also.
Thank you.

204-1

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 unmitigatible 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

204-1

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.

205-1

MS. LITVAK: Thank you.
Ms. Lipper, followed by Mr. Bernard.
MS. LIPPER: My name is Allyson Lipper. I'm speaking
19:57:27 because I don't know if it makes a difference in terms of
numbers or volume. I don't know if this is all falling
on deaf ears. I don't know if that reporter will ever
transcribe her transcript, but in terms of the number of
people that have attended and probably the 99 percent of
people who feel the same, I ask that you don't compromise
our emergency center, our high school, our residents, and
our children when there is a reasonable, viable
alternative; and the only reason I think there's the
proposal for an alternate alternative is that there must
be a pot of gold at the other end.
Thank you.
19:57:59 MS. LITVAK: Thank you.
Mr. Bernard, followed by Myra Lurie.

205-1

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.

205-1

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 unmitigatible 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

205-1

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.

MR. BERNARD: Good evening. My name is Peter Bernard. I have the honor this year of being the elected Commander for the American Legion of District 17, which is Los Angeles County.

There are more veterans living in the state of California than any other state in the Union. Here in 19:58:29 L.A. County, we have over 700,000 veterans and every day they use public transportation, many going to West L.A. to go to the hospital. Over a thousand men and women every day cross Wilshire and Santa Monica going to that hospital.

I also live in Beverly Hills on Reeves Drive. My grandchildren went to Catholic school here. I serve on the Municipal League of Beverly Hills and I'm an advisor on the Homeowners Association and the Apartment Association.

206-1 19:58:59 The main thing for me in the American Legion locally and nationally is to assure that the number two project, the line gets extended to the Veterans Administration so that those men and women who have to go there for treatment will have transportation to their treatment. That is the only facility here other than going to Long Beach or Sepulveda for those men and women, and it's very important for them.

For a stop at Century City to get into their

206-1

Your support for Alternative 2 (Westwood/VA Hospital Extension) and comment on the 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.

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.

206-2

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.

19:59:28 wheelchairs and have to roll back to Wilshire Boulevard
for the next five of eight years when the line is being
built is not practical, and to divert money for that stop
for any other commercial project is not practical.
So I'm here for the Legion and we intend to
206-2 watch it each and every day to make sure that Wilshire
and Santa Monica is that proposed station and that it
does continue to the Veteran's Administration so that
those men and women who fought for you and I, gave their
19:59:59 lives, and have to now have medical treatment will have
adequate and proper transportation to go to that
treatment at the V.A. Administration on Wilshire
Boulevard in West Los Angeles.
MS. LITVAK: Thank you.
Myra Lurie. After Ms. Lurie, I'm going to call
up the next group of people, but Azy Farahmand can step
up to the empty microphone. Go right ahead.
MS. LURIE: Good evening. My name is Myra Lurie and
I'm a resident of the southwest. I live on Peck Drive
and I'm also a member of the Board of Education.
20:00:28 First, I want to start by congratulating MTA.
Congratulations. I think you've done the impossible.
You found the one issue that has united a frequently, if
not always, divided community.
So congratulations on that, but I am here to

206-2

Your comment regarding the location of the Century City Station 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 see the response to comment number 206-1 regarding the Westwood/VA Hospital 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

207-1

speak in unison with my neighbors, with my fellow leaders in this community, and with my colleagues against this proposed alignment underneath the high school.

Whatever way you slice it or dice it, it's very obvious that the conclusion is that there is no upside for this community whatsoever. There's a number of issues. We've all heard them.

207-2

The oil well: As we know, there's a working oil well underneath our school, as well as we have former oil wells that have been capped. That presents a problem.

207-3

The impact to our students: We've heard from our students right here and we heard from many of them in our Board meetings. We know that there are noise and vibration issues, safety issues. Also, of course construction issues.

207-4

We know that there's a serious potential limitation posed with our ability to build underneath our school.

As Lisa Korbatov started to say, we have a $334 million bond. This would pose a serious limitation for underground parking or even foundations for multistory structures.

207-5

We also support the position of our homeowners, residents, and that there is a diminution in property value. That not only affects our homeowners but also

207-1

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

207-1

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 unmitigatible 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

affects our schools because we rely on property taxes.

So I would just like to, in short, say that there is no upside that I can see and I would suggest if you want to look at a creative and constructive solution that we look at putting some sort of a moving sidewalk or something that goes from that development as another portal to an alignment that goes, as we had suggested, as we were advertised, and as we bought into under Santa Monica Boulevard.

Thank you.

MS. LITVAK: Thank you.

If you could hold on one moment before you start. That's okay.

Jason, you can get up to the microphone.

I'd like to invite Lee Lewis, Stuart Kaplan, Neil Sota (phonetic) to join already Noah Furie standing over here on the wall, and Rebecca will get you set up to come up and be our next group of speakers. Go ahead.

MS. FARAHMAND: Hello. My name is Azy Farahmand and I'm a parent at El Rodeo Elementary School. I'm also the PTA president at El Rodeo Elementary School.

I have to say I am so happy that our city, district and schools have all come together tonight. We are a strong voice together. I couldn't just sit back and listen tonight. I had to add my voice.

207-1

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.

207-2

Your comment regarding the risks of tunneling near oil wells have been noted. Tunnels, through known oil well fields, have been safely constructed with no adverse incidents with either hazardous gas or oil casings. In recent Los Angeles tunneling history, there have been no oil well incidents related to tunneling, and oil well casings have been safely removed and re-abandoned.

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

During the preparation of the Final EIS/EIR, a comprehensive study of all available information found that there was one mapped abandoned oil well within the proposed tunnel alignment. According to the state's records, the location of this well is beneath a parking structure on Century Park East and does not lie within the Beverly Hills High School (BHHS) campus. The magnetic survey program indicated that the mapped locations of abandoned oil wells could be inaccurate by 50 to 200 feet.

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

207-2

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.

207-3

Your comment regarding safety has been noted. Please refer to the response to comment number 207-1 above.

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

207-3

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.

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.

Your comments about construction impacts have been noted.

The subway tunnels will be built using “Earth Pressure Balance” tunnel boring machines. Most of the tunneling happens completely below ground with little if any noticeable impact on the surface. The contruction impacts will occur near stations, tunnel access portals, and construction laydown areas where construction activities at the surface are concentrated. Subway stations are built by excavating the site or the “station box” and then building the

207-3

station below ground. If the station is built under a street, it is covered over with concrete decking during construction to allow traffic to continue to flow overhead. Traffic would be disrupted at the beginning of station construction to allow for initial excavation and installation of the concrete decking, and again at the end to remove the decking and reconstruct the street. Section 3.8, Section 4.15, and Appendix E of this Final EIS/EIR describe the construction process in detail.

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

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

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.

207-4

Your comments regarding the modernization expansion plans for the high school have been noted. The Westside Subway Extension tunneling would not prevent future development of the Bevery Hills High School 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.

207-5

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

207-5

systems (i.e., San Francisco, San Diego, and San Jose, California; New York, New York; and Portland, Oregon), an average home price increase of 6.4 percent within one-half mile of each transit station may be experienced. Although most studies on real estate value impacts from transit show increases in value, they cannot explicitly isolate transit benefits from other market forces that affect real estate values.

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

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

All residents and businesses displaced as a result of the LPA will be given advance written notice and will be informed of their eligibility for relocation assistance and payments under the Uniform Relocation Assistance and Real Property Acquisition Policies Act. In areas where the subway operates under private property, Metro will work with the property owner to secure a subsurface easement. The following mitigation measures will be implemented to ensure just compensation for acquisitions and easements:

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

Furthermore, Section 4.2.3 of the Final EIS/EIR concludes that the construction of the LPA will not lead to property tax losses in excess of one percent of the Project's Study Area tax base and property tax losses will not adversely affect any one tax district within the Study Area. Your comment regarding station access/ridership projections for the Century City Station has been noted.

During preparation of the Final EIS/EIR, the ridership model from the Draft EIS/EIR was further refined to assess the LPA and incorporate any changes between the Draft EIS/EIR and the Final EIS/EIR. More than ten model runs were conducted to respond to changes, perform additional analysis, and answer questions that were raised during the project development process in the Final EIS/EIR phase. The main types of refinement included feeder bus service, balanced headways and some coding refinement, to determine what

207-5

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

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

Please refer to 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. 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.

My husband and I, with our three children, live north of Santa Monica, so this subway wouldn't really directly affect our home if it was to be built under the high school.

208-1

Also, my husband is a developer and we believe in development, and beautiful development, but just not at the expense of people at risk. It will affect us indirectly it affects -- if it affects all the students

20:03:30 at El Rodeo that will eventually end up at the high school.

I have one question for you, MTA. Who are you? Who are you to make this decision for us? Who are you to decide to put our homes, students, and high school and churches at risk? Please listen to our voices. Please don't embarrass yourselves if risk goes wrong.

Thank you.

MS. LITVAK: Thank you.

20:04:00 Jayson Warsuma and Thomas White.

MR. WARSUMA: Hello. Good evening, everybody. I live in West Hollywood, so -- yes.

A guy, a rider, said that MTA, they ain't going to make a subway, this and that, but they are going to make a subway. And, you know, it's that it's going to take a long time to do it, to make it underground, but I thought that they shouldn't make it underground. They

208-1

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.

208-1

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 unmitigatible 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

208-1

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.

209-1

20:04:28 should make it elevated and stuff.
Plus, there's a student that said that no subway under Beverly Hills High School. No. No, it isn't, because if they start doing it, that means, you know, they won't -- they won't focus on their studies. The teachers, they can't teach because of the tunnel and the drilling and stuff.
They should make it elevated. They should, because they should have the route on Wilshire and stuff.
20:04:57 So anyway, they should.
MTA can do it, 'cause, see, if you make it underground, it's going to take a long time. If you make it elevated, it's going to take seven to ten years. Okay. So they should -- they should start like this (indicating). I like this Santa Monica extension, yes. They should go with that because, if they do it like
20:05:28 that, it will be much easier. It will. Make it elevated by Wilshire and Crenshaw, elevated all the way up to Wilshire and Fourth Street. If it's going to be underground, it's going to be earthquakes and stuff and that means a lot of students is going to be -- and people, that means they're going to be hurt.
They should make it elevated and stuff.
So -- and another thing, too, is that there's so many people that don't have jobs now and so many people

209-1

Your comments about alternative routes and technologies for the subway have been noted. Metro followed FTA's New Starts project planning and development process and carefully considered public input. Between 2007 and 2009, Metro conducted an Alternatives Analysis (AA) Study for the Westside Corridor (please refer to the Metro report entitled *Los Angeles Westside Extension Transit Alternatives Analysis Study, January 2009*). The AA Study considered the need for transit improvements in the corridor and evaluated various transit technologies and alignments. 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. At the beginning of the 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. 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.

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

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have low-income jobs, but the economic system will get better and better.

Thank you.

209-1

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 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 unmitigatible 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.

209-1

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 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

209-1

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.

MS. LITVAK: Thank you. One moment, please.
Is Neil Sota in the room? Okay.
All right. Mr. White, is that you?
MR. WHITE: Thank you.
MS. LITVAK: Step up close, and then Phil Brown after that. Good ahead.
MR. WHITE: Thank you and good evening. I'm Thomas White, chairman of the Municipal League of Beverly Hills.

210-1

Our Board of Governors resolutely opposes any route underneath schools and residential property, period.

20:06:28

There is a substantial controversy on this project and that alone should weigh in favor of avoiding the controversy that has been cited here and the Santa Monica route chosen.

After 20 years of community service, I've never seen a Draft EIR that did not reflect the biases of the policy set in organization and, indeed, I believe that is the case here.

Please do what we are asking you to do. Do not go under residential or schools.

210-1

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.

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1 Thank you.

210-1

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

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210-1

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MS. LITVAK: Thank you. Phil Brown and then Vivien Benjamin.

MR. BROWN: My name is Phil Brown. I'm an architect and designer and I've been following the Metro Subway Extension over the last several years and I'm very, very surprised and very, very concerned that the element of transportation that's not spoken of is traffic, vehicular traffic that follows the development, that follows the subway, and that is a very serious concern to quality of life in your neighborhoods because what you have in Beverly Hills is a natural-born bottleneck, and traffic is a concern.

I've heard commercial interests say, "Don't worry about traffic." Well, they're worrying about real estate, but you should be worrying about your residential communities. What happens if the subway is extended from Western rather than to Hollywood/Highland is that corridor is built up. It connects with Beverly Hills. It fills in with regional development between Fairfax and Beverly Hills, and you've got all kinds of commuter traffic coming and it wants to connect with Westwood and beyond, so now you are in the bottleneck and you'll have cut-through traffic going all the way up to Sunset as well as down to Olympic, and it's major.

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Your comment regarding traffic congestion resulting from the Westside Subway Extension Project has been noted. A comprehensive station access circulation study was conducted for all stations. 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 at all station locations.

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

Section 3.5 of this Final EIS/EIR includes an intersection-level traffic analysis to determine whether the LPA will result in additional traffic congestion at the local level due to passengers accessing the stations. This analysis concluded that the LPA will not negatively impact any analyzed Study Area intersections with the exception of the Wilshire Boulevard and Beverly Drive intersection if the Wilshire/Rodeo Station entrance is located at the Bank of America site. However, if the Wilshire/Rodeo Station entrance is located either Union Bank or Ace Gallery, which is the recommended location, there will be no traffic impacts resulting from the entire LPA.

I'm familiar with the situation in West L.A., Brentwood. They can't use their community when it's peak-hour time or rather peak several-hour time. It's like four hours a peak in the morning and four in the evening. They can't use their own community. They've got to stay at home.

So you should really become informed with that --

MS. LITVAK: Okay.

MR. BROWN: -- issue.

MS. LITVAK: Thank you.

Hold on a second. Where's Milton Hyman? I got a late card. Why don't you come on up and take a seat over there next to the doctor.

This is the last group of cards I have, but if anybody wants to speak, we'll hand you one. Just raise your hand.

Go ahead, Ms. Benjamin.

MS. BENJAMIN: Hi. My name is Vivien Benjamin and I'm a resident of the Beverly Hills. I live on South Roxbury Drive, just down the street, and I just want to add my voice to the 99.9 percent of the people here that want to keep the subway on Santa Monica Boulevard.

It makes no sense whatsoever to change the route. To me, it's bait and switch. The Council and the

213-1

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.

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people of Beverly Hills, you know, want the subway and voted for it or recommended it to be on Santa Monica and now, you know, all of a sudden, you know, there's this switcharoonying around and, I mean, it makes no sense to
20:10:30 build -- to tunnel under homes that are valuable and the school with thousands of children that are there daily and that can put the lives of the children -- of our children and our community at risk.

Thank you.

213-1

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213-1

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10 MS. LITVAK: Thank you.
11 Lee Lewis and then Noah Furie.
12 MR. LEWIS: Hi. My name is Lee Lewis. I've been in
13 Beverly Hills nine years. I have children at B.V. and I
20:10:59 14 sure don't want to burden them with what would be
15 happening at the high school, and my wife sent me down
16 here to make sure I told our story, too.
17 So anyway, one of the first charters I had
18 moving into Beverly Hills was to become president of a
19 little local organization, the neighborhood association,
20 and we took on the Bell Jardan (phonetic) and the reality
214-1 21 was that EIR sucked. And from what I'm hearing, this one
22 really was bad, too, and it's not even referring to the
23 high school by way of "high school land." It's calling
24 it "government land."
25 So I think we need to start over and look at

214-1

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

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

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214-1

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.

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this or just accept the plan that you have, which is Santa Monica Boulevard.

This is probably the first time Rudy and I are agreeing. Beverly Hills is united now and the thing that we have recent history on is the out-of-district permits. There was only a little tiny hum and our school is trying to become a jewel and people in Beverly Hills know that. They came out in force as the hum turned into a small roar and it became a thunder and we had an election where

20:11:58 we turned over the School Board.

This group of Beverly Hills residents won't stop, so let's make sure that we don't have to go and let's not go and put on more red tape. Let's not increase the land-use attorneys. There's no reason to.

214-2 The Santa Monica one is the one you presented. Use it. We'll accept it, it sounds like, and that's the way it should happen.

Thank you.

MS. LITVAK: Thank you.

Noah Furie and then Stuart Kaplan.

20:12:28 MR. FURIE: Good evening. My name is Noah Furie and I'm a resident of Beverly Hills and I live in the southwest area of the city, and I'm also a member of the Beverly Hills Planning Commission.

It has taken years for the community to support

214-2

Your comment in support of the Century City Santa Monica Station has been noted. Please see the response to comment number 214-1 above.

215-1

the concept of a subway in Beverly Hills and through the hard work of the mass-transit community, this was accomplished.

The idea of placing a subway under our residential area and our high school is not good and responsible planning. I ask that the MTA Board adopt the Wilshire/Santa Monica alignment which is supported by our community.

Thank you.

MS. LITVAK: Thank you.

Stuart Kaplan, and then Milton Hyman's is the last card I've got, but if you want to speak, we'll get a card to you.

Stuart, Mr. -- Dr. Kaplan, step up.

Mr. Hyman, we'll get you ready at the next microphone, if you want to step up.

DR. KAPLAN: My name is Dr. Stuart Kaplan. I'm a dermatologist and I've been practicing on Roxbury Drive for 20 years.

20:12:58

20:13:28

Last year, I moved to South Linden Drive because I wanted to be part of this community. I wanted a community that would protect me and my family, and I'm just so proud of the support that's come out to really oppose this MTA.

I made a list of all the subjects I wanted to

215-1

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.

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215-1

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215-1

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216-1

talk about and as I've been sitting here at the end, one by one I've been ticking them all off because they've all been covered by previous speakers, but the one thing that really hasn't been covered to me was if we're going to
20:13:58 trust the MTA to build under our homes and put the lives of our children and the education of our children at risk, let's look at the MTA.

When did they come out with this plan? They came out with this plan during the summer when school was out, most people were on vacation, and if it weren't for just a few people that showed up in an unpublished meeting and said, "What is this direct route that I'm hearing about?" "Oh, don't worry about it. Don't worry about it."

It was never called the Linden route. There was the Santa Monica route and the direct route, which to me
20:14:30 doesn't look very direct at all.

So I already am questioning the ethics of this MTA Board. They really tried to sneak this through.

Second, they keep holding meeting after meeting and the crowds get bigger and bigger at every meeting. What do they want? How many more opinions do they need? They already know what the community is saying. Do they need four more meetings, five more meetings? Maybe if they'll hold it at 2:00 a.m. in their private home and

216-1

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lock everyone out, they'll get the answer that they want, but the answer is overwhelming.

This is the community that I love, this is the community that I wanted to join, and I think the only way -- we can't control what they do underground. L.A. will control that. But we can control what's aboveground. We can just say, "You know what? No subways in Beverly Hills. No subways on our land, because this is our land." And I don't want them telling me what I have to do with my land. I paid for my house. I paid for the land above it, for the space above it, and I don't want anyone to use it.

MS. LITVAK: Thank you very much.

Mr. Hyman? Go ahead.

MR. HYMAN: Well, I'm walking in as the last person, so that's what I'm going to talk about. I've talked about it before.

How many people walked here? Yes, you probably walked longer than from Santa Monica to Constellation.

How many times have people walked out of my office at Santa Monica and Avenue of the Stars and walked down to Constellation to get a Starbucks, to walk over to the shopping center to go to the mall and get food?

They've walked further in each of those than from Santa Monica to Constellation. What drives me crazy

216-1

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216-1

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217-1

is how the numbers came up in the EIR, what basis there was for it, on the assumption that people in California
20:16:30 will take subways but won't walk a block.
It's making me crazy because I walk from my office at Santa Monica and Avenue of the Stars to Beverly for a long lunch when things are a little slow. When they're not slow, I walk over to the mall, and it's longer.
So if we stop and step back, we have to ask ourselves, something is disconnecting here. Maybe we
20:16:57 want to promote walking. We want to promote healthy people. We want people to put a little "do it." We'll have the same passengers. I didn't see any persuasive evidence of why we get a big number when it's right there and a small number when they have to walk a few little blocks. One block. Come on.
Please, don't do it. Take Santa Monica.
Thank you.
MS. LITVAK: Mrs. Hyman, do you want to come up and speak?
MRS. HYMAN: I gave my husband my time.
MS. LITVAK: He used it.
I'd like to thank all of you for hanging in here with all of us. I'd like to remind you of -- oops, hang on. We'll be in Santa Monica Wednesday night -- comments

217-1

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 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

217-1

City, the Constellation Station has the highest concentration of jobs and residents within the critical 600-foot and 1/4-mile walksheds. As a consequence, the 14,005 riders estimated to walk to the Century City Station along Constellation Boulevard is approximately 72% 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.

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