



WESTSIDE SUBWAY EXTENSION PROJECT

Addendum to the Community and Neighborhood Technical Report



August 2011

SUMMARY

On October 28, 2010, the Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) and authorized the preparation of the *Westside Subway Extension Final EIS/EIR* (the Final EIS/EIR) to analyze the LPA. This alternative would extend HRT, in subway, approximately nine-miles from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station. A detailed description of the LPA is provided in Chapter 2 of the Final EIS/EIR.

This addendum supplements materials in the *Westside Subway Extension Project Community and Neighborhood Technical Report* (the Report) dated August 2010 and supports the Final EIS/EIR. The LPA is referred to as Alternative 2 in this addendum and the Report. Modifications to the Report incorporated into this addendum reflect responses to comments on the Draft EIS/EIR and refinements to Alternative 2 as described in Chapter 2 of the Final EIS/EIR.

1.0 INTRODUCTION

No change.

2.0 PROJECT DESCRIPTION

Change The Project description has been refined as part of the Final EIS/EIR.

On October 28, 2010, the Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) and authorized the preparation of the *Westside Subway Extension Final EIS/EIR* (the Final EIS/EIR) to analyze the LPA. This alternative would extend HRT, in subway, approximately nine-miles from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station. The extension would include a total of seven new stations:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City (Century City Santa Monica or Century City Constellation)
- Westwood/UCLA (Westwood/UCLA On-Street or Westwood/UCLA Off-Street)
- Westwood/VA Hospital (Westwood/VA Hospital South or Westwood/VA Hospital North)

The estimated one-way running time for the project would be approximately 15 minutes from the Wilshire/Western Station to the Westwood/VA Hospital Station. The extension would operate at headways of 4 minutes during peak periods and 10



minutes during off-peak periods. As part of the project, Metro is also planning several enhancements to the Division 20 Maintenance and Storage Facility.

The construction schedule for the Project is partially dependent on the timing of Federal funding availability. Two LPA construction scenarios are considered. Both scenarios will contain the same elements with differences only in the timing of when they are built and operational. The first construction scenario assumes that under the America Fast Forward (30/10) Scenario (Concurrent Construction), the LPA would open in its entirety to the Westwood/VA Hospital Station in 2022 with the three construction segments built concurrently (Wilshire/Western to Wilshire/La Cienega, Wilshire/La Cienega to Century City and Century City to Westwood/VA Hospital). The second construction scenario assumes that under the Metro Long Range Transportation Plan (LRTP) Scenario (Phased Construction), the LPA would open in three consecutive phases (Phase 1 to Wilshire/La Cienega, Phase 2 to Century City, and Phase 3 to Westwood/VA Hospital), with the entire LPA operational to the Westwood/VA Hospital Station in 2036.

A detailed description of the LPA is provided in Chapter 2 of the Final EIS/EIR.

3.0 REGULATORY FRAMEWORK

3.3.3 City of Beverly Hills General Plan

Change The following is a modification of and replaces Section 3.3.3.

Amendments to the City of Beverly Hills General Plan were adopted on January 12, 2010. The City’s amended General Plan includes the required elements for Land Use, Open Space, Circulation, Conservation, Noise, Safety, and housing and also includes optional elements for Historic Preservation, Economic Sustainability and Public Services. The City’s bicycle master plan has been made free standing to facilitate future updating. Applicable policies from the City of Beverly Hills General Plan are:

LU 3.1 Conservation – Conserve existing residential neighborhoods, and non-residential areas where new development builds on and enhances the viability of existing business sectors that are the City’s strengths, promotes transit accessibility, is phased to coincide with infrastructure funding and construction, and designed to assure transitions and compatibility with adjoining residential neighborhoods (Imp. 1.3, 2.1, 2.2)

LU 14.1 City Form – Accommodate a balanced mix of land uses and encourage development to be located and designed to enable residents access by walking, bicycling, or taking public transit to jobs, shopping, entertainment, services, and recreation, thereby reducing automobile use, energy consumption, air pollution, and greenhouse gases. (Imp. 1.2, 2.1)

LU 17.2 Regional Coordination – Cooperate with adjoining and regional agencies to jointly plan land uses, transportation, and infrastructure that provide a cohesive and integrated strategy to accommodate growth that is environmentally, economically and socially sustainable. (Imp. 7.1, 7.2)

ES 3.3 Multi-modal Transportation – Encourage and promote the use of existing public transportation to link these areas with the Triangle while developing alternative means of



public transportation to ease congestion and facilitate successful, high-quality development throughout the City. (Imp. 3.7)

CIR 2.1 Metro Subway Extension – Support the extension of the Metro subway extension through the City along Wilshire Boulevard with stations at Beverly/Rodeo and La Cienega to enhance transit service and increase transit ridership within the City and the West LA region. Explore other stops as appropriate. (Imp. 3.7)

CIR 2.1a Linking Transit and Development – Encourage appropriate development that may include parking for local transit riders, local-serving retail, high-end retail, restaurant and supporting uses in and around transit stops and stations. (Imp. 3.7)

CIR 2.2 Multi-modal Transit – Consider a variety of transit services including rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, school buses, and neighborhood shuttles to meet the needs of residents, workers, and visitors. (Imp 3.7)

CIR 2.3 Transit Design – Support a well-designed transit system and stations to meet the mobility needs of residents and visitors, including seniors, the disabled and transit-dependent persons. (Imp 3.7)

CIR 2.4 Inter-jurisdictional Cooperation – Work collaboratively with regional agencies and adjacent jurisdictions to improve transit service, accessibility, frequency, and connectivity, and to encourage increased ridership and fewer personal automobile trips. (Imp. 7.1)

CIR 2.5 Transit Frequency – Support increased-frequency transit service and capital investments to serve high-density employment, commercial, residential, or mixed-use areas and activity centers. (Imp 3.7)

CIR 2.6 Transit Priority Measures – Consider improvements in transit efficiency and travel times by implementing transit priority measures to help bypass congested areas. Such measures may include transit signal priority, queue by pass lanes, and exclusive transit lanes. (Imp 3.7)

CIR 2.10 Interconnected Transit System – Create or collaborate on an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes. (Imp 3.7)

4.0 AFFECTED ENVIRONMENT

No change.



**5.0 ENVIRONMENTAL IMPACT/ENVIRONMENTAL
CONSEQUENCES AND MITIGATION**

No change.

6.0 CEQA DETERMINATION

No change.