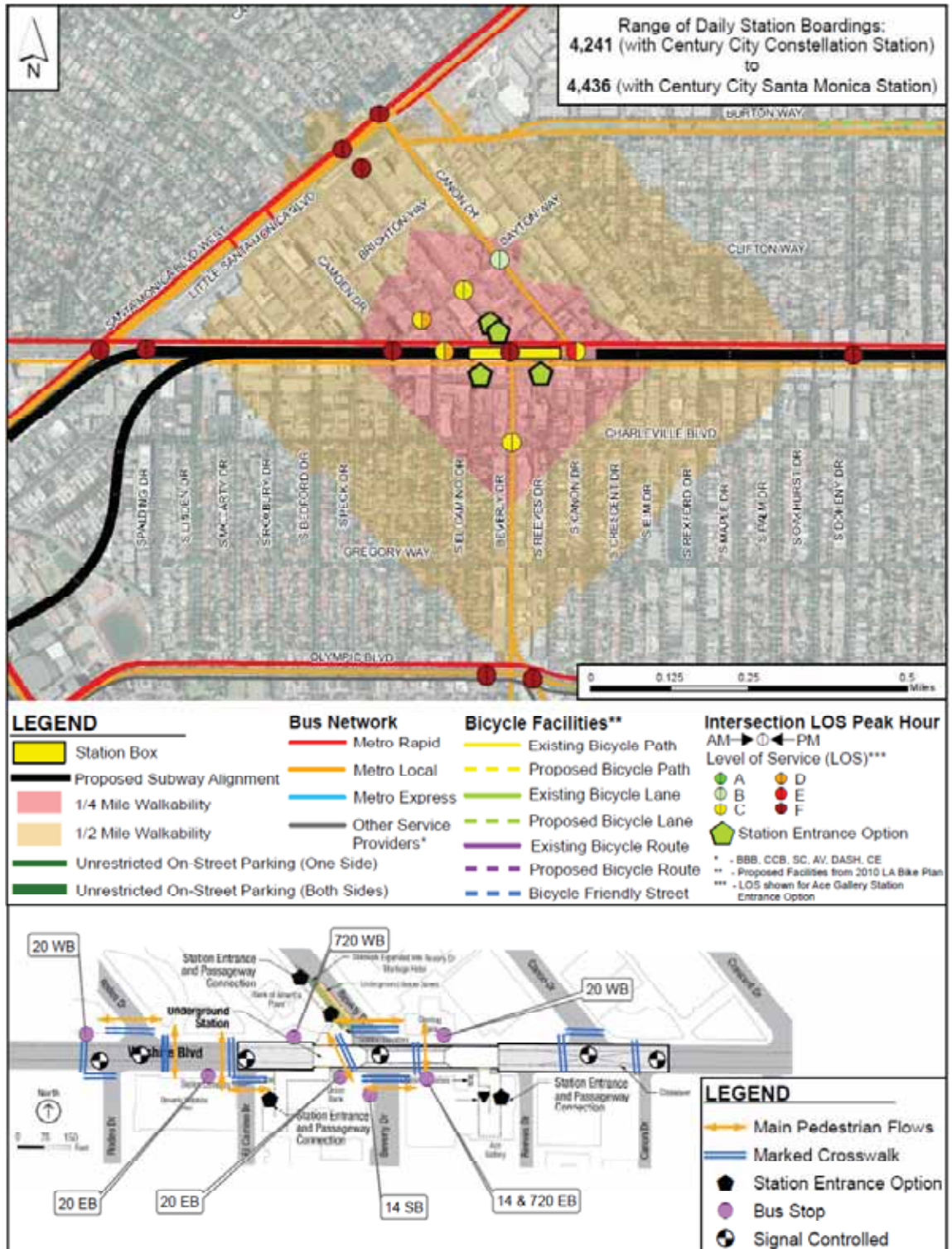


Change The following graphic is a modification of Figure 5-18 and replaces that figure:

Figure 5-18. Wilshire/Rodeo Station



5.1.6.8 Century City Santa Monica Station

Pedestrian and Bicycle Interface

Change The following replaces Section 5.1.6.8, Pedestrian and Bicycle Interface:

The portal for this station option would be located on the southwest corner of the intersection of Century Park East and Santa Monica Boulevard. Station elevators would be located on the southeast corner of Century Park East and Santa Monica Boulevard. The intersection of Santa Monica Boulevard and Century Park East is signalized with marked crosswalks on the south and east leg of the intersection.

There are no existing bicycle facilities within 500 feet of the proposed station portal. Existing bicycle lanes are installed on Santa Monica Boulevard west of Avenue of the Stars, approximately one-quarter mile from this station portal. Bicycle lanes have been identified for priority implementation on Avenue of the Stars. No additional bicycle facilities are planned for longer term implementation in the adopted City of Los Angeles 2010 Bicycle Plan.

Bus Interface

Change The following replaces Section 5.1.6.8, Bus Interface:

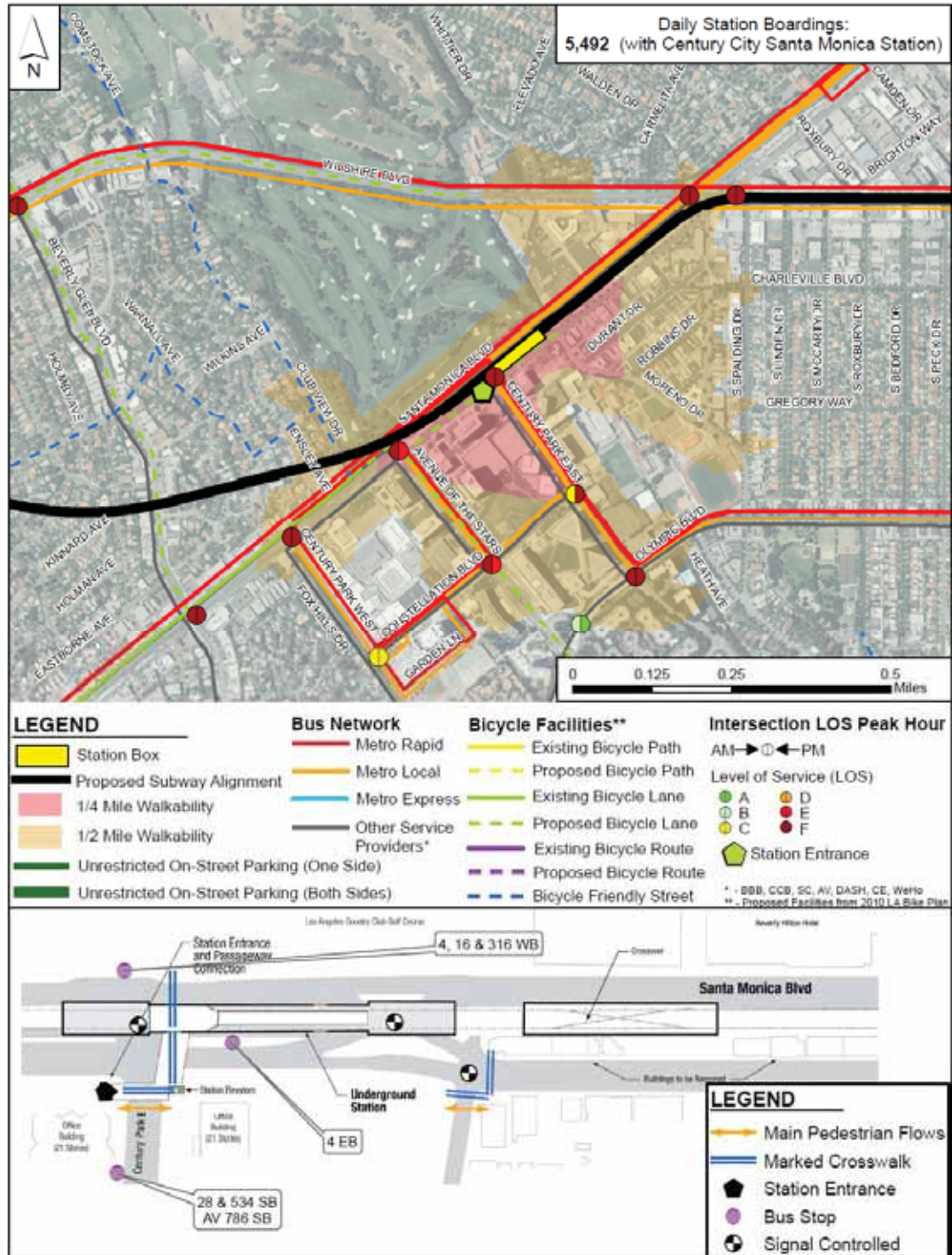
Bus stops for Metro Line 28, LADOT Commuter Express 534 (eastbound buses), and Antelope Valley Transit Authority Line 786 (afternoon, pick-up) are located on the west side of Century Park East south of Santa Monica Boulevard.

The bus stop for Metro Line 4 (westbound buses) and for Metro Lines 16/316 is located on the north side of Santa Monica Boulevard at a curb cut just west of Century Park East.

The bus stop for Metro Line 4 (eastbound) is located in the center median, east of Century Park East.

Change The following graphic is a modification of Figure 5-19 and replaces that figure:

Figure 5-19. Century City Santa Monica Station



5.1.6.9 Century City Constellation Station

Pedestrian and Bicycle Interface

Change The following replaces a portion of Section 5.1.6.9, Pedestrian and Bicycle Interface, that relates to the discussion of the portal locations:

Two portal options are being considered for the Century City Constellation Station. Both options would be located at the intersection of Avenue of the Stars and Constellation Boulevard, with one on the northeast corner and the other on the southwest corner.

Change The following replaces a portion of Section 5.1.6.9, Pedestrian and Bicycle Interface, that relates to the discussion of bicycle interface:

There are no existing bicycle facilities within 500 feet of the proposed station portal. Existing bicycle lanes are installed on Santa Monica Boulevard west of Avenue of the Stars.

The following bicycle facilities have been identified for implementation in the next five years in the adopted City of Los Angeles 2010 Bicycle Plan:

- Avenue of the Stars (bicycle lanes)

No additional bicycle facilities, aside from that identified above, are planned for longer term implementation in the adopted City of Los Angeles 2010 Bicycle Plan.

Bus Interface

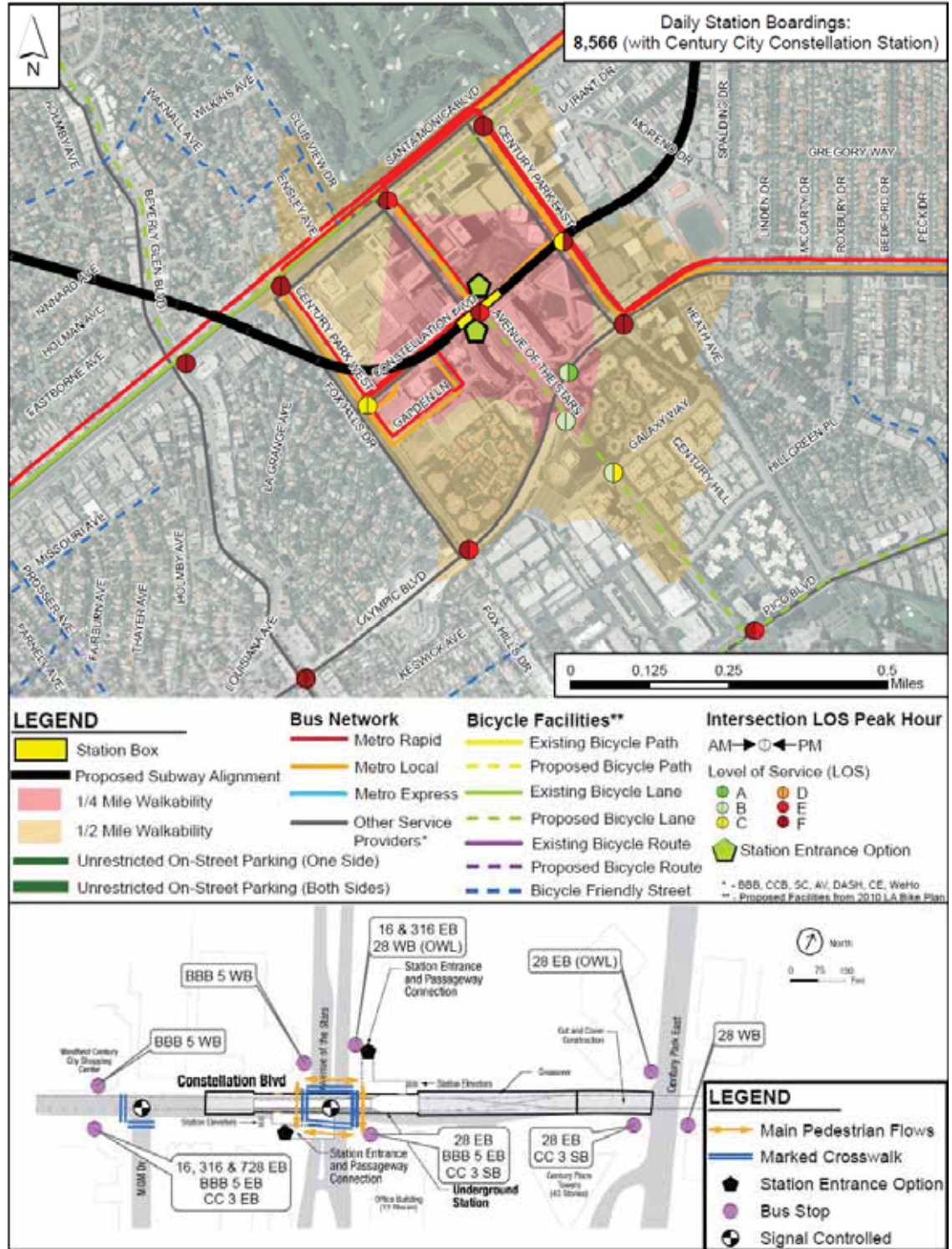
Change The following replaces Section 5.1.6.9, Bus Interface:

Bus stops for Metro Lines 16/316 and 28, Antelope Valley Transit Authority Line 786 (northbound buses), and Santa Clarita Transit are located on the east side of Avenue of the Stars north of Constellation Boulevard.

The westbound bus stop for Big Blue Bus Line 5 and Santa Clarita Transit is located on Constellation Boulevard west of Avenue of the Stars on the north side of the street. The stop for Big Blue Bus Line 5 (eastbound buses), as well as the stops for Culver City Bus Line 3 and for Antelope Valley Transit Authority Line 786 (southbound buses), are located on the south side of Constellation Boulevard, east of Avenue of the Stars.

Change The following graphic is a modification of Figure 5-20 and replaces that figure:

Figure 5-20. Century City Constellation Station



5.1.6.10 Westwood/UCLA Off-Street Station

Pedestrian and Bicycle Interface

Change The following replaces a portion of Section 5.1.6.10, Pedestrian and Bicycle Interface, that relates to the discussion of the portal locations:

The portals for this station option would be located on the northwest corner of the Wilshire Boulevard and Gayley Avenue intersection, as well as the northeast corner of the Wilshire Boulevard and Veteran Avenue intersection.

Change The following replaces a portion of Section 5.1.6.10, Pedestrian and Bicycle Interface, that relates to the discussion of bicycle interface:

There are no existing bicycle facilities within 500 feet of the proposed station portal. Existing bicycle lanes are installed on Westwood Boulevard south of Wellworth Avenue, approximately 850 feet from the station portal, and on Le Conte Avenue, approximately 1,850 feet from the station portal.

The following bicycle facilities have been identified for implementation in the next five years in the adopted City of Los Angeles 2010 Bicycle Plan:

- Wilshire Boulevard (bicycle lanes)
- Westwood Boulevard (bicycle lanes)

The following bicycle facilities have been identified for longer term implementation in the adopted City of Los Angeles 2010 Bicycle Plan:

- Le Conte Avenue (bicycle-friendly street)
- Veteran Avenue (bicycle-friendly street)



Bus Interface

Change The following replaces Section 5.1.6.10, Bus Interface:

Bus stops for Metro Rapid Lines 720 and Metro Line 20 are on the north side of Wilshire Boulevard west of Westwood Boulevard (westbound buses), and on the south side of Wilshire Boulevard east of Westwood Boulevard (eastbound buses).

Bus stops for the LADOT Commuter Express Lines 431 and 534 (eastbound buses) are located on the south side of Wilshire Boulevard west of Westwood Boulevard. Bus stops for the LADOT Commuter Express Lines 431 (westbound buses) and 573 (northbound buses) are located on the north side of Wilshire Boulevard east of Glendon Avenue.

Bus stops for Metro Rapid Line 761 and Metro Line 233 are located on the west side of Westwood Boulevard north of Wilshire Boulevard (southbound buses), and on the east side of Westwood Boulevard south of Lindbrook Drive (northbound buses).

Bus stops for Big Blue Bus Lines 1, 2, and 3 are on the west side of Westwood Boulevard (westbound buses) north of Wilshire Boulevard, and on the east side of Westwood Boulevard south of Lindbrook Drive (eastbound buses). Bus stops for Big Blue Bus Lines 8, 12, and Super 12 are located on the west side of Westwood Boulevard (southbound buses) north of Wilshire Boulevard, and on the east side of Westwood Boulevard (northbound buses) south of Lindbrook Drive.

Bus stops for Culver City Bus Rapid Line 6 and Line 6 are located on the west side of Westwood Boulevard north of Wilshire Boulevard (southbound buses), and on the east side of Westwood Boulevard south of Lindbrook Drive (northbound buses).

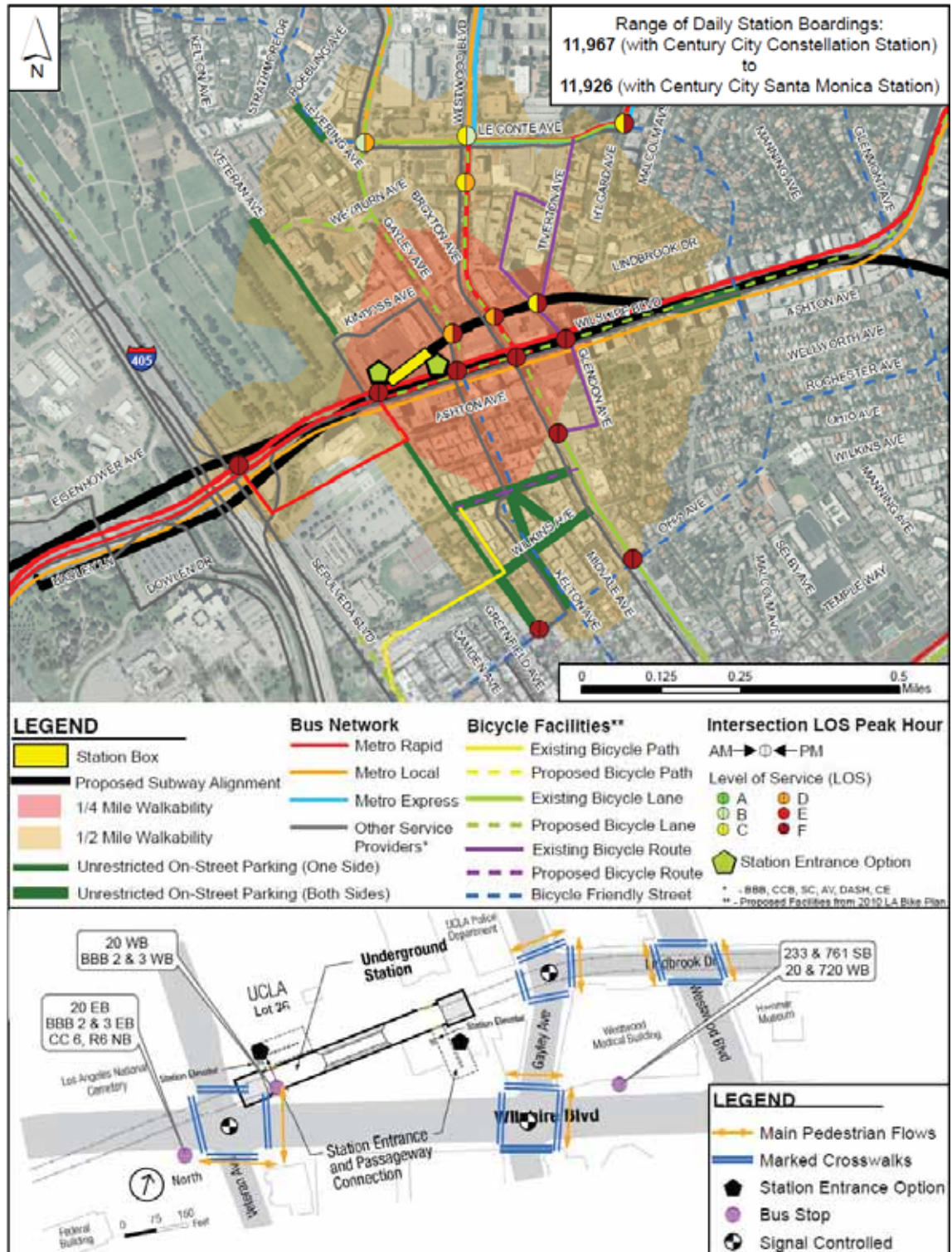
Bus stops for Antelope Valley Transit Authority Line 786 are located on the west side of Westwood Boulevard south of Wilshire Boulevard (southbound buses), and on the east side of Westwood Boulevard south of Wilshire Boulevard (northbound buses).

The bus stop for the UCLA Campus Express is on the south side of Kinross Avenue between Veteran and Gayley Avenues.

The bus stop for the UCLA Wilshire Center Express is on Midvale Avenue between Wilshire Boulevard and Ashton Avenue.

Change The following graphic is a modification of Figure 5-21 and replaces that figure.

Figure 5-21. Westwood/UCLA Off-Street Station





5.1.6.11 Westwood/UCLA On-Street Station

Pedestrian and Bicycle Interface

Change The following replaces a portion of Section 5.1.6.11, Pedestrian and Bicycle Interface, that relates to the discussion of the portal locations:

The portals for this station option would be located on the north side of Wilshire Boulevard between Gayley Avenue and Veteran Avenue in Lot 36 and on the northwest corner of the Wilshire Boulevard and Westwood Boulevard intersection. An option would split the station portal at the Wilshire Boulevard and Westwood Boulevard intersection to provide a half portal on the north and south sides of Wilshire Boulevard.

Change The following replaces a portion of Section 5.1.6.11, Pedestrian and Bicycle Interface, that relates to the discussion of bicycle interface:

There are no existing bicycle facilities within 500 feet of the proposed station portal. Existing bicycle lanes are installed on Westwood Boulevard south of Wellworth Avenue approximately 850 feet from the station portal, and on Le Conte Avenue approximately 1,850 feet from the station portal.

The following bicycle facilities have been identified for implementation in the next five years in the adopted City of Los Angeles 2010 Bicycle Plan:

- Wilshire Boulevard (bicycle lanes)
- Westwood Boulevard (bicycle lanes)

The following bicycle facilities have been identified for longer term implementation in the adopted City of Los Angeles 2010 Bicycle Plan:

- Le Conte Avenue (bicycle-friendly street)
- Veteran Avenue (bicycle-friendly street)

Bus Interface

Change The following replaces Section 5.1.6.11, Bus Interface:

Bus stops for Metro Rapid Lines 720 and Metro Line 20 are on the north side of Wilshire Boulevard west of Westwood Boulevard (westbound buses), and on the south side of Wilshire Boulevard east of Westwood Boulevard (eastbound buses).

Bus stops for the LADOT Commuter Express Lines 431 and 534 (eastbound buses) are located on the south side of Wilshire Boulevard west of Westwood Boulevard. Bus stops for the LADOT Commuter Express Lines 431 (westbound buses) and 573 (northbound buses) are located on the north side of Wilshire Boulevard east of Glendon Avenue.

Bus stops for Metro Rapid Line 761 and Metro Line 233 are located on the west side of Westwood Boulevard north of Wilshire Boulevard (southbound buses), and on the east side of Westwood Boulevard south of Lindbrook Drive (northbound buses).

Bus stops for Big Blue Bus Lines 1, 2, and 3 are located on the west side of Westwood Boulevard (westbound buses) north of Wilshire Boulevard, and on the east side of Westwood Boulevard south of Lindbrook Drive (eastbound buses). Bus stops for Big Blue Bus Lines 8, 12, and Super 12 are located on the west side of Westwood Boulevard (southbound buses) north of Wilshire Boulevard, and on the east side of Westwood Boulevard (northbound buses) south of Lindbrook Drive.

Bus stops for Culver City Bus Rapid Line 6 and Line 6 are located on the west side of Westwood Boulevard north of Wilshire Boulevard (southbound buses), and on the east side of Westwood Boulevard south of Lindbrook Drive (northbound buses).

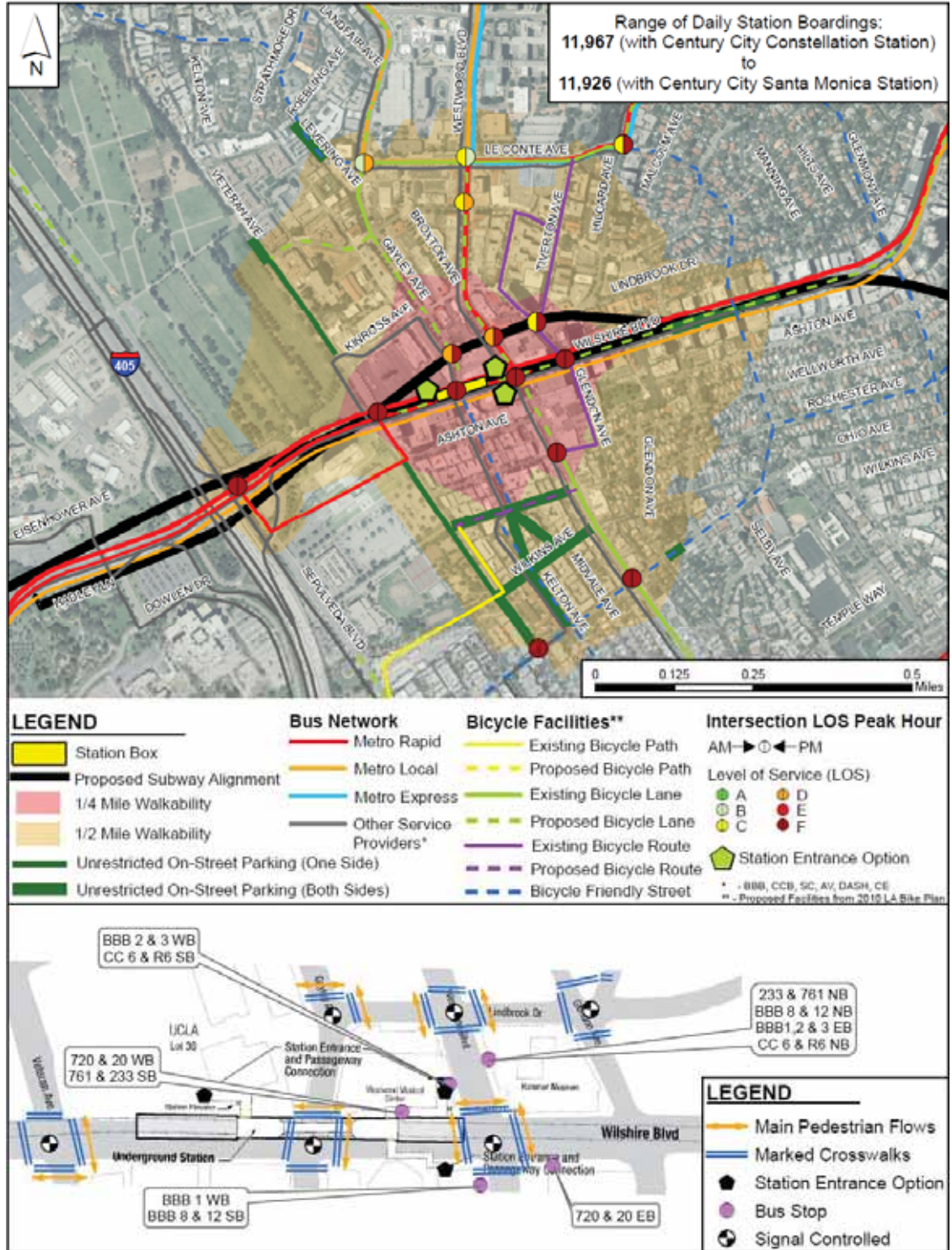
Bus stops for Antelope Valley Transit Authority Line 786 are located on the west side of Westwood Boulevard south of Wilshire Boulevard (southbound buses), and on the east side of Westwood Boulevard south of Wilshire Boulevard (northbound buses).

The bus stop for the UCLA Campus Express is located on the south side of Kinross Avenue between Veteran and Gayley Avenues.

The bus stop for the UCLA Wilshire Center Express is on Midvale Avenue between Wilshire Boulevard and Ashton Avenue.

Change The following graphic is a modification of Figure 5-22 and replaces that figure.

Figure 5-22. Westwood/UCLA On-Street Station



5.1.6.12 Westwood/VA Hospital South Station

Pedestrian and Bicycle Interface

Change The following replaces a portion of Section 5.1.6.12, Pedestrian and Bicycle Interface, that relates to the discussion of the portal locations:

The portal for this station option would be located on the VA campus south of Wilshire Boulevard on the Bonsall level, beneath the bus drop-off area to the north of the VA Hospital parking lot. Stairs, escalators, and elevators connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard.

Change The following replaces a portion of Section 5.1.6.12, Pedestrian and Bicycle Interface, that relates to the discussion of bicycle interface:

There are no existing bicycle facilities within 500 feet of the proposed station portal. An existing bicycle path/route is installed on Ohio Avenue, 2,100 feet to the south. The following bicycle facilities have been identified for implementation in the next five years in the adopted City of Los Angeles 2010 Bicycle Plan:

- Wilshire Boulevard (bicycle lanes)

No additional bicycle facilities, aside from those identified above, are planned for longer term implementation in the adopted City of Los Angeles 2010 Bicycle Plan.

Bus Interface

Change The following replaces Section 5.1.6.12, Bus Interface:

The westbound bus stops for Metro Rapid Line 720, Metro Line 20, and Big Blue Bus Line 3 are located on the north side of Wilshire Boulevard in a bus-only turnout on the Wilshire Boulevard overpass of Bonsall Avenue.

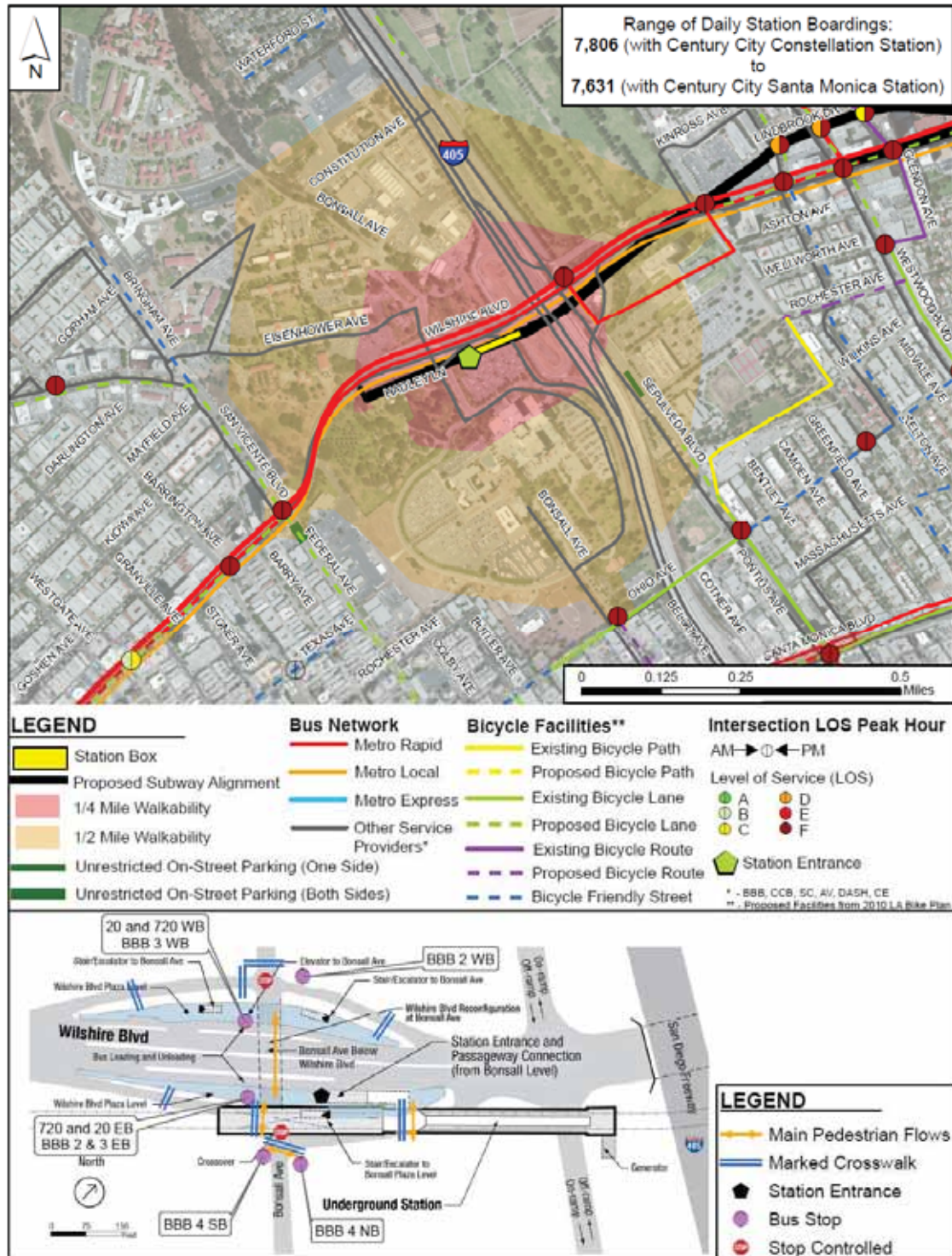
The westbound bus stop for Big Blue Bus Line 2 is located at the intersection of Bonsall Avenue and the westbound Wilshire Boulevard access ramp.

The eastbound bus stops for Metro Rapid Line 720, Metro Line 20, and Big Blue Bus Lines 2 and 3 are located on the south side of Wilshire Boulevard in a bus-only turnout on the Wilshire Boulevard overpass of Bonsall Avenue.

Northbound and southbound stops for Big Blue Bus Line 4 are located on Bonsall Avenue north and south of the Wilshire Boulevard access ramps.

Change The following graphic is a modification of Figure 5-23 and replaces that figure:

Figure 5-23. Westwood/VA Hospital South Station



5.1.6.13 Westwood/VA Hospital North Station

Pedestrian and Bicycle Interface

Change The following replaces a portion of Section 5.1.6.13, Pedestrian and Bicycle Interface, that relates to the discussion of the portal locations:

The portal for this station option would be located on the VA campus north of Wilshire Boulevard on the Bonsall level, beneath the bus drop-off area to the north of the VA Hospital parking lot. Stairs, escalators, and elevators connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard.

Change The following replaces a portion of Section 5.1.6.13, Pedestrian and Bicycle Interface, that relates to the discussion of bicycle interface:

There are no existing bicycle facilities within 500 feet of the proposed station portal. An existing bicycle path/route is installed on Ohio Avenue, 2,100 feet to the south. The following bicycle facilities have been identified for implementation in the next five years in the adopted City of Los Angeles 2010 Bicycle Plan:

- Wilshire Boulevard (bicycle lanes)

No additional bicycle facilities, aside from those identified above, are planned for longer term implementation in the adopted City of Los Angeles 2010 Bicycle Plan.

Bus Interface

Change The following replaces Section 5.1.6.13, Bus Interface:

The westbound bus stops for Metro Rapid Line 720, Metro Line 20, and Big Blue Bus Line 3 are located on the north side of Wilshire Boulevard in a bus-only turnout on the Wilshire Boulevard overpass of Bonsall Avenue.

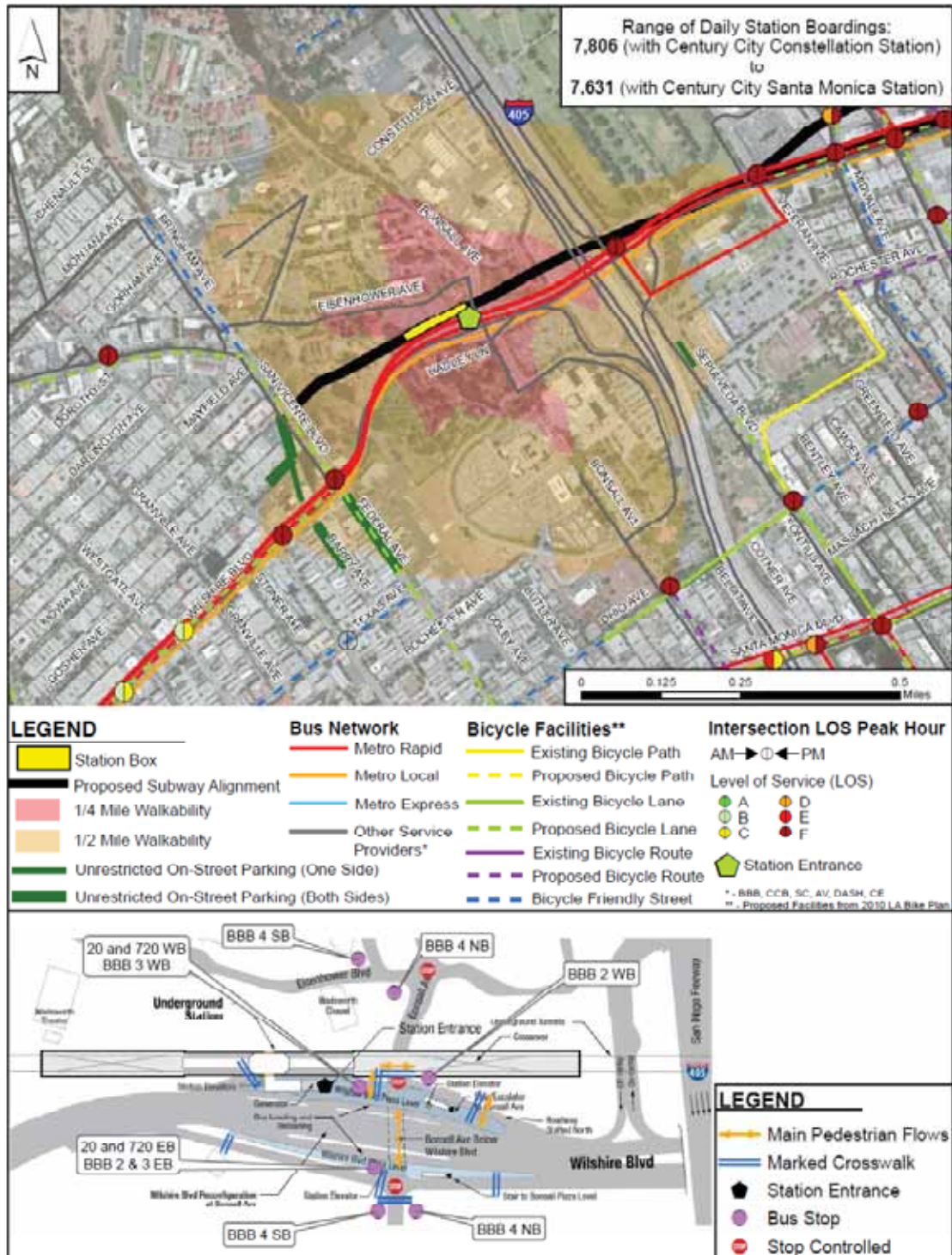
The westbound bus stop for Big Blue Bus Line 2 is located at the intersection of Bonsall Avenue and the westbound Wilshire Boulevard access ramp.

The eastbound bus stops for Metro Rapid Line 720, Metro Line 20, and Big Blue Bus Lines 2 and 3 are located on the south side of Wilshire Boulevard in a bus-only turnout on the Wilshire Boulevard overpass of Bonsall Avenue.

Northbound and southbound stops for Big Blue Bus Line 4 are located on Bonsall Avenue north and south of the Wilshire Boulevard access ramps.

Change The following graphic is a modification of Figure 5-24 and replaces that figure:

Figure 5-24. Westwood/VA Hospital North Station



5.1.7 Station Area Pedestrian/Bicycle/Bus to Rail Impact Assessment

This section updates and replaces the text that evaluates and describes the potential impacts involving project stations and transportation modes that interface with them. The interfacing transportation modes include bus transit (specifically, the location of bus stops), and pedestrian and bicycle facilities (pedestrian crossings and bicycle lanes). The interface between the Project and other modes is important because no trip begins or ends directly at a station. Subway riders will walk, bicycle, take a bus, or be picked up or dropped off in private vehicles to continue or complete their trips. Providing efficient and safe connections between the project stations and the transportation modes that interface with them will ensure the best possible service for subway riders. Comparing the effectiveness of this interface provides an understanding of how the LPA will best meet the transportation goals established in the Purpose and Need for the Project.

5.1.7.1 Methodology

Change The following replaces Section 5.1.7.1, Methodology:

The selection of criteria and subsequent evaluation of potential bicycle and pedestrian impacts reflects the results of the *Station Circulation Report* (Metro). This analysis took into account the Metro Rail Design Criteria, which indicate that access modes should be ranked in the following order of priority: pedestrian, cyclist, bus, and auto (taxi, kiss-and-ride). Ranking the modal priority for station access is an acknowledgement that the needs of different modes often compete with each other when there are limits to the physical right-of-way of streets.

Five criteria were developed and applied at the station-area level for determination of impacts at each station of the LPA:

Criterion 1—Sidewalks

Would sidewalks fronting parcels controlled by Metro (station portals, construction laydown areas, etc.) be designed to provide a minimum sidewalk width of 12 feet upon completion of the Project? The threshold for impact significance would thus be if sidewalks fronting parcels controlled by Metro would be less than 12 feet wide.

Criterion 2—Crossings

Would crossings affected by station construction be upgraded to current ADA and MUTCD standards, as well as designed to provide highly visible crosswalk treatments? The threshold for impact significance would thus be if crossings affected by station construction are not upgraded to current ADA and MUTCD standards and are not designed to provide highly visible crosswalk treatments.

Criterion 3—Pedestrian Safety Hazards

Would the location of station entrances increase pedestrian/bicycle safety hazards? For the purposes of this analysis, safety hazards have been defined as the need for pedestrians and bicyclists to cross roadways of more than two lanes at unsignalized locations or at locations where marked crosswalks are not installed. The threshold for impact significance would thus be if pedestrians and bicyclists need to cross roadways



of more than two lanes at unsignalized locations or at locations where marked crosswalks are not installed.

Criterion 4—Bus Transfer Delay

Would the location of station entrances lead to excessive delays for riders transferring to interfacing bus transit lines? For the purposes of this analysis, excessive delay is defined as the need to cross more than one roadway or walk more than 250 feet without crossing a roadway to transfer between the subway and bus. The threshold for impact significance would thus be if riders transferring to interfacing bus transit lines would need to cross more than one roadway or walk more than 250 feet without crossing a roadway to transfer between the subway and bus.

Criterion 5—Bicycle Parking

Would bicycle parking be provided to meet bicycle parking demand with flexible space reserved to accommodate growth in demand over time? The threshold for impact significance would thus be if bicycle parking, and flexible space to allow for growth in bicycle parking, is not provided.

The *Station Circulation Report* identifies options to enhance LPA station access, including enhancements to stations on Metro property and safety enhancements to be implemented by Metro when it restores streets, sidewalks, and bike lanes after construction. With regard to meeting bicycle parking, the Metro Design Criteria include the minimum level recommended in station areas; however, Metro Bicycle Program policies provide a direction for the desired outcome of the quantity and design of bicycle parking facilities. Included in these policies are guidelines on potential capacity that relates parking supply to potential daily station demand. The access enhancements identified in the *Station Circulation Report* have been used to develop the project design features and mitigation measures presented in this section.

Project Design Feature for Criterion 1—Sidewalks

The Project shall be designed to ensure a minimum sidewalk width of 12 feet on sidewalks fronting parcels controlled by Metro. With the implementation of this project design feature, there will be no impacts related to sidewalk width that will require mitigation.

Sidewalks adjacent to parcels not controlled by Metro may be less than 12 feet wide. Because sidewalks are the responsibility of local jurisdictions, Metro does not have the authority to widen them beyond parcels it controls. Metro will coordinate with local jurisdictions to identify sidewalks in station areas that do not meet this minimum and will encourage local agencies to widen them.

Project Design Feature for Criterion 2—Crossings

All crossings directly affected by construction shall be upgraded to meet current ADA and MUTCD standards upon restoration of the street after construction. As an enhancement, highly visible crosswalk treatments shall be provided at these intersections, according to the Metro Rail Design Criteria. With implementation of this

project design feature, there will be no impacts related to crossing facilities that will require mitigation.

Beyond those directly affected by construction activities, additional intersection crossings in the vicinity of stations may not meet current ADA and MUTCD standards. Because crossings are the responsibility of local jurisdictions, Metro does not have the authority to upgrade them beyond those directly affected by construction. Metro will coordinate with local jurisdictions to identify crossings that do not meet current ADA and MUTCD standards and will encourage local jurisdictions to upgrade crossings.

Project Design Feature for Criterion 5—Bicycle Parking

The Project shall provide bicycle parking to meet demand, and space shall be reserved at stations to ensure bicycle parking can be increased to meet potential demand in the future. With implementation of this project design feature, there will be no impacts related to bicycle parking that will require mitigation. Bicycle parking shall be monitored by the Metro Bicycle Program and expanded as needed when bicycle parking regularly becomes 100 percent occupied.

Bicycle parking demand can be accommodated in a variety of configurations that vary in the size of their footprint. For example, bicycle lockers are more space intensive, while secured bicycle rooms can accommodate bicycle parking in a more compact footprint. The appropriate configuration and ultimate footprint reserved for bicycle parking at each station will vary by demand levels and space constraints. The *Station Circulation Report* details footprint ranges for each station area based on configuration of bicycle parking.

Bicycle parking provided at station areas may be affected by joint development projects in the future. Any joint development project would need to provide replacement bicycle parking within the development (or at an appropriate alternative site) if station bicycle parking would be removed or eliminated to accommodate the development.

5.1.7.4 MOS and Build Alternatives

Wilshire/La Brea Station

Change The following replaces Section 5.1.7.4, Wilshire/La Brea Station:

The Wilshire/La Brea Station will have a Criterion 4 Bus Transfer Delay Impact if the northwest portal is constructed (the southwest portal would not have an impact). No other impact criteria will be met.



Wilshire/Fairfax Station

Change The following replaces Section 5.1.7.4 ,Wilshire/Fairfax Station:

The Wilshire/Fairfax Station will have a Criterion 3 Pedestrian Safety Hazards Impact if the portal on the south side of Wilshire Boulevard is constructed. All entrance options for the Wilshire/Fairfax Station will have a Criterion 4 Bus Transfer Delay Impact. The LACMA portal option could have a Criterion 5 Bicycle Parking Impact due to space constraints. No other impact criteria will be met.

Wilshire/La Cienega Station

Change The following replaces Section 5.1.7.4, Wilshire/La Cienega Station:

The Wilshire/La Cienega Station will have a Criterion 4 Bus Transfer Delay Impact. No other impact criteria will be met.

Wilshire/Rodeo Station

Change The following replaces Section 5.1.7.4 Wilshire/ Rodeo Station:

The Wilshire/Rodeo Station will have a Criterion 3 Pedestrian Safety Hazards Impact if the portal on the Union Bank parcel is constructed. A Criterion 3 Pedestrian Safety Hazards Impact will also occur if the portal on the Ace Gallery parcel is constructed. All portal options for the Wilshire/Rodeo Station will have a Criterion 4 Bus Transfer Delay Impact. The Bank of America and Union Bank portal options for the Wilshire/Rodeo Station could have a Criterion 5 Bicycle Parking Impact due to space constraints. No other impact criteria will be met.

Century City Santa Monica Station

Change The following replaces Section 5.1.7.4 ,Century City Santa Monica Station:

The Century City Santa Monica Station would have a Criterion 4 Bus Transfer Delay Impact. The station could have a Criterion 5 Bicycle Parking Impact due to space constraints around the station portal. No other impact criteria would be met.

Century City Constellation Station

Change The following replaces Section 5.1.7.4, Century City Constellation Station:

The Century City Constellation Station would have a Criterion 4 Bus Transfer Delay Impact. This station could have a Criterion 5 Bicycle Parking Impact due to space constraints around the portals. No other impact criteria would be met.

Westwood/UCLA Off-Street Station

Change The following replaces Section 5.1.7.4, MOS and LPA Westwood/UCLA Off-Street Station:

The Westwood/UCLA Off-Street Station would have a Criterion 4 Bus Transfer Delay Impact. This station could have a Criterion 5 Bicycle Parking Impact due to space constraints around the portals. No other impact criteria would be met.

Westwood/UCLA On-Street Station

Change The following replaces Section 5.1.7.4, MOS and LPA Westwood/UCLA On-Street Station:

The Westwood/UCLA On-Street Station would have a Criterion 4 Bus Transfer Delay Impact. This station could have a Criterion 5 Bicycle Parking Impact due to space constraints around the portals. No other impact criteria would be met.

Westwood/VA Hospital South Station

Change The following replaces Section 5.1.7.4, Westwood/VA Hospital South Station:

The Westwood/VA Hospital South Station would have a Criterion 3 Pedestrian Safety Hazards Impact and a Criterion 4 Bus Transfer Delay Impact. No other impact criteria would be met.

Westwood/VA Hospital North Station

Change The following replaces Section 5.1.7.4, Westwood/VA Hospital North Optional Station:

The Westwood/VA Hospital North Station would have a Criterion 3 Pedestrian Safety Hazards Impact and a Criterion 4 Bus Transfer Delay Impact. No other impact criteria would be met.

5.1.7.5 Impact Summary

Change The text of Section 5.1.7.5 and Table 5-7 should be deleted.

5.1.8 Mitigation Measures

The *Station Circulation Report* identifies options to enhance LPA station access, including enhancements to stations on Metro property and safety enhancements to be implemented by Metro when it restores streets, sidewalks, and bike lanes after construction. With regard to meeting bicycle parking, the Metro Design Criteria include the minimum level recommended in station areas; however, Metro Bicycle Program policies provide direction for the desired outcome of the quantity and design of bicycle parking facilities. Included in these policies are guidelines on potential capacity that relates bicycle parking supply to potential daily station demand. The access enhancements identified in the *Station Circulation Report* have been used to develop the project design features and mitigation measures presented in this section that update and replace the mitigation discussion in the *Transportation Impacts Technical Report*.



5.1.8.2 Wilshire/La Brea Station

Change The following replaces Section 5.1.8.2:

The Wilshire/La Brea Station will have a Criterion 4 Bus Transfer Delay Impact if the northwest portal is constructed (the southwest portal would not have an impact). The following mitigation measures would be implemented to mitigate the impacts of the northwest portal if constructed:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between bus and subway do not require crossing more than one roadway
- If relocations are not feasible, upgrade crossings used by riders transferring between adjacent bus stops and the subway to provide high visibility crossings that meet current ADA and MUTCD standards

5.1.8.3 Wilshire/Fairfax Station

Change The following replaces Section 5.1.8.3:

The Wilshire/Fairfax Station will have a Criterion 3 Pedestrian Safety Hazards Impact if only the portal on the south side of Wilshire Boulevard is constructed. The following mitigation measure would be implemented to mitigate this impact:

- Install appropriate signage and deterrents to prohibit crossing Wilshire Boulevard at Orange Grove Avenue

All entrance options for the Wilshire/Fairfax Station will have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures will be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between bus and subway do not require crossing more than one roadway
- If relocations are not feasible, upgrade crossings used by riders transferring between adjacent bus stops and the subway to provide high visibility crossings that meet current ADA and MUTCD standards

The LACMA portal option could have a Criterion 5 Bicycle Parking Impact due to space constraints. The following mitigation measure will be implemented to mitigate this impact if it is determined that an impact would occur:

- Monitor bicycle parking demand. If bicycle parking is regularly fully occupied, Metro shall look for space at an alternative site, which could include provision of secured bicycle parking in an adjacent storefront or other development, installation of signage to direct subway riders to bicycle parking already provided at buildings or on streets near station portals, or provision of enhanced bicycle parking facilities at an adjacent station on the LPA to meet demand

5.1.8.5 Wilshire/La Cienega Station

Change The following replaces Section 5.1.8.5:

The Wilshire/La Cienega Station will have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures will be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between bus and subway do not require crossing more than one roadway
- If relocations are not feasible, upgrade crossings used by riders transferring between adjacent bus stops and the subway to provide high visibility crossings that meet current ADA and MUTCD standards

5.1.8.7 Wilshire/Rodeo Station

Change The following replaces Section 5.1.8.7:

The Wilshire/Rodeo Station will have a Criterion 3 Pedestrian Safety Hazards Impact if the portal on the Union Bank parcel is constructed. The following mitigation measures would be implemented to mitigate this impact:

- Stripe a high-visibility crosswalk on the east leg of the intersection of El Camino Drive and Wilshire Boulevard
- If a crosswalk is not feasible, install appropriate signage and deterrents to prohibit crossing Wilshire Boulevard on the east side of El Camino Drive

A Criterion 3 Pedestrian Safety Hazards Impact will also occur if the portal on the Ace Gallery parcel is constructed. The following mitigation measure would be implemented to mitigate this impact:

- Stripe a high-visibility crosswalk treatment appropriate for unsignalized intersections on the south leg of the intersection of Reeves Drive and Wilshire Boulevard

All portal options for the Wilshire/Rodeo Station will have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures will be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between bus and subway do not require crossing more than one roadway
- If relocations are not feasible, upgrade crossings used by riders transferring between adjacent bus stops and the subway to provide high visibility crossings that meet current ADA and MUTCD standards



The Bank of America and Union Bank portal options for the Wilshire/Rodeo Station could have a Criterion 5 Bicycle Parking Impact due to space constraints. If it is determined that an impact would occur, the following mitigation measure would be implemented to mitigate this impact:

- Monitor bicycle parking demand. If bicycle parking is regularly fully occupied, Metro shall look for space at an alternative site, which could include provision of secured bicycle parking in an adjacent storefront or other development, installation of signage to direct subway riders to bicycle parking already provided at buildings or on streets near station portals, or provision of enhanced bicycle parking facilities at an adjacent station on the LPA to meet demand

5.1.8.8 Century City Santa Monica Station

Change The following replaces Section 5.1.8.8:

The Century City Santa Monica Station would have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures would be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between bus and subway do not require crossing more than one roadway
- If relocations are not feasible, upgrade crossings used by riders transferring between adjacent bus stops and the subway to provide high visibility crossings that meet current ADA and MUTCD standards

The station could have a Criterion 5 Bicycle Parking Impact due to space constraints around the station portal. If it is determined that an impact would occur, the following mitigation measure would be implemented to mitigate this impact:

- Monitor bicycle parking demand. If bicycle parking is regularly fully occupied, Metro shall look for space at an alternative site, which could include provision of secured bicycle parking in an adjacent storefront or other development, installation of signage to direct subway riders to bicycle parking already provided at buildings or on streets near station portals, or provision of enhanced bicycle parking facilities at an adjacent station on the LPA to meet demand

5.1.8.9 Century City Constellation Station

Change The following replaces Section 5.1.8.9:

The Century City Constellation Station would have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures would be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between adjacent bus stops and the subway do not require crossing more than one roadway
- To the extent feasible, redirect bus service on Santa Monica Boulevard to serve the station before returning to a Santa Monica Boulevard route

- If relocations and bus route changes are not feasible, upgrade crossings used by riders transferring between bus and subway to provide high visibility crosswalks that meet current ADA and MUTCD standards

This station could have a Criterion 5 Bicycle Parking Impact due to space constraints around the portals. If it is determined that an impact would occur, the following mitigation measure would be implemented to mitigate this impact:

- Monitor bicycle parking demand. If bicycle parking is regularly fully occupied, Metro shall look for space at an alternative site, which could include provision of secured bicycle parking in an adjacent storefront or other development, installation of signage to direct subway riders to bicycle parking already provided at buildings or on streets near station portals, or provision of enhanced bicycle parking facilities at an adjacent station on the LPA to meet demand

5.1.8.10 Westwood/UCLA Off-Street Station

Change

The following replaces Section 5.1.8.10:

The Westwood/UCLA Off-Street Station would have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures would be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between adjacent bus stops and the subway do not require crossing more than one roadway
- If relocations are not feasible, upgrade crossings used by riders transferring between bus and subway to provide high visibility crossings that meet current ADA and MUTCD standards

This station could have a Criterion 5 Bicycle Parking Impact due to space constraints around the portals. If it is determined that an impact would occur, the following mitigation measure would be implemented to mitigate this impact:

- Monitor bicycle parking demand. If bicycle parking is regularly fully occupied, Metro shall look for space at an alternative site, which could include provision of secured bicycle parking in an adjacent storefront or other development, installation of signage to direct subway riders to bicycle parking already provided at buildings or on streets near station portals, or provision of enhanced bicycle parking facilities at an adjacent station on the LPA to meet demand



5.1.8.11 Westwood/UCLA On-Street Station

Change

The following replaces Section 5.1.8.11:

The Westwood/UCLA On-Street Station would have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures would be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between adjacent bus stops and the subway do not require crossing more than one roadway
- If relocations are not feasible, upgrade crossings used by riders transferring between bus and subway to provide high visibility crossings that meet current ADA and MUTCD standards

This station could have a Criterion 5 Bicycle Parking Impact due to space constraints around the portals. If it is determined that an impact would occur, the following mitigation measure would be implemented to mitigate this impact:

- Monitor bicycle parking demand. If bicycle parking is regularly fully occupied, Metro shall look for space at an alternative site which could include provision of secured bicycle parking in an adjacent storefront or other development, installation of signage to direct subway riders to bicycle parking already provided at buildings or on streets near station portals, or provision of enhanced bicycle parking facilities at an adjacent station on the LPA to meet demand

5.1.8.12 Westwood/VA Hospital South Station

Change

The following replaces Section 5.1.8.12:

The Westwood/VA Hospital South Station would have a Criterion 3 Pedestrian Safety Hazards Impact. The following mitigation measures would be implemented to mitigate this impact:

- Stripe a high-visibility crosswalk treatment appropriate for unsignalized intersections on all four legs of Bonsall Avenue where it intersects with both the eastbound and westbound Wilshire Boulevard access ramps. Curb ramps fully compliant with ADA would be installed on all four corners

The Westwood/VA Hospital South Station would have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures would be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between adjacent bus stops and the subway do not require crossing more than one roadway

If relocations are not feasible, upgrade crossings used by riders transferring between bus and subway to provide high visibility crossings that meet current ADA and MUTCD standards

5.1.8.13 Westwood/VA Hospital North Station

Change The following replaces Section 5.1.8.13:

The Westwood/VA Hospital North Station would have a Criterion 3 Pedestrian Safety Hazards Impact. The following mitigation measures would be implemented to mitigate this impact:

- Stripe a high-visibility crosswalk treatment appropriate for unsignalized intersections on all four legs of Bonsall Avenue where it intersects with both the eastbound and westbound Wilshire Boulevard access ramps. Curb ramps fully compliant with ADA would be installed on all four corners

The Westwood/VA Hospital North Station would have a Criterion 4 Bus Transfer Delay Impact. The following mitigation measures would be implemented to mitigate this impact:

- To the extent feasible, relocate or consolidate bus stops to ensure that transfers between adjacent bus stops and the subway do not require crossing more than one roadway

If relocations are not feasible, upgrade crossings used by riders transferring between bus and subway to provide high visibility crossings that meet current ADA and MUTCD standards

5.1.9 CEQA Determination

5.1.9.3 MOS and LPA

Change The following replaces Section 5.1.9.3:

Table A-2 summarizes the impact determination for each station of the LPA according to the thresholds for significance of the five impact criteria listed above. After implementation of the mitigation measures detailed above, impacts to the interfacing transit and non-motorized facilities and services will be mitigated to less than significant levels for the LPA.



Table A-2. Bicycle, Pedestrian, and Bus Transit Impact Summary

Station	Criterion 1: Sidewalks	Criterion 2: Crossings	Criterion 3: Pedestrian Safety Hazards	Criterion 4: Bus Transfer Delay	Criterion 5: Bicycle Parking
Wilshire/La Brea	No Impact with PDF* 1	No Impact with PDF 2	No Impact	Potential Impact	No Impact with PDF 5
Wilshire/Fairfax	No Impact with PDF 1	No Impact with PDF 2	Potential Impact	Impact	Potential Impact
Wilshire/La Cienega	No Impact with PDF 1	No Impact with PDF 2	No Impact	Impact	No Impact with MM** 5
Wilshire/Rodeo	No Impact with PDF 1	No Impact with PDF 2	Potential Impact	Impact	Potential Impact
Century City Santa Monica	No Impact with PDF 1	No Impact with PDF 2	Potential Impact	Impact	Potential Impact
Century City Constellation	No Impact with PDF 1	No Impact with PDF 2	No Impact	Impact	Potential Impact
Westwood/UCLA Off-Street	No Impact with PDF 1	No Impact with PDF 2	No Impact	Impact	Potential Impact
Westwood/UCLA On-Street	No Impact with PDF 1	No Impact with PDF 2	No Impact	Impact	Potential Impact
Westwood/VA Hospital South	No Impact with PDF 1	No Impact with PDF 2	Impact	Impact	No Impact with MM 5
Westwood/VA Hospital North	No Impact with PDF 1	No Impact with PDF 2	Impact	Impact	No Impact with MM 5
<i>Total Station Areas with Potential for Impact</i>	0	0	4	7	4
<i>Total Impacted Station Areas (with Optional Station Locations)</i>	0	0	5	10	6

* PDF = Project Design Feature

** MM = Mitigation Measure

5.2 Traffic

5.2.1 Regional Performance Measures

Change The following table is a modification of Table 5-8 and replaces that table.

Table 5-8. Year 2035 Performance Measures for Project Alternatives

Measure	Existing Conditions	Existing Conditions with LPA	2035 No Build	2035 LPA
Daily VMT	354,994,812	354,718,551	532,661,000	532,343,000
Daily VHT	12,019,676	11,987,202	33,806,400	33,779,100
Average vehicle speed (mph)	29.5	29.6	15.8	15.8
Daily VMT	4,347,858	4,310,748	5,185,000	5,156,000
Daily VHT	199,187	195,920	264,400	260,500
Average Speed (mph)	21.8	22.0	19.6	19.8
AM Peak VMT	998,434	988,574	1,186,000	1,178,000
AM Peak VHT	53,817	52,482	71,300	70,000
AM Peak Average Speed (mph)	18.6	18.8	16.6	16.8
AM Peak Vehicle Trips	262,589	259,409	281,800	278,900
PM Peak VMT	1,445,516	1,435,407	1,753,000	1,743,000
PM Peak VHT	81,788	80,630	117,800	115,600
PM Peak Average Speed (mph)	17.7	17.8	14.9	15.1
PM Peak Vehicle Trips	446,760	443,115	480,400	477,157

VMT = vehicle miles traveled

VHT = vehicle hours traveled

mph = miles per hour

5.2.2 Study Area Intersections

Chapter 3 of the Final EIS/EIR incorporated results from two supplemental traffic technical reports:

- *Existing plus Project Traffic Impact Analysis Report* (Metro)
- *Wilshire/Rodeo Station Bank of America Portal Traffic Impact Analysis Report* (Metro)

The Existing plus Project analysis identified the potential effects of the LPA on the existing transportation network. The Wilshire/Rodeo analysis identified the potential effects of the LPA with the Bank of America portal option for the Wilshire/Rodeo Station on the existing and future transportation network. With the Bank of America portal option, capacity on southbound Beverly Drive would be reduced, and the impacts at Wilshire Boulevard and Beverly Drive were analyzed in addition to study locations in the immediate vicinity of the station that could be affected by a potential shift in traffic.

Add The following supplements the traffic impact analysis and is added to the section to assess impacts resulting from an Existing plus Project scenario. Figure A-1 and Table A-3 are added to this section.

This section describes the methodology used to forecast Existing plus Project traffic volumes and describes expected intersection level-of-service that will result from the addition of the LPA to the existing street system.

Existing Plus Project Traffic Forecasts

The weekday peak hour (AM and PM) Existing plus Project forecasts for the LPA were developed at the 126 study intersections. Study intersection turning movement volumes, level-of-service analysis, and level-of-service worksheets are contained in the *Existing plus Project Traffic Impact Analysis Report* (July 2011). These traffic forecasts assume a portal option at the Wilshire/Rodeo Station that would not result in any loss of roadway capacity, which is consistent with the traffic impact analysis for Year 2035.

Level-of-Service Analysis

Under Existing plus Project conditions, 89 of the 126 analyzed intersections (71 percent) will operate at an acceptable LOS D or better in the morning peak hour. The remaining 37 intersections (29 percent) will operate at LOS E or F (deficient LOS) during the AM peak hour. Eighty two of the 126 analyzed intersections (65 percent) will operate at an acceptable LOS D or better in the PM peak hour. The remaining 44 intersections (35 percent) will operate at LOS E or F (deficient LOS) during the PM peak hour. The LOS results by peak hour are illustrated graphically in Figure A-1.

Figure A-1. Existing Plus Project Level-of-Service

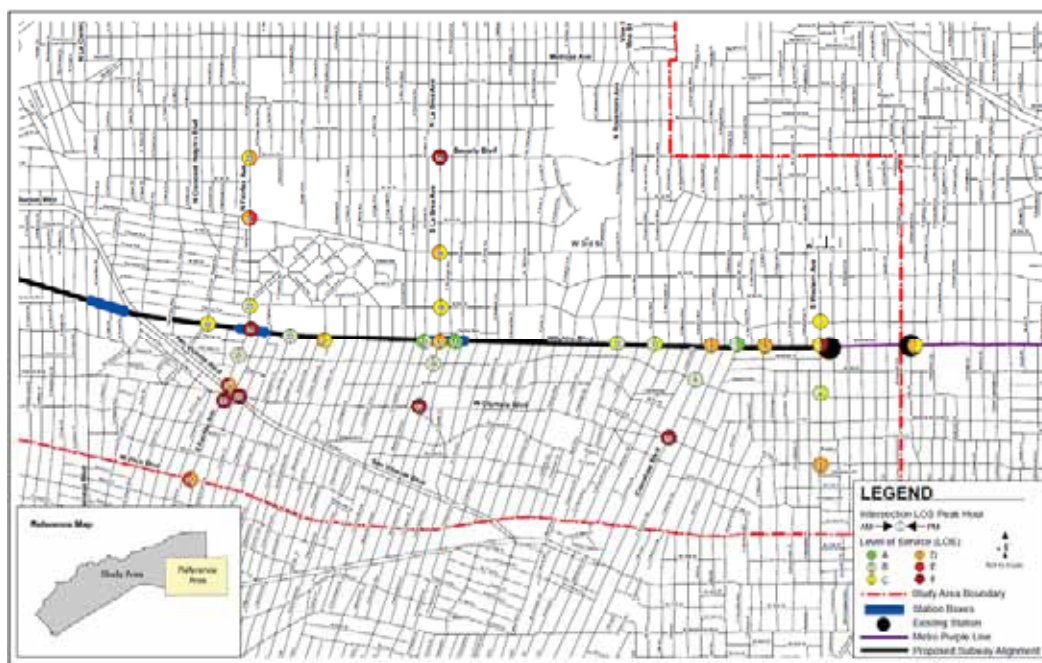
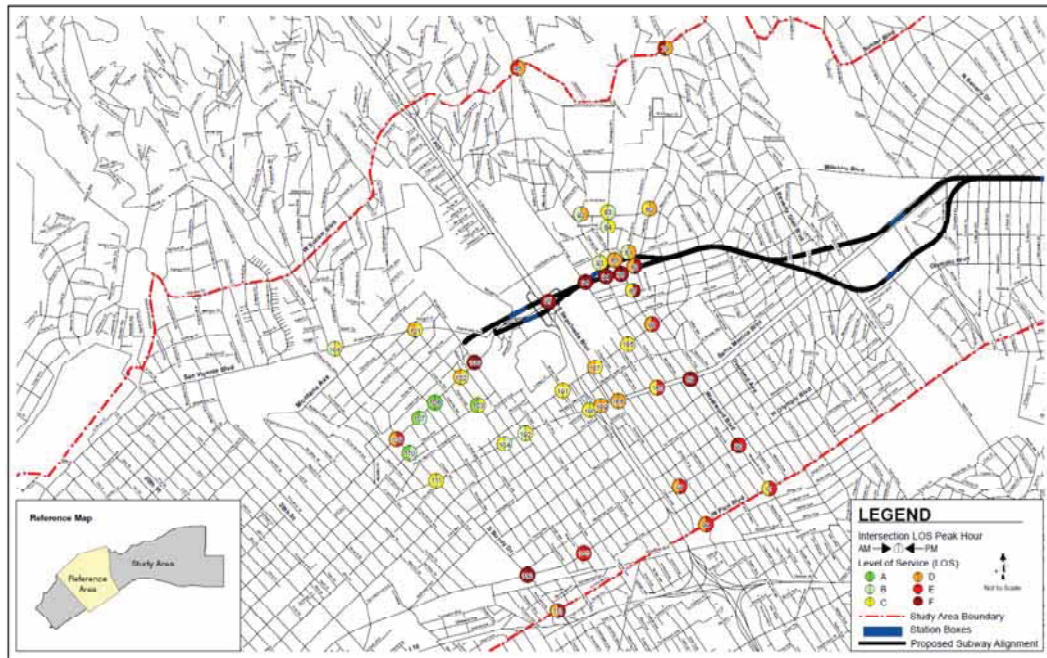
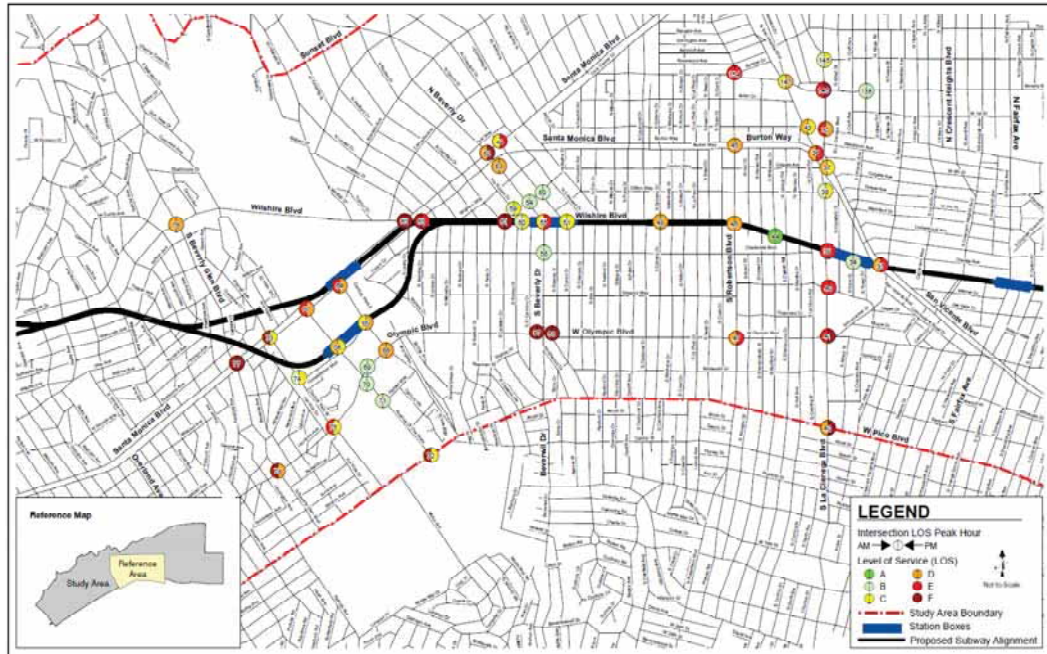


Figure A-1. Existing Plus Project Level-of-Service (continued)





The LPA will result in a modest, but measurable, improvement in traffic operating conditions compared to existing conditions. In the AM peak hour, nine intersections will improve by one level-of-service, and in the PM peak hour 13 intersections will improve by one level-of-service. Table A-3 summarizes the improvement in level-of-service generated by the LPA for each peak hour.

Table A-3: LPA Level-of-Service Improvement Compared to Existing Conditions

Level-of-Service Improvement	Number of Intersections with LOS Improvement	
	AM Peak Hour	PM Peak Hour
F to E	1	2
E to D	6	4
D to C	1	3
C to B	0	4
B to A	1	0
Total	9	13

Impact Analysis

The traffic impact analysis found that with the LPA no study intersection will exceed the threshold for a significant/adverse traffic impact as compared to the Existing No Build scenario. Therefore, the LPA will not result in significant/adverse traffic impacts.

Add

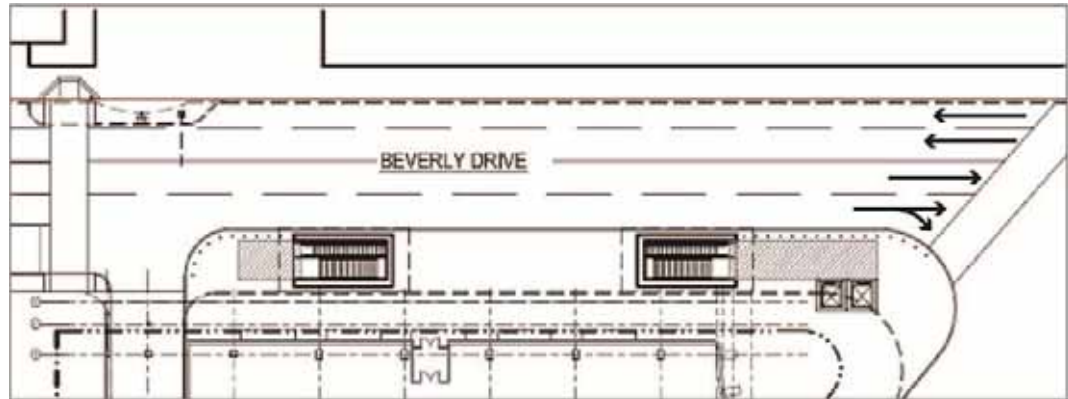
The following supplements the traffic impact analysis and is added to the section to assess impacts resulting from the Bank of America portal option for the Wilshire/Rodeo Station. Figures A-2 through A-4 and Tables A-4 and A-5 are added to this section.

The Bank of America portal option would result in reduced vehicular capacity at the south approach of Beverly Drive at Wilshire Boulevard. The location of this portal (northwest corner of Wilshire Boulevard and Beverly Drive) would require the following modifications to Beverly Drive between Dayton Way and Wilshire Boulevard:

- Widening the sidewalk on the western side by 15 feet
- Removal of the southbound right-turn lane
- Removal of three metered parking spaces and one loading zone space on the western (southbound travel direction) side
- Removal of up to 13 metered parking spaces on the eastern side (northbound travel direction) side
- Removal of the mid-block curb extension on the eastern side
- Removal of the mid-block northbound and southbound left-turn pockets

Southbound Beverly Drive at Wilshire Boulevard would be reduced from two through lanes and one right-turn lane to one through lane and one through-right lane (see Figure A-2).

Figure A-2. Beverly Drive Lane Configurations with Bank of America Portal Option



Study intersection turning movement volumes, level-of-service analysis, and level-of-service worksheets are contained in the *Wilshire/Rodeo Station Bank of America Portal Traffic Impact Analysis Report* (July 2011)

Study Area

A subset of the LPA's 126 study intersections was selected recognizing that the effect of the traffic shift due to the removal of the southbound right-turn lane at the Wilshire Boulevard and Beverly Drive intersection would be local, not regional. Therefore, 16 intersections, comprising those within the Wilshire/Rodeo Station area (and analyzed in the Draft EIS/EIR), were selected and analyzed to determine the potential traffic impacts of the LPA under existing and future (Year 2035) conditions, assuming the Bank of America portal option. The intersections selected for analysis are all located within the City of Beverly Hills.

Existing Plus Project Traffic Forecasts

Study intersection turning movement volumes are contained in the *Wilshire/Rodeo Station Bank of America Portal Traffic Impact Analysis Report*. Compared to the traffic forecasts developed for the LPA without the Bank of America portal option, this analysis found that the removal of the southbound right-turn lane at the Wilshire Boulevard and Beverly Drive intersection is expected to result in localized traffic redistribution, although the magnitude would vary by peak hour.

The VISUM model indicated that the potential traffic redistribution for the AM peak hour under the Existing plus Project scenario would be minimal. However, during the PM peak hour, the VISUM model indicated that removal of the right-turn lane would result in a moderate traffic shift away from the Wilshire Boulevard and Beverly Drive intersection.

Level-of-Service Analysis

Under Existing plus Project conditions, 11 of the 16 analyzed intersections would operate at an acceptable LOS D or better in the AM peak hour. The remaining five intersections would operate at LOS E or F (deficient LOS) during the AM peak hour. Eight of the 16 analyzed intersections would operate at an acceptable LOS D or better in the PM peak hour. The remaining eight intersections would operate at LOS E or F (deficient LOS) during the PM peak hour. The LOS results by peak hour for the Existing plus Project scenario are illustrated in Figure A-3.

Figure A-3. Existing Plus Project Level-of-Service



The LPA with the Bank of America portal option would result in a modest, but measurable, improvement in traffic operating conditions in the Wilshire/Rodeo Station area compared to existing conditions. In the AM peak hour, one of the 16 intersections would improve by one level-of-service, and in the PM peak hour, two intersections would improve by one level-of-service. Table A-4 summarizes the improvement in level-of-service generated by the LPA for each peak hour.

Table A-4: LPA Level-of-Service Improvement Compared to Existing Conditions

Level-of-Service Improvement	Number of Intersections with LOS Improvement	
	AM Peak Hour	PM Peak Hour
F to E or better	0	1
E to D or better	1	0
D to C or better	0	0
C to B or better	0	1
B to A or better	0	0
No change in LOS	15	14
Total	16	16

Impact Analysis

The traffic impact analysis found that with the LPA including the Bank of America portal option no study intersection would exceed the threshold for a significant/adverse traffic impact as compared to the Existing No Build scenario. Therefore, the LPA with the Bank of America portal option would not result in significant/adverse traffic impacts under existing conditions.

Existing Plus Project Traffic Forecasts

Study intersection turning movement volumes are contained in the *Wilshire/Rodeo Station Bank of America Portal Traffic Impact Analysis Report*. As with the Existing plus Project analysis, the removal of the southbound right-turn lane at the Wilshire Boulevard and Beverly Drive intersection is expected to result in localized traffic redistribution in the Future plus Project scenario, although the magnitude would vary by peak hour.

The VISUM model indicated that the potential traffic redistribution for the AM peak hour under the Existing plus Project scenario would be minimal. However, during the PM peak hour, the VISUM model indicated that removal of the right-turn lane would result in a moderate traffic shift away from the Wilshire Boulevard and Beverly Drive intersection.

Level-of-Service Analysis

Under Future (Year 2035) plus Project conditions, five of the 16 analyzed intersections would operate at an acceptable LOS D or better in the AM peak hour. The remaining 11 intersections would operate at LOS E or F (deficient LOS) during the AM peak hour. Six of the 16 analyzed intersections would operate at an acceptable LOS D or better in the PM peak hour. The remaining 10 intersections would operate at LOS E or F (deficient LOS) during the PM peak hour. The LOS results for Future (Year 2035) plus Project conditions by peak hour are illustrated graphically in Figure A-4.



The LPA will result in a modest, but measurable, improvement in traffic operating conditions in the Wilshire/Rodeo station area compared to future No Build conditions, with the exception of the Wilshire Boulevard and Beverly Drive intersection. In the AM and PM peak hours, one of the 16 intersections would improve by one level of service. Table A-5 summarizes the improvement in level-of-service generated by the LPA for each peak hour.

Table A-5: LPA Level-of-Service Improvement Compared to Future No Build Conditions

Level-of-Service Improvement	Number of Intersections with LOS Improvement	
	AM Peak Hour	PM Peak Hour
F to E or better	0	0
E to D or better	0	1
D to C or better	1	0
C to B or better	0	0
B to A or better	0	0
No change in LOS	15	15
Total	16	16

Figure A-4. Future Plus Project Level-of-Service



Impact Analysis

The traffic impact analysis found that with the LPA including the Bank of America portal option the intersection of Wilshire Boulevard and Beverly Drive would exceed the impact threshold during the AM and PM peak hours.

The LPA with the Bank of America portal option would result in a significant traffic impact on the future (Year 2035) transportation network during the AM and PM peak hours as compared to the Future No Build scenario.

Mitigation Measures

No feasible mitigation measure was identified for the impact at Wilshire Boulevard and Beverly Drive. The intersection is fully built-out indicating that physical mitigation would not be possible without taking public property or public right-of-way. The left-turn approaches on Wilshire Boulevard are currently phased as protected-permitted, and no left turns are permitted from Beverly Drive indicating that signal phasing modifications would not mitigate the impact. At this location, only maintaining the existing southbound lane configuration would avoid the impact.

CEQA Determination

The impact at Wilshire Boulevard and Beverly Drive would be significant and unavoidable.

5.3.2.1 Station Impacts

Change

The following is a modification of the text describing loss of off-street parking and replaces the two sections discussing the Westwood/UCLA and Westwood/VA Hospital Stations:

The LPA will be constructed below grade and will not result in permanent parking loss at most stations. Potential exceptions include loss of off-street parking associated with the Wilshire/Rodeo Station portal options at the Bank of America and Union Bank Buildings. In addition, selection of the Wilshire/Rodeo Station portal at the Bank of America Building would result in the removal of three metered on-street parking spaces and one on-street loading space from the west side of Beverly Drive and up to 13 on-street spaces from the east side of Beverly Drive.

At the portal for the Century City Santa Monica Station, there would be some displaced parking in the nearby underground garage at the southwest corner of Santa Monica Boulevard and Century Park East.

At the portals for the Westwood/UCLA On- and Off-Street Station options, there could be loss of existing off-street parking at UCLA Lot 36.

Metro will coordinate with the appropriate property owners and other relevant parties regarding permanent parking losses. Potential strategies are presented in Chapter 4 of the Final EIS/EIR, Section 4.2.2, Acquisition and Displacement of Existing Uses, and Appendix C, Acquisitions. Section 3.6.5 further describes potential temporary parking impacts during LPA construction.



5.3.3.1 Neighborhood Spillover Parking Impacts

Changes to the impact and mitigation analysis are discussed below.

Change The following is a modification of the Century City Station impact discussion and replaces the text:

Century City Station—No unrestricted parking supply is available within a one-half mile walking distance of both Century City Station location options. As summarized in Table 5-19, Criterion 1 has not been met; therefore no project-related spillover parking impacts are expected within a one-half mile walking distance of the either station location option.

Change The following text updates the mitigation discussion:

Measure 1—Parking Monitoring and Community Outreach

In the one-half mile area surrounding each station where unrestricted parking is located, a program will be established to monitor on-street parking activity in the area prior to the opening of service and monitor the availability of parking monthly for six months following the opening of service. If a parking shortage is identified due to the parking activity of project patrons, Metro will work with the appropriate local jurisdiction (City of Los Angeles and City of Beverly Hills) and affected communities to assess the need for specific elements of a residential permit parking (RPP) program for the affected neighborhoods.

For station areas at high risk of spillover, Metro shall conduct outreach meetings for the affected communities to gauge the interest of residents participating in an RPP program (prior to the opening of the subway), regardless of whether parking shortages have been identified.

For the Westwood/VA Hospital Station, the majority of station-area parking supply is for the exclusive use of VA patients, visitors, doctors, and staff. Development of an RPP for the VA is not applicable. At this station, Metro will monitor spillover parking at VA lots controlled only by decals and/or signage (i.e., no gates or other controlled access) once the subway has opened, assess the magnitude of spillover parking, and, if the spillover is determined to be unenforceable by VA security, develop and implement a parking management plan for the VA campus.

Measure 2—Residential Permit Parking Program

In general, Residential Permit Parking (RPP) districts are created to ensure that neighborhood residents have access to on-street parking. These programs are in effect across the United States, including Los Angeles County. They are commonly used to address spillover parking concerns, such as those that arise when residential neighborhoods are in close proximity to commercial districts that do not provide sufficient parking. Patrons of the commercial districts, who are non-residents, tend to spill over into adjacent residential neighborhoods to find parking. The impact that spillover parking causes is adverse, and restricting parking to residents only, or limiting the time non-residents can park, is one way to mitigate these adverse impacts.

If the need for an RPP program has been determined through Mitigation Measure T-1, RPP programs will be implemented according to guidelines established by each local jurisdiction. Metro will reimburse local jurisdictions for costs associated with developing both the RPP programs and installing parking restriction signs in neighborhoods within a one-half mile walking distance of each affected station. Metro will not be responsible for the costs of permits for residents desiring to park on streets in RPP districts. For locations where station spillover parking cannot be addressed through a RPP program, alternative mitigation options will include the implementation of parking time restrictions for non-residents. Metro will work with local jurisdictions to determine which option(s) will be preferable.

Measure 3—Consideration of Shared Parking Program

Metro will consider developing a shared parking program with operators of off-street parking facilities to accommodate the Project's parking demand, thereby allowing subway riders to use excess capacity in these facilities. The revised off-street parking analysis conducted for the Final EIS/EIR determined that more than 100,000 off-street parking spaces serve commercial land uses within a one-half mile walking distance of the seven LPA station locations. As part of the analysis, a sampling of parking facility operators for each station location was contacted to determine availability of public parking in their facility on weekdays and weekends, daily parking rates, facility occupancy, and interest in partnering with Metro to make parking available to riders of the Westside Subway Extension. Based on a sample of operators at each station area, some shared parking potential for subway riders exists. However, this potential may be limited at individual facilities because many are near their capacity during weekdays.

For six months following the opening of service, Metro will monitor off-street parking activity in station areas through communication with parking operators to qualitatively gauge the effects on parking demand as a result of the Project and revisit their interest in participating in a shared parking program. It is anticipated that the Project will reduce parking demand in station areas, as some employees will use the subway to commute to work rather than drive. Because the development of a shared parking program will be contingent on the willingness of parking facility operators to participate, as well as the availability of parking supply at their facilities, it may be infeasible to implement this measure at some or all station areas where spillover parking impacts have been identified. Further, any shared parking program will be at market rates and will not be subsidized by Metro.

Change The following is a modification of Table 5-19:

Table 5-19. Neighborhood Spillover Parking Impacts

Station	Criteria 1: Unrestricted Parking within One-half Mile	Criteria 2: Estimated Parking Demand would Exceed Supply	Criteria 3: Unrestricted Parking Located on Residential Streets
1. Wilshire/Crenshaw Station	YES	NO	YES
2. Wilshire/La Brea Station	YES	YES	N/A
3. Wilshire/Fairfax Station	YES	YES	N/A
Optional Station	YES	YES	N/A
4. Wilshire/La Cienega Station	YES	YES	N/A
Optional Station	YES	YES	N/A
5. Wilshire/Rodeo Station	NO	N/A	N/A
6. Century City Constellation Station	NO	N/A	N/A
Century City Santa Monica Station	NO	N/A	N/A
7. Westwood/UCLA Off-Street Station	YES	YES	N/A
Westwood/UCLA On-Street Station	YES	YES	N/A
8. Westwood/VA Hospital South Station	YES	YES	N/A
Westwood/VA Hospital North Station	YES	YES	N/A
9. Wilshire/Bundy Station	YES	NO	YES
10. Wilshire/26th Station	YES	NO	YES
11. Wilshire/16th Station	YES	YES	N/A
12. Wilshire/4th Station	YES	YES	N/A
13. Hollywood/Highland Station	YES	YES	N/A
14. Santa Monica/La Brea Station	YES	YES	N/A
15. Santa Monica/Fairfax Station	YES	NO	YES
16. Santa Monica/San Vicente Station	YES	YES	N/A
17. Beverly Center Area Station	YES	YES	N/A

Change The following is a modification of Table 5-20:

Table 5-20. Parking Impact Summary

Station	Alt 1	LPA	Alt 3	Alt 4	Alt 5	MOS 1	MOS 2
1. Wilshire/Crenshaw Station	Impacted	None	Impacted	Impacted	Impacted	Impacted	Impacted
2. Wilshire/La Brea Station	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
3. Wilshire/Fairfax Station	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
Optional Station	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
4. Wilshire/La Cienega Station	Impacted	Impacted	Impacted	Impacted	Impacted	n/a	Impacted
Optional Station	Impacted	Impacted	Impacted	Impacted	Impacted	n/a	Impacted
5. Wilshire/Rodeo Station	None	None	None	None	None	n/a	n/a
6. Century City Constellation Station	None	None	None	None	None	n/a	n/a
Century City Santa Monica Station	None	None	None	None	None	n/a	n/a
7. Westwood/UCLA Off-Street Station	Impacted	Impacted	Impacted	Impacted	Impacted	n/a	n/a
Westwood/UCLA On-Street Station	Impacted	Impacted	Impacted	Impacted	Impacted	n/a	n/a
8. Westwood/VA Hospital South Station	n/a	Impacted	Impacted	Impacted	Impacted	n/a	n/a
Westwood/VA Hospital North Station	n/a	Impacted	Impacted	Impacted	Impacted	n/a	n/a
9. Wilshire/Bundy Station	n/a	n/a	Impacted	n/a	Impacted	n/a	n/a
10. Wilshire/26th Station	n/a	n/a	Impacted	n/a	Impacted	n/a	n/a
11. Wilshire/16th Station	n/a	n/a	Impacted	n/a	Impacted	n/a	n/a
12. Wilshire/4th Station	n/a	n/a	Impacted	n/a	Impacted	n/a	n/a
13. Hollywood/Highland Station	n/a	n/a	n/a	Impacted	Impacted	n/a	n/a
14. Santa Monica/La Brea Station	n/a	n/a	n/a	Impacted	Impacted	n/a	n/a
15. Santa Monica/Fairfax Station	n/a	n/a	n/a	Impacted	Impacted	n/a	n/a
16. Santa Monica/San Vicente Station	n/a	n/a	n/a	Impacted	Impacted	n/a	n/a
17. Beverly Center Area Station	n/a	n/a	n/a	Impacted	Impacted	n/a	n/a
<i>Total Impacted Station Areas</i>	<i>5</i>	<i>6</i>	<i>10</i>	<i>11</i>	<i>15</i>	<i>3</i>	<i>4</i>
<i>Total Impacted Station Areas (with Optional Station Locations)</i>	<i>5</i>	<i>6</i>	<i>10</i>	<i>11</i>	<i>15</i>	<i>3</i>	<i>4</i>



6.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES-CONSTRUCTION IMPACTS

This section is superseded by the *Construction Traffic Analysis Report* (Metro).

The key objectives of the report were to identify and present transportation-related impacts associated with construction of the Westside Subway Extension Project and summarize the traffic handling approach during the construction period. Transportation elements that will be affected by the Project's construction activities include traffic circulation, transit, parking, pedestrians, and bicycles. Traffic handling and control procedures are required to address potential impacts associated with construction laydown areas, stations, crossovers, mining entry and exit locations, tunnel boring machine operations and support activities, truck haul routes, transportation of oversized construction materials, station portals, emergency exit shafts, grout injection, and drop holes. In addition, feasible short-term mitigation measures to address construction-related temporary impacts were discussed and the next steps to be taken during the design and construction phases of the Project were summarized.