

L25

1402 West 37th Dr.
Los Angeles, Ca. 90018
November 15th 2005

Anthony Loui
Mid-City Exposition LRT Project Manager
Metro, One Gateway Plaza
Mailstop: 99-22-5
Los Angeles, Ca. 90012

Ref: 3763 Normandie Ave
Under Consideration for
New Transit Project

Sir:

I am in receipt of your letter that came with a book. Due to the fact that I work and had to request UPS to redirect the parcel to another address, I was not able to attend any of the open house meetings. I learned about them after the fact.

For ten years I talked with my heavenly Father to allow me to purchase the property in question. He finally answered my request. This property has been my dream for my retirement. I am patiently awaiting the next three years for retirement to start spending more time and really enjoying the fruits of my labor. Not only is it therapy for me but also it is the excitement I receive spending time with God's earth. Everything on this property is a miracle from God. Now you suggest consideration of killing my dream and snatching it from me.

L25-1

L25-2

I presume your plan for this property is to house a traction power sub-station. Not only would my dreams be killed giving up my property, but also to make matters worst, my health and that of my pets would be at risk. I have supporting information of the possibilities of the effect or the impact on health issues. (EMF) Therefore I feel that your intent is forcing me out even from my home.

When I consider a restaurant across the street that is quite a distance from me and any residence, since no one lives on that premises, that could and would not be affected healthwise, I wonder why that property was not taken into consideration for your usage. After all, PEOPLE SHOULD AND IS MORE IMPORTANT THAN PROFITS.

L25-3

I ask that you reconsider your position on my property and inform me of such.

Sincerely,

Orlanda Hines

Cc: Velma Marshall
Dave Monks

RESPONSES

L25-1 Comment is noted. Metro will continue to make efforts to encourage community input into the Project.

L25-2 Comment is noted.

L25-3 Up until the construction phase, Metro will make an effort to identify possible alternate locations for TPSS #3. TPSS will supply the electrical power that is needed for operation of the LRT.

OCT-11-05 THU 17:08

L26

FRED YADEGAR
 1721 South Flower Street
 Los Angeles, California 90015
 Telephone: (213) 746-2710
 Facsimile (213) 746-4038
sibelle@earthlink.net

October 11, 2005

Via Facsimile (213) 922-7382 and U.S. Mail

Mr. Richard Thorpe
 MTA
 1 Gateway Plaza
 Los Angeles, California 90012

Via Facsimile (213) 485-7683 and U.S. Mail

Council District 08
 Councilman Bernard C. Parks
 CITY HALL
 200 North Main Street, Room 460
 Los Angeles, California 90012
 Attention: Mr. David Roberts

Gentlemen,

I own the property located at 1721 South Flower Street in Downtown, Los Angeles (the "Flower Property"). At the time I purchased the Flower Property, I made a deal with Caltrans whereby I would lease a portion of the land directly across from my building to use as parking spaces for tenants of the Flower Property. Caltrans owns this land which has an APN of LAX010-0044 and is more commonly known as 459 West 18th Street, Los Angeles, California (the "Caltrans Lot"). For the past 7-8 years, per my agreement with Caltrans, I have been able to offer my tenants parking spaces for their use in conjunction with the leased premises in the Flower Property.

L26-1

Recently, it was brought to my attention that MTA is planning to utilize the Caltrans Lot as an MTA sub-station to be used, as necessary, for technical support. This news came as a shock and was quite disturbing. MTA's taking of the Caltrans Lot would deny my tenants the only available parking space in close proximity to my building. The taking would cause: i) disruption of the Flower Property tenant's use and right to quiet enjoyment of their leased premises; ii) devaluation of the Flower Property; and iii) irreparable harm to my business in form of loss of income and other damages. Aside from the parking spaces at the Caltrans Lot which have been utilized by the tenants at the Flower Property for the duration of the time I have owned it, there are no other feasible parking spaces available.

L26-2

RESPONSES

L26-1 Comment is noted.

L26-2 Metro will communicate/coordinate with Caltrans as to the property in question. Also, Metro is currently seeking possible alternate locations for TPSS sites. Actual locations of various TPSS sites will be finalized in engineering drawings in the Final Design phase of the Project.

OCT-11-05 THU 17:09

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I believe a viable solution does exist. There is a 200,000 square foot lot on Flower Street situated directly beneath the 10 FWY exit and across from the Caltrans Lot. Caltrans also owns this lot and is currently allowing Los Angeles Trade Tech College to use it (the "LA Lot"). If instead of taking the Caltrans Lot, MTA opts to take a portion of the LA Lot, everyone would benefit. I could keep the only parking spaces available for my property; MTA would have space in the general area they want to erect a sub-station; and in that the LA Lot is large enough, LA Trade Tech would only be giving a small portion of the space they are using.

L26-3

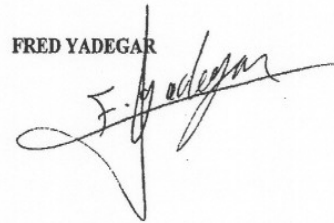
I have been part of the City and an active member of this community. As a member of the Board of the Figueroa Corridor Business Improvement District, I have sat in and approved many projects including the implementation of the Exposition Light Rail Line from Downtown to Santa Monica. There is nothing more I'd like than for more development which is beneficial to the City. However, I believe that MTA's use of the Caltrans Lot is not absolutely necessary in that there are other viable options which benefits far outweigh the disadvantages.

L26-4

As such, I respectfully request that you consider using the LA Lot instead of the Caltrans Lot.

Very truly yours,

FRED YADEGAR



RESPONSES

L26-3 Comment is noted. Metro will continue to coordinate with Caltrans on the property in question.

L26-4 Comment is noted.

L27

October 12, 2005

Anthony Loui,
 Mid-City/Exposition Transit Corridor Environmental Project Manager,
 Los Angeles County Metropolitan Transportation Authority (Metro),
 One Gateway Plaza, Mailstop 99/22/5,
 Los Angeles, CA. 90012

Subject: Mid-City/Exposition Light Rail Transit Project

Dear Mr. Loui,

Thank you, for the opportunity to review and comment on the FEIR.

Current plans call for a 9.5-mile line extending along the Metro-owned Exposition right-of-way from the existing Metro Rail station at 7th/Metro Center in downtown Los Angeles to Venice/Washington in Culver City, with an initial segment constructed at least to Vermont Avenue adjacent to Exposition Park. The Mid-City/Exposition Light Rail Transit Project will include eight to nine new stations plus upgrades to existing stations, providing up to eleven stations for the length of the initial segment of the route to Culver City. The alignment will primarily be at-grade. The Metro Board's vision and intent is eventually to complete the light rail line to Santa Monica.

L27-1


This is a wonderful project that will enhance the Southern California landscape, to be able to get to the Westside from downtown Los Angeles, and South Los Angeles by light rail is a big plus. The Coliseum, Museums, USC, and Sports Arena will be easy to access. This project will save on public health costs of air pollution and roadway accidents, the lost time costs of congestion, and improve the environment.

L27-2

Continue to keep up the good work of planning a region that is truly multi-modal, and gives everyone a choice as to how they want to travel.

L27-3

Aileen Kennedy
 Los Angeles



Aileen Kennedy
 1243 W. 51st
 Los Angeles, CA 90037

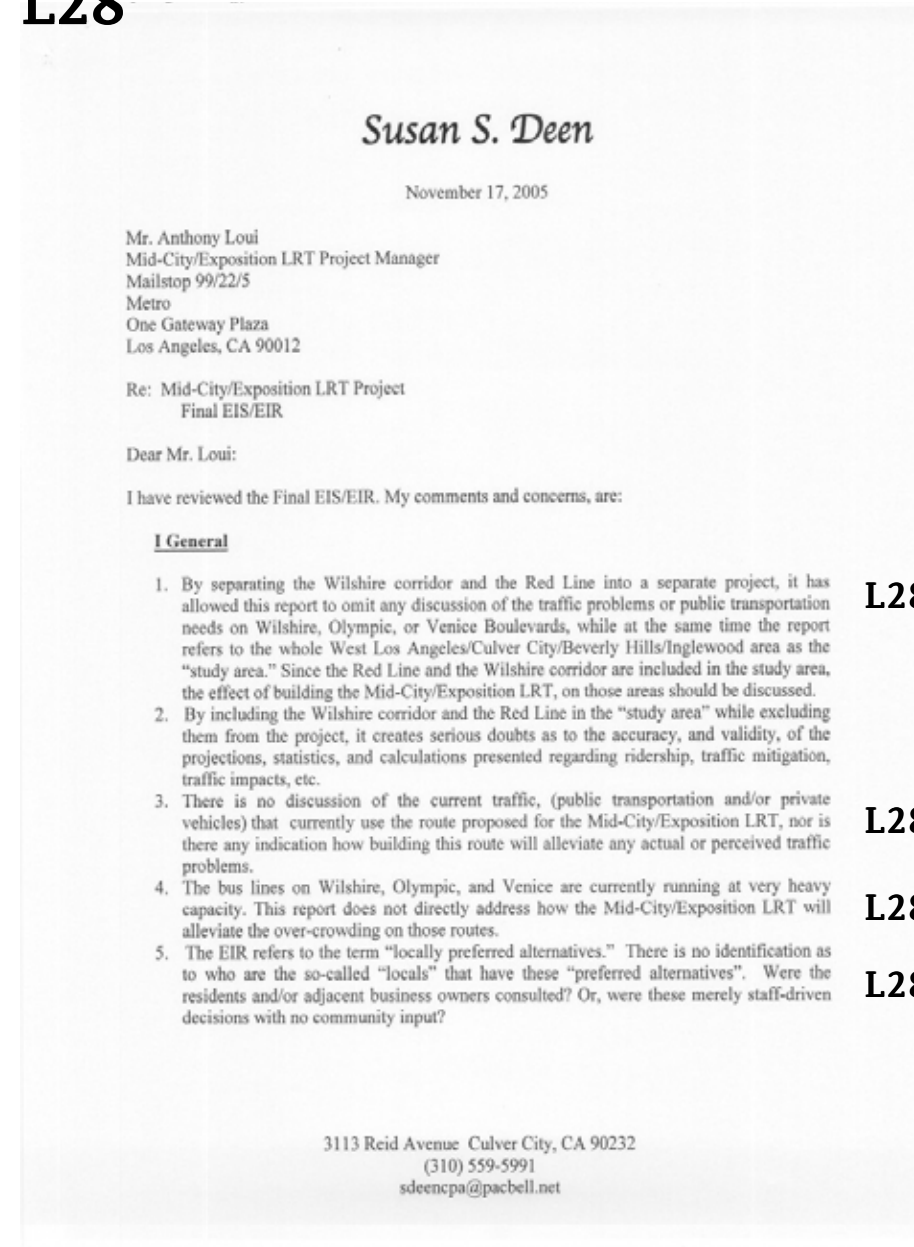
RESPONSES

L27-1 Comment is noted.

L27-2 Comment is noted.

L27-3 Comment is noted.

L28



RESPONSES

- L28-1 Comment is noted. The Final EIS/EIR evaluates and proposes Mitigation Measure for traffic impacts and transit impacts. The Study area is the area that was evaluated in the 2000 to identify corridors with particular transit needs. All data and methodologies used in the Final EIS/EIR were recognized and approved tools for environmental reviews/analysis.
- L28-2 Traffic is discussed in Section 3.2 of the Final EIS/EIR. Exposition Boulevard is one of the several major arterials studied and analyzed.
- L28-3 Metro anticipates that certain bus route will be altered to travel through LRT transit stations and centers. This would be finalized just before opening day of the Project in consultation with the City of Los Angeles and Culver City.
- L28-4 The "Locals" in Locally Preferred Alternative refers the components of the Project which had Metro staff, stakeholders', and community support. The LPA, however, will be altered do to changes in community and staff recommendations.

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L28

Mr. Anthony Loui
 Mid-City Exposition Project Manager
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II Safety/Protection

1. The report indicates that Metro Police only have responsibility to maintain, and empty, the cash boxes at each station, and to handle any security or other problems in the station. The report does not specify at what point local police departments become involved.
2. The report does not address security or safety issues that must be handled by the local police departments. No statistics have been provided to substantiate any change in crime incidents at or near the stations.
3. The impact to local police departments have not been discussed

III Venice/Robertson Station

1. The proposed plan calls for building an "interim" station, at grade, at Wesley Street as the Venice/Robertson station. The term "interim" is not defined. Is this for five years, ten years, or longer? Use of the term "interim" is misleading, at best.
2. The rationale provided by MTA staff, and consultants, for building the "interim" station at grade has always been financial. The residents have been told that there is no money in the budget for the estimated additional \$25-\$50 million to build the station above grade at Venice/Robertson during the first phase of the Mid-City/Exposition LRT. Yet, there is nearly \$168 million in the budget for "contingencies" and "escalation." In a \$640 million budget, this is more than 25% of the total project budget. Surely, with proper financial planning, some of the money budgeted for "contingencies" and "escalation" can be available to build the Venice/Robertson station properly the first time – at the proper location above grade - instead of wasting taxpayer dollars to build the same station twice in ten or fifteen years, at a significantly higher cost the second time.
3. The report mentions that the Venice/Robertson station is close to movie studios, cultural venues, downtown Culver City, restaurants, etc. It fails to mention that the distance to those facilities from the Venice/Robertson station is at least one-half mile to two miles away. It does not address how a rider, disembarking the Mid-City/Exposition LRT at Venice/Robertson, will actually get to those facilities.
4. The report presents two alternatives for an at-grade station at Wesley. These alternatives were never presented to the neighborhood. There was no community input regarding these alternatives. There is no study presented as to the effects to the neighborhood regarding noise, vibration, traffic, or safety with an at-grade station at Wesley.

IV Projected Ridership

1. The report uses projected ridership. There have also been ridership projections for the Gold Line. Historically, these projections have been significantly overstated compared to the actual ridership. This addresses the validity of Metro's ability to project actual ridership, which speaks directly to the issue of how many riders should be projected for the Mid-City/Exposition LRT.

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RESPONSES

L28-5 In coordination with local police departments, metro will develop a security plan for the entire LRT line operations. This will not occur into just prior to Opening Day. Metro will discuss impacts on local police stations at that time as well.

L28-6 The term "interim" is used to represent an undetermined amount of time, depending on availability of funding.

L28-7 Comment is noted.

L28-8 Metro anticipates that local bus lines would help transport patrons. There is also a possibility of implementing a shuttle service in coordination with Culver City.

L28-9 Comment is noted.

L28-10 Metro, from its experience and extensive studies, believes that ridership projection in the Final EIS/EIR are accurate.

L28

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 Mid-City Exposition Project Manager
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2. The report includes a table of projected ridership, by station boarding, for the year 2020, yet there is no indication of where these riders will come from, since, as the report states, there is currently no bus line that uses this exact route.
3. The report projects 39,000 riders. Are these new riders, or just transfers from other routes? The report is silent. If they are just transfers are from other routes, what new bus connections will you need to provide? How does this mitigate traffic if these are not new riders?

V Traffic

1. The report discusses the current congestion problems on the I-10 and the I-405, but does not provide any specifics as to how the Mid-City/Exposition LRT will alleviate any congestion on the I-405.
2. For the Venice/Robertson station, (regardless of where the station will be located) the report does not address the traffic impact on Culver City streets.
3. The report, in the Table S-4, Summary of Impacts, states that "traffic to and from parking facility at Venice/Robertson station could worsen congestion for already overburdened I-10 on and off ramps." The only mitigation suggested is a contribution of \$100,000 toward the preparation of a study identifying possible improvements. The reports states that this will be adding to an already overly congested area, but no mitigation measures are being provided, or even suggested.
4. The report, on page 3.1-3, indicates that bus routes would be modified, as appropriate, to serve the Mid-City/Exposition LRT, but does not discuss traffic impacts.
5. The report, on page 3.1-3, indicates that bus routes currently terminating at the West LA Transit Center would be rerouted to the Venice/Robertson or La Cienega Stations. The report does not indicate if the buses would just have an additional stop at Venice/Robertson or La Cienega, or if the bus route would terminate at either of these stations. The report, again, is silent on traffic impacts of additional buses on the streets in these areas.
6. The report discusses widening National Boulevard and changes to lane configurations on Jefferson and La Cienega Boulevards. The report does not address any impacts to traffic resulting from these changes to major streets in the Culver City/West LA areas.
7. Table S-4, indicates a mitigation measure near the Venice/Robertson station to include "eastbound and westbound approaches on Venice Boulevard are converted to accommodate two left turn lanes, three through lanes and a right-turn lane." The report does not discuss how adding left and right turn lanes will impact the traffic on Culver City streets, particularly Washington, National or Robertson Boulevards.
8. Page 2.14-15 mentions transit signal priority operations. I assume that this means that the train passing through an intersection would override the traffic signal cycle. The report is silent as to the impact this will have on traffic at and/or near the intersection.

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RESPONSES

L28-11 Metro expects that the number of new riders will increase as LRT operations commence over time.

L28-12 The Final EIS/EIR does not state that 405 Freeway congestion will be relieved as a result of the Project.

L28-13 Culver City streets analyzed in the Final EIS/EIR included National Boulevard, Venice Boulevard, and La Cienega Boulevard.

L28-14 A study would be needed to evaluate the current traffic conditions and to propose appropriate measures to reduce impacts.

L28-15 The reconfigured bus routes will not be finalized until just prior to the opening of the LRT route.

L28-16 Please refer to response L28-15 above.

L28-17 Traffic impacts of all Design Options are found throughout the Section "3.2 Traffic." The section is divided by subarea.

L28-18 Mitigation Measure are proposed because Metro has determined they will aid in reducing traffic impacts.

L28-19 Metro's traffic analyses is based on the fact that the LRT vehicles may affect traffic conditions.

L28

Mr. Anthony Loui
Mid-City Exposition Project Manager
11/17/2005
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VI Parking

1. Page 2.4-41 mentions 845 parking spaces in three surface parking lots at the Venice/Robertson station, but it does not specify the distance from the station to the parking lots. The MTA-owned property is north of Venice. If the Venice/Robertson station is built North of ROW at Wesley, that is, at minimum, a quarter-mile walk. The report does not address how a distance of this length from parking to the station will impact ridership.
2. At several community meetings, MTA staff told the attendees that shuttle buses are being planned to transfer riders from the parking lots north of Venice to the Venice/Robertson station, regardless of where the station is built. The report fails to mention that fact. The report does not address how the use of shuttle buses to get to the station will impact ridership.
3. On page 37 of the Executive Summary, there are diagrams of two options of the Venice/Robertson station at Wesley Street. Both show adjacent parking. Where exactly is that parking facility, and how many cars will it accommodate? If this is referring to the parking lot on the ROW on the southwest corner of Washington and National, (adjacent to the property that was formerly occupied by Culver City Nissan/Mazda) this lot only holds approximately 30-40 vehicles. Where is the rest of the parking?

VII Noise & Vibration

1. Page 2.4-15 discusses shielding the train and tracks from the adjoining residential neighborhood from Fay Avenue to National Boulevard by the use of "landscape berms." This does not address the problem of noise and/or vibration mitigation. The report does not discuss the effectiveness of using "landscape berms" as mitigators.
2. Table S-4, in the section Noise and Vibration, indicates that six-foot sound walls will be constructed between Fay Avenue and Wesley Street. There is no mention of insulation in the sound walls. The trains are taller than six feet high. Will a six-foot high sound wall be sufficient?
3. The same table, S-4, mentions that "noise from the North of ROW station [at Wesley]...would result in noise and vibration impacts at the nearby residences on Helms Avenue." The mitigation measures indicate that "a sufficiently high peripheral sound wall" would be indicated. The term "sufficiently high" is never defined.
4. Page 4.1-18 states that the "ROW Station option [at Wesley] would situate the Venice/Robertson station within several hundred feet of East Culver City residences...A station location in this area would introduce a high activity land use and could result in land use conflicts related to parking, noise, and light." There are no mitigation measures presented.

RESPONSES

L28-20 These distances between the station and parking facilities will be finalized during Final Design.

L28-21 Please refer to response L28-8.

L28-22 Please refer to response L28-20.

L28-20 L28-23 Section "4.6 Noise & Vibration" discusses, in detail, the noise and vibration impacts along adjacent properties of the proposed alignment.

L28-21 L28-24 A six-foot sound wall will be sufficient in reducing noise impacts to FTA standards.

L28-22 L28-25 Final Design and engineering drawings will detail the heights and visual quality of proposed sound walls prior to construction.

L28-26 Sound walls are proposed at this location on the northside of National Boulevard to reduce noise impacts on Culver City residents.

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Mr. Anthony Loui
Mid-City Exposition Project Manager
11/17/2005
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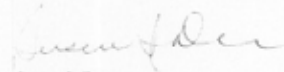
Conclusion:

The Culver City General Plan and the Culver City Redevelopment Agency DFD provide for only one acceptable station design at Washington/National/Exposition -- above grade, north of Washington. An above-grade station will have the least impact on the East Culver City residences, parking, traffic, and safety services. This is the only design that should be considered.

There are elements of this report, specifically the north of ROW station at Wesley, that are presented with no community input, and accordingly, no discussion of impacts to the neighborhood.

This Final EIR/EIS is grossly deficient and does not completely address significant impacts to noise, vibration, safety and traffic. The report does not properly identify requisite mitigations to these problems. Further, the report fails to specify how building this train will alleviate congestion on city streets, other Metro routes, the I-10 or the I-405. It presents no substantial background information as to how ridership numbers were arrived at, leaving one to question their validity. Therefore, this Final Environmental Impact Report should **not** be certified.

Respectfully submitted,



Susan S. Deen

L28-27

L28-28

RESPONSES

L28-27 Comment is noted.

L28-28 Metro believes that the Final EIS/EIR was prepared in accordance with CEQA and NEPA standards and purposes. Background information can also be found in the Appendices of the document. Metro will continue to use approved tools, data, and methods in the environmental review process of this and all other projects.

L29

Anthony Loui
Mid-City/Exposition LRT Project Manager
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012

October 20, 2005

Sir:

Thank you for providing me with the Executive Summary for the Mid-City/Exposition Light Rail Transit Project.

I am pleased that the project is moving apace. I attended one of the community meetings held in 2001, at which I spoke specifically to the need for parking facilities for the Crenshaw Station. I cited the lack of local parking along the Red Line (except at the North Hollywood terminus) as a stumbling block to effective "in-town" use of the system, and I was very pleased to see in the Executive Summary that parking for the Crenshaw Station is included.

However, I was disappointed to find that Crenshaw is planned to be an at-grade split-platform station. The portion of Crenshaw Blvd. surrounding West Angeles Cathedral already has very serious traffic problems – both during the business day and also on the weekends. Placing an at-grade crossing at Exposition and Crenshaw is surely going to exacerbate those problems.

In addition, the inexplicable requirement for a new traffic signal at Crenshaw and 36th Street (Page S-5) shows that your engineers apparently are unaware of just how severe traffic congestion is in that area. There are already signals at 30th Street, Jefferson, Exposition, and Rodeo. In addition, there is a pedestrian crosswalk signal between 30th and Jefferson. Several of these signals are less than 500 feet apart.

I realize that an elevated station is substantially more expensive than at-grade. But making the station elevated would not only eliminate traffic impacts on Crenshaw Blvd., and reduce light-rail travel time, but would also provide more ground-level area for parking spaces at the station to accommodate additional future ridership.

I hope that the final plans for the project include an elevated station at Crenshaw Blvd. and elimination of the requirement for a new signal at Crenshaw/36th.

Thank you for your time. I am hoping to attend the November 3 Open House and present these comments in-person. If I am not able to do so, please read this letter into the public record.

Very truly yours,



Robert S. Hellman

4058 Don Luis Drive
Los Angeles, CA 90008
323-291-9123

RESPONSES

L29-1 Comment is noted.

L29-2 Actual designs of station platforms will not be determined until the Final Design phase. Metro has proposed Mitigation Measures to help reduce the traffic impacts of the Project in combination with existing traffic conditions.

L29-3 Comment is noted.

L29-1 L29-4 As funding may become available in the future, metro will consider the needs of the communities surrounding the LRT station which are particularly heavily populated.

L29-2 L29-5 Please refer to response L29-5 above.

L29-3

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L30

November 28, 2005

Anthony Loui, Mid-City/Exposition LRT Project Manager
METRO
One Gateway Plaza, Mailstop: 99/22/5
Los Angeles, CA 90012

Dear Mr. Loui:

Please accept this letter as my comments in response to the FEIS/EIR for the Mid-City/Exposition Light Rail Transit Project.

I prefer the alternative which is the shortest, quickest, safest and represents the best long-term investment to the residents of this region.

Given that the MTA owns the Exposition Right of Way (ROW), utilizing this public asset for the benefit of the residents of this region is one of the most cost-effective long-term solutions to ease the traffic congestion plaguing this densely populated area of Los Angeles. City and County Planners have been accommodating population growth in this area without making the transportation infrastructure a primary criteria to approve additional growth and population density. Our local (Los Angeles City) and regional (Los Angeles County) transportation agencies have had the dubious task of being at the end of the growth process, in being asked to wave a magic wand to ease the resulting traffic congestion on roads, which exceeded their maximum capacity years ago.

I support the Light Rail (LRT) over a Busway (BRT), because the BRT would significantly interfere with the existing roadway infrastructure, which lacks the capacity to absorb the additional crossings and increase wait times. The LRT would utilize the existing Exposition ROW and with elevated portions would minimize the need for more street crossings and reduce the impact to vehicular traffic flows on the area's existing roads and highways.

Specifically, I prefer The Flower/Figueroa St. over the Hill St. alternative, in that it eliminates two unnecessary turns and is cheaper to operate because it's shorter and more direct.

The La Brea and La Cienega elevations are preferred, as well as elevations wherever conflicts and contact with existing roadway traffic will be exacerbated, especially in areas and at intersections where the average LOS is in the E and F range.

Finally, even though there does not yet exist full funding for an elevated Venice/Robertson terminus, the elevated terminus is preferred in that we need to build this right the first time.

Thank you for the opportunity to comment on this FEIS/EIR.

Sincerely,

Bryan Gordon
3650 S. Barrington Ave.
Los Angeles, CA 90066
310-390-2064

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RESPONSES

L30-1 The letter will be included in the Record of Decision process.

L30-2 Comment is noted.

L30-3 Comment is noted.

L30-4 Comment is noted.

L30-5 Metro agrees that the Flower Street Design Option is the best choice for the Downtown Los Angeles Connection subarea.

L30-6 Comment id noted.

L30-7 The Venice/Robertson station will be included as an aerial station as funds become available in the future. In the meantime, the Venice/Robertson interim station will be constructed.