# Draft Environmental Impact Statement/Environmental Impact Report Errata

# DRAFT EIS/EIR ERRATA

This Errata corrects or clarifies known errors that were in the *Westside Subway Extension Draft EIS/EIR* released for public review on September 3, 2010. Items in this Errata reflect changes associated with all Alternatives discussed in the Draft EIS/EIR with the exception of those specific to Alternative 2. On October 28, 2010, the Metro Board approved Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). The LPA was then further refined and analyzed in the Final EIS/EIR. Therefore any changes specific to Alternative 2 from the Draft EIS/EIR were reflected in the Final EIS/EIR. It is important to note that none of the following corrections change the Draft EIS/EIR findings for any of the Alternatives regarding transportation, environmental, community or cultural impacts.

## Executive Summary

### Summary of Impacts and Benefits

***Change*** The following is a modification of and replaces the last sentence in the first paragraph on page S-14.

This Draft EIS/EIR includes five Build Alternatives, station and alignment options, the base stations (i.e., stations without options), other components of the Build Alternatives, and minimum operable segments.

***Change*** The following is a modification of and replaces the 9th bullet on page S-37

- Traffic—Alternatives 3 and 5 would result in the most reduction of Study Area Vehicle Miles Traveled (VMT). For these Alternatives the intersection of Wilshire Boulevard/16th Street would be adversely affected during the peak hours. A signal is proposed at this intersection to mitigate impacts.

***Change*** The following is a modification of and replaces the 5th bullet on page S-38

- Geologic Hazards – some variations because of additional station locations for Alternatives 3 and 5 that are in more susceptible areas.

***Change*** The following is a modification of and replaces the Historic, Archeological, and Paleontological Resources section of Table S-5.

**Table S-5. Summary of Environmental Impacts and Mitigation**

| *Historic, Archeological, and Paleontological Resources* | | |
|---|---|---|
| Historic, Archeological, and Paleontological Resources | No Build Alternative | No adverse effects. |
| | TSM Alternative | No adverse effects. |
| | Alternative 1 | Project could result in an adverse effect on historic properties at the Wilshire/Rodeo Station. Although there are two (2) historic sites at Wilshire/Rodeo, only one site may be selected as a station entrance and would be adversely affected. Alternatives 3and 5 could also result in an adverse effect on the Cheyenne Building at the Wilshire/4th Street Station, depending on the station entrance selected. Alternatives 3 and 5 could impact archaeological resources due to potential resources near proposed Wilshire/4th Street. Alternative 4 could also impact to archaeological resources due to potential resources near Highland Avenue and Hollywood Boulevard. |
| | Alternative 2 | |
| | Alternative 3 | |
| | Alternative 4 | |
| | Alternative 5 | |
| | *Mitigation*<br><br>HR-1—To the extent possible, each phase of the Project would be designed in adherence to Secretary of the Interior's Standards for the Rehabilitation of Historic Properties (United States Department of the Interior, National Park Service 1997). Designs would ensure the preservation of the character defining features of the built environment properties, and would avoid damaging or destroying materials, features, or finishes that are important to the property, while also considering economic and technical feasibility.<br><br>HR-2—In the event that activities associated with the Project cannot be implemented in a manner which meets adherence to Secretary of the Interior's Standards for the Rehabilitation of Historic Properties, FTA, with the assistance of Metro, would prepare appropriate records and documentation, pursuant to Section 110(b) of the National Historic Preservation Act for properties which would be adversely affected.<br><br>HR-3—In connection with HABS/HAER documentation, Metro would develop a public website concerning the history of adversely affected properties.<br><br>PA-1—Metro would coordinate with the Page Museum of La Brea Discoveries and the Natural History Museum of Los Angeles County concerning any maintenance activities that might impact paleontological resources.<br><br>PA-2— Station excavation design at or near potential fossil deposits (Wilshire/Fairfax and Wilshire/La Brea Stations) will be designed to facilitate fossil recovery. | |

***Change*** The following is a modification of and replaces the Historic, Archeological, and Paleontological Resources section of Table S-6.

## Table S-6. Summary of Environmental Impacts and Mitigation—Construction

| Historic, Archeological, and Paleontological Resources | | |
|---|---|---|
| Historic, Archeological, and Paleontological Resources | No Build Alternative | No adverse effects. |
| | TSM Alternative | No adverse effects. |
| | Alternative 1<br>Alternative 2<br>Alternative 3<br>Alternative 4<br>Alternative 5 | Construction may encounter subsurface paleontological, prehistoric and/or historic archaeological deposits. Excavation may result in adverse effects. Project could result in an adverse effect on historic properties at the Wilshire/Rodeo Station. Although there are two (2) historic sites at Wilshire/Rodeo, only one site may be selected as a station entrance and would be adversely affected. Alternatives 3and 5 could also result in an adverse effect on the Cheyenne Building at the Wilshire/4th Street Station, depending on the station entrance selected. Alternatives 3 and 5 could also impact archaeological resources due to potential resources near proposed Wilshire/4th Street Station. Alternative 4 could also impact to archaeological resources due to potential resources near Highland Avenue and Hollywood Boulevard. |
| | *Mitigation*<br><br>CON-66—Metro would implement a mitigation monitoring program and would retain a qualified archaeologist to monitor all ground disturbing activities where sub-surface soils would be exposed and examination of these deposits are feasible. The areas to be examined would be determined based on project plans and in consultation with construction staff and the qualified archaeologist during pre-construction meetings and as needed throughout the construction process. If subsurface resources are identified by the monitor during construction, all construction activities in the area of identified archaeological resources would be temporarily halted so that the archaeologist may quickly document and remove any resources (as may be necessary). All resources shall be documented on California Department of Parks and Recreation (DPR) 523 Series Forms. At the completion of archaeological monitoring for the project, an archaeological resources monitoring report would be prepared and submitted, along with any DPR forms, to the South Central Coastal Information Center to document the results of the monitoring activities and summarize the results of subsurface resources encountered, if any.<br>CON-67—Metro would ensure that impacts to cultural resources related to the unanticipated discovery of human remains are reduced to less than significant by ensuring that, in the event that human remains are encountered, construction in the area of the find would cease, and the remains would remain in- situ pending definition of an appropriate plan to adequately address the resources. The Los Angeles County Coroner would be contacted to determine the origin of the remains. In the event the remains are Native American in origin, the NAHC shall be contacted to determine necessary procedures for protection and preservation of the remains, including reburial, as provided in the State of California Environmental Quality Act (CEQA) Guidelines, Section 15064.5(e), "CEQA and Archaeological Resources," CEQA Technical Advisory Series.<br>CON-68—Metro would seek early approval to begin fossil recovery in advance of construction.<br>CON-69—Metro would retain the services of a qualified paleontologist to oversee execution of mitigation measures. The areas to be examined would be determined based on project plans and in consultation with construction staff and the qualified paleontologist during pre-construction meetings and as needed throughout the construction process. At the completion of paleontological monitoring for the project, a paleontological resources monitoring report would be prepared and submitted to the Page Museum of La Brea Discoveries and the Natural History Museum of Los Angeles County to document the results of the monitoring activities and summarize the results of any paleontological resources encountered.<br>CON-70—Metro would develop a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) acceptable to the collections manager of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County and the collection manager of the Page Museum of La Brea Discoveries. Metro would implement the PRMMP during construction.<br>CON-71—For any La Brea deposits encountered near the Hancock Park area, all fossils detected during excavation of the asphalt masses would be prepared and conserved, the remaining matrix degreased, and the resultant concentrate inspected for vertebrate, invertebrate, and plant fossils by a qualified paleontologist.<br>CON-72—Metro would prepare a report detailing the paleontological resources recovered, their significance, and arrangements made for their curation at the conclusion of the monitoring effort.<br>CON-73—Metro would provide the resources necessary to curate the identified and prepared fossils in a manner that meets the standards published by the Society of Vertebrate Paleontology and the Paleontological Resources Preservation Act. Those fossils collected near the Page Museum of La Brea Discoveries would be curated at this institution. All other fossils would be curated at the Natural History Museum of Los Angeles County. | |

*Change* The following is a modification of and replaces the sixth paragraph on page S-62.

- The West Alignment is longer than the other two and would increase travel time between Century City and Westwood by more than two minutes. This, in turn, would lead to somewhat lower ridership and user benefits, and to fewer air quality and energy conservation benefits. The South Alignment between Wilshire/Rodeo and Century City would also increase capital costs by more than $140 million compared with the Base Alignment and increase operating and maintenance costs. Those alignment options with higher costs will also have higher CEIs and would be less competitive for FTA New Starts funds.

## Chapter 1—Purpose and Need

### 1.3.1 Study Area Population and Employment

*Change* The following is a modification of and replaces Figure 1-2.


**Figure 1-2. 2000 Employment and Percent of Retail Jobs Within One-half Mile of Stations**

# Chapter 2—Alternatives Considered

## 2.4 Build Alternatives

*Change* The following is a modification of and replaces the text from Section 2.4.

This section describes the five Build Alternatives developed as previously described in response to public comment, design parameters, and those that best meet the Purpose and Need to improve mobility and provide fast, reliable, high-capacity, and environmentally sound transportation solutions in the Study Area. The alternatives described in this section (and the stations described in Section 2.6) are considered to be the "base" alternatives (and stations). Alignment (or segment) and station options described later in this chapter were developed in response to public comment, design refinement, and to avoid and minimize impacts to the environment. The options will be compared against the base alternatives and stations to compare the potential transportation and environmental impacts, the ability to meet the goals and objectives, and how they meet the Project's Purpose and Need.

Station and alignment options are described in Section 2.5, the remaining stations (the base stations) in Section 2.6, other components of the Build Alternatives in Section 2.7, and the phasing of the alternatives (MOSs) in Section 2.8.

For all Build Alternatives, the ultimate length will depend on the alignment option selected; therefore, distances and travel times vary depending upon which alignment option is selected (Table 2-2). This table presents information on rail operating plans for the Build Alternatives. While variations would occur for items such as length and number of vehicles above the No Build Alternative, some items would be constant. These items include dwell time (20 seconds) maximum speeds (70 miles per hour). No major changes are anticipated under the Build Alternatives with regard to the operating conditions for buses , including travel times, average speeds, and dwell times.

In addition, for all Build Alternatives less frequent train operation would occur during the early morning and evening periods when demand is lower than during midday.

The Build Alternatives all overlay new rail service on the rail and bus networks in the No Build and TSM Alternatives. HRT systems provide high speed (maximum of 70 mph), capacity (high passenger-carrying capacity of up to 1,000 passengers per train and multiple unit trains with up to six cars per train), and reliable service since they operate in an exclusive grade-separated right-of-way. For the Build Alternatives, the separated right-of-way is all in a tunnel, with the top of the tunnel at least 30 to 70 feet below the ground surface. The subway would be powered by electrical power from a third rail adjacent to and parallel with the running rail.

HRT meets the transit usage characteristics in the Study Area since it is designed to provide service in long, high-density corridors to connect the central city with major activity centers and large, dense suburban communities.

Each of the Build Alternatives provides a fast, high-capacity transit alternative to the automobile. The differences between these high-capacity alternatives will be determined in the chapters that follow that analyze various environmental impacts of each of the alternatives, as well as in Chapter 7, which evaluates the alternatives based on the environmental analysis and the goals and objectives identified during in Chapter 1, Purpose and Need. The lengths of all five Build Alternatives are illustrated in Figure 2-10 and aerial maps of the Build Alternatives appear in Figure 2-11through Figure 2-14 summarizes the operating plan for each Build Alternative.

### 2.4.1 Operating Plan

Rail service expected to operate seven days per week, 365 days per year, with hours of operation from 4:30 a.m. to 1:30 a.m. Peak-period headways of 3.3 minutes will be in effect during weekday non-holidays, from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 7:00 p.m. Off-peak headways of 10 minutes will be in effect during the remaining weekday hours of operation and on weekends. Service frequencies on other Metro Rail lines and bus routes in the corridor will be the same as for the No Build Alternative.

### 2.4.2 Bus Network

With the Build Alternatives, no major route restructuring of bus routes would be anticipated. Also bus fleet requirement would not be modified in a major way as a result of Build Alternatives. Thus cost savings that would be associated with major bus service changes would not be expected.

### 2.4.3 Alternative 1—Westwood/UCLA Extension

This alternative extends HRT, in subway, from the existing Metro Purple Line Wilshire/Western Station to a Westwood/UCLA Station (Figure 2-15). The alignment is approximately 8.60 miles in length.

From the Wilshire/Western Station, Alternative 1 travels westerly beneath Wilshire Boulevard to the Wilshire/Rodeo Station and then southwesterly toward a Century City Station. Alternative 1 then extends from Century City and terminates at a Westwood/UCLA Station.

Alternative 1 would operate in each direction at 3.3-minute headways during morning and evening peak periods and at 10-minute headways during midday. Service frequencies on other Metro Rail lines and bus routes in the corridor would be the same as for the No Build Alternative. The estimated one-way running time is 12 minutes 39 seconds from the Wilshire/Western Station.

There are five stations and alignment options that are described in Sections 2.5.1 through 2.5.5.

### 2.4.4 Alternative 2—Westwood/Veterans Affairs Hospital Extension

This alternative extends HRT, in subway, from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station (Figure 2-16). This alignment is 8.96 miles in length from the Wilshire/Western Station.

Similar to Alternative 1, from the Wilshire/Western Station, Alternative 2 travels westerly beneath Wilshire Boulevard to the Wilshire/Rodeo Station and then southwesterly toward a Century City Station, then toward a Westwood/UCLA Station.

Alternative 2 then travels westerly under Veteran Avenue and continues west under the I-405 Freeway, terminating at a Westwood/VA Hospital Station.

Alternative 2 would operate in each direction at 3.3-minute headways during the morning and evening peak periods and at 10-minute headways during the midday, off-peak period. Service frequencies on other Metro Rail lines and bus routes in the corridor would be the same as for the No Build Alternative. The estimated one-way running time is 13 minutes 53 seconds from the Wilshire/Western Station.

There are six options station and alignment options that are described in Sections 2.5.1 through 2.5.6.

### 2.4.5 Alternative 3—Santa Monica Extension

This alternative extends HRT, in subway, from the existing Metro Purple Line Wilshire/Western Station to the Wilshire/4th Station in Santa Monica (Figure 2-17). The alignment is 12.38 miles in length from the Wilshire/Western Station.

Similar to Alternative 1, from the Wilshire/Western Station, Alternative 3 travels westerly beneath Wilshire Boulevard to the Wilshire/Rodeo Station and then southwesterly toward a Century City Station, then toward a Westwood/UCLA Station. Similar to Alternative 2, Alternative 3 continues westerly under Veteran Avenue and continues west under the I-405 Freeway to a Westwood/VA Hospital Station. Alternative 3 would then continue westerly under Wilshire Boulevard, terminating at the Wilshire/4th Street Station between 4th and 5th Streets.

Alternative 3 would operate in each direction at 3.3-minute headways during the morning and evening peak periods and operate with 10-minute headways during the midday, off-peak period. The estimated one-way running time is 19 minutes 27 seconds from the Wilshire/Western Station.

There are six options station and alignment options that are described in Sections 2.5.1 through 2.5.6.

### 2.4.6 Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension

Similar to Alternative 2, this alternative extends HRT, in subway, from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station but also adds a West Hollywood Extension (Figure 2-18). The West Hollywood branch extends from the existing Metro Red Line Hollywood/Highland Station to the track connection structure near Robertson and Wilshire Boulevards (shown as a white box in Figure 2-18 to the west of the Wilshire/La Cienega Station). The alignment is 14.06 miles in length.

From a new station at Hollywood/Highland, the West Hollywood Line extends south under Highland Avenue to just north of Fountain Avenue where the alignment curves southwest. At Orange Drive, the alignment turns westerly under Santa Monica Boulevard.

At the Sycamore Avenue/Santa Monica Boulevard intersection, the alignment continues westerly under Santa Monica Boulevard to just east of the Santa Monica/San Vicente Boulevard intersection. The alignment turns south at Larrabee Street, under San Vicente Boulevard to Ashcroft Avenue.

At Ashcroft Avenue, the alignment continues south between Sherbourne Drive and San Vicente Boulevard, crossing under Beverly Boulevard, and is then under San Vicente Boulevard to just north of 3rd Street. Near 4th Street, the alignment begins to curve under Burton Way. At Colgate Avenue, the alignment turns southwesterly, crossing under Clifton Way, Le Doux Road, and Stanley Drive. West of Stanley Drive, the alignment curves westerly under Carson Road, Hamel Drive, and Amaz Drive, and then connects into the alignment of Alternative 2 at a track connection structure at Robertson and Wilshire Boulevards.

Alternative 4 would operate from Wilshire/Western to the Westwood/VA Hospital Station in each direction at 3.3-minute headways during morning and evening peak periods and 10-minute headways during the midday off-peak period. The West Hollywood branch of Alternative 4 would operate at 5-minute headways during peak periods and 10-minute headways during the midday, off-peak period. The estimated one-way running time for the Metro Purple Line extension is 13 minutes 53 seconds, and the running time for the West Hollywood from Hollywood/Highland to Westwood/VA Hospital is 17 minutes and 2 seconds.

There are six options station and alignment options that are described in Sections 2.5.1 through 2.5.6.

### 2.4.7 Alternative 5—Santa Monica Extension plus West Hollywood Extension

Similar to Alternative 3, this alternative extends HRT, in subway, from the existing Metro Purple Line Wilshire/Western Station to the Wilshire/4th Station and adds a West Hollywood Extension similar to the extension described in Alternative 4 (Figure 2-19). The alignment is 17.49 miles in length.

Alternative 5 is comprised of two elements: a Metro Purple Line extension to Santa Monica plus a West Hollywood branch to Santa Monica. The Metro Purple Line extension would operate in each direction at 3.3-minute headways during the morning and evening peak periods and 10-minute headways during the midday, off-peak period. The West Hollywood branch would operate in each direction at 5-minute headways during peak periods and 10-minute headways during the midday, off-peak period. The estimated one-way running time for the Metro Purple Line extension is 19 minutes 27 seconds, and the running time for the West Hollywood Line from the Hollywood/Highland Station to the Wilshire/4th Station is 22 minutes 36 seconds.

## Chapter 3—Transportation

### 3.4 Streets and Highways

### 3.4.6 Pedestrian and Bicycle Facilities

#### Bicycle Facilities

*Change* The following is a modification of and replaces the Pedestrian and Bicycle Facilities Section of 3.4.6.

Existing and proposed bicycle facilities in the Study Area are identified in the City of Los Angeles Draft Bicycle Plan Update (2009) (LADOT 2009), the proposed City of Santa Monica Land Use and Circulation Element (2010) (SM 2010), and the West Hollywood Bicycle and Pedestrian Mobility Plan (2003)(WH 2003). The facilities are shown in Figure 3-6. It should be noted that the City of Beverly Hills does not currently have a bicycle plan.

The highest density of existing and proposed bicycle facilities occurs within the City of Santa Monica. While there are few existing bicycle facilities within the City of Los Angeles, many bicycle-friendly streets and bicycle routes have been proposed, and several of these proposed bikeways will increase bicycle access to proposed station locations.

### 3.5 Environmental Impacts/Environmental Consequences

### 3.5.4 Bicycle and Pedestrian Network

*Change* The following is a modification of and replaces Figure 3-18.

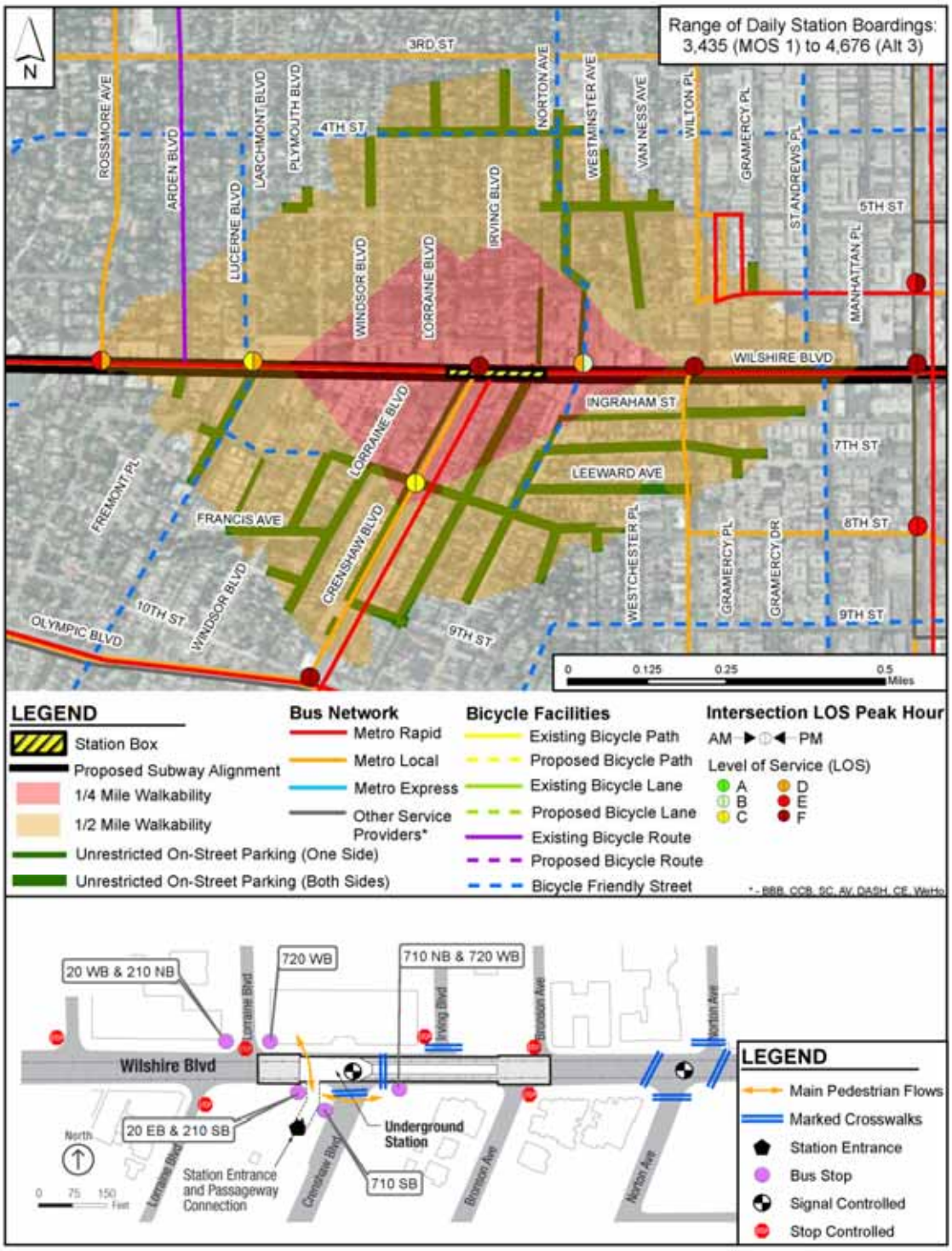


**Figure 3-18. Station/Bus/Pedestrian-Bicycle Impact Analysis—Wilshire/Crenshaw Station**

# Chapter 4— ENVIRONMENTAL ANALYSIS, CONSEQUENCES, AND MITIGATION

## 4.1 Land Use

### 4.1.2 Affected Environment/Existing Conditions

*Change* The following is a modification of and replaces row 11 of Table 4-1 specific to the City of Santa Monica.

**Table 4-1. Relevant Local Land Use Policies**

| Jurisdiction | Land Use Policy | Summary of Relevant Land Use Policy Objectives and Goals |
|---|---|---|
| Santa Monica | Santa Monica Land Use & Circulation Element | ▪ The City shall work with transit providers to pursue direct transit connections for Santa Monica residents to regional destinations and shall support a future Westside subway extension as a desirable project, with the City's first priority for completing of the Exposition Light Rail line to downtown Santa Monica<br>▪ The City shall support transit-oriented development patterns and uses that are known to generate a high level of transit ridership and shall design incentives to focus development in locations best served by transit |

## 4.4 Air Quality

### 4.4.3 Environmental Impacts/Environmental Consequences

*Change* The following is a modification of and replaces Table 4-16.

**Table 4-16. Regional Emission Burden Assessment**

| Alternative | VMT | | CO | | | Total Organic Gases (TOG) | | | NOx | | | $PM_{10}$ | | | $PM_{2.5}$ | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Daily Vehicle Miles Traveled (thousands) | Percent change from No Build | Emission Burden (Kg/day) | Change from No Build (Kg/day) | Percent change from No Build | Emission Burden (Kg/day) | Change from No Build (Kg/day) | Percent change from No Build | Emission Burden (Kg/day) | Change from No Build (Kg/day) | Percent change from No Build | Emission Burden (Kg/day) | Change from No Build (Kg/day) | Percent change from No Build | Emission Burden (Kg/day) | Change from No Build (Kg/day) | Percent change from No Build |
| No Build | 504,651 | | 550,123.9 | | — | 40,766.2 | | — | 125,151.1 | | — | 30,856.7 | — | | 22,329.6 | — | |
| TSM | 504,622 | -0.01% | 550,103.7 | -20.2 | -0.01% | 40,766.1 | -0.1 | 0.0% | 125,147.2 | -4.0 | 0.0% | 30,856.0 | -0.7 | 0.0% | 22,329.3 | -0.3 | 0.0% |
| 1 | 504,294 | -0.07% | 549,734.3 | -389.5 | -0.07% | 40,737.0 | -29.2 | -0.1% | 125,062.4 | -88.7 | -0.1% | 30,834.8 | -21.8 | -0.1% | 22,313.8 | -15.8 | -0.1% |
| 2 | 504,291 | -0.07% | 549,737.2 | -386.7 | -0.07% | 40,738.2 | -28.0 | -0.1% | 125,063.5 | -87.7 | -0.1% | 30,835.2 | -21.5 | -0.1% | 22,314.1 | -15.5 | -0.1% |
| 3 | 504,285 | -0.07% | 549,715.4 | -408.4 | -0.07% | 40,736.7 | -29.5 | -0.1% | 125,059.7 | -91.5 | -0.1% | 30,833.5 | -23.1 | -0.1% | 22,314.2 | -15.4 | -0.1% |
| 4 | 504,288 | -0.07% | 549,732.9 | -391.0 | -0.07% | 40,737.8 | -28.3 | -0.1% | 125,062.5 | -88.6 | -0.1% | 30,834.9 | -21.7 | -0.1% | 22,313.9 | -15.6 | -0.1% |
| 5 | 504,281 | -0.07% | 549,714.7 | -409.1 | -0.1% | 40,735.0 | -31.2 | -0.1% | 125,057.8 | -93.3 | -0.1% | 30,833.5 | -23.1 | -0.1% | 22,312.7 | -16.9 | -0.1% |
| MOS 1 | 504,308 | -0.07% | 549,734.7 | -389.2 | -0.07% | 40,735.5 | -30.7 | -0.1% | 125,061.9 | -89.2 | -0.1% | 30,834.4 | -22.3 | -0.1% | 22,313.2 | -16.4 | -0.1% |
| MOS 2 | 504,299 | -0.07% | 549,729.2 | -394.6 | -0.07% | 40,735.1 | -31.0 | -0.1% | 125,060.6 | -90.5 | -0.1% | 30,834.2 | -22.5 | -0.1% | 22,313.1 | -16.5 | -0.1% |
| SCAQMD Significance Threshold | | | 249 (550 lbs/day) | | | 24.9 (55 lbs/day) | | | 24.9 (55 lbs/day) | | | 68 (150 lbs/day) | | | 24.9 (55 lbs/day) | | |

## 4.13 Parklands and Community Service Facilities

### 4.13.2 Existing Conditions/Affected Environment

*Change* The following is a modification of and replaces Figure 4-59.

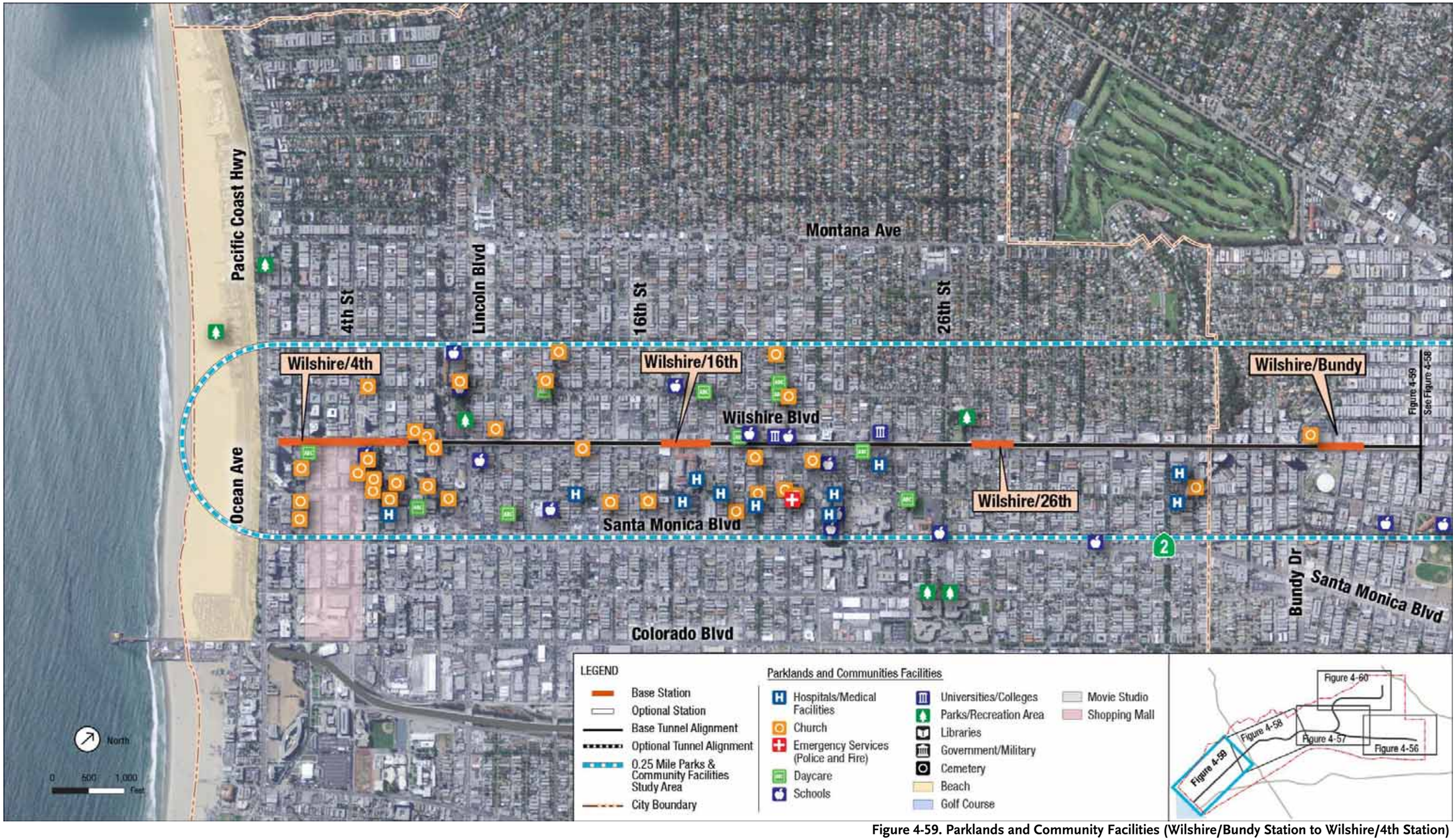


**Figure 4-59. Parklands and Community Facilities (Wilshire/Bundy Station to Wilshire/4th Station)**

### 4.13.3 Environmental Impacts/ Environmental Consequences

#### Alternative 3—Santa Monica Extension

*Change* The following is a modification of and replaces the first two bullets in the section

- Three additional parks (Douglas Park, Reed Park, and Palisades Park) would be located less than one-quarter mile from the station, potentially increasing access to the parks. The station portal at the Wilshire/4th Station would increase access to Reed Park and Palisades Park and the Wilshire/26th Street Station would increase access to Douglas Park. No acquisition of parkland would be required.

- Three additional hospitals (Bel Air Surgical Center, Santa Monica UCLA Medical Center and Orthopedic Hospital and St. John's Hospital Health Center) would be in close proximity to the Wilshire/Bundy, Wilshire/16th Station and the Wilshire/26th Station, respectively. Proximity to these three stations could provide increased access to the three medical facilities.

## Chapter 5—Section 4(f) Evaluation

### 5.4 Description of Section 4(f) Properties

### 5.4.1 Historic Resources

*Change* The following is a modification of and replaces selected information for Douglas Park in Table 5-1.

**Table 5-1. Park and Recreation Areas Adjacent to Westside Subway Extension Alternatives and Options**

| Alternatives | Resource Name | Major purpose for park or recreational activities? |
|---|---|---|
| Alternatives 3,5: Wilshire/26th Station | Douglas Park | Yes<br>Recreational activities include fly fishing, lawn bowling, picnic tables, benches, children's playground, 2 tennis courts, and a clubhouse. |

### 5.5 Direct Use of Section 4(f) Properties

### 5.5.1 Historic Resources

*Change* The following is a modification of and replaces information for the Cheyenne Building in Table 5-2.

**Table 5-2. Historic Properties with Section 4(f) Use in the Study Area**

| Historic Properties with Section 4(f) Use | Station/Alignment | Preliminary Effect under Section 106 | Direct Use | Direct Use—de minimis |
|---|---|---|---|---|
| Cheyenne Building | Wilshire/4th | Adverse Effect | Alt 3,5 | |

## Technical Reports to Support the Draft EIS/EIR

### Construction and Mitigation Technical Report

*Change* The following is a modification to Table 6-20; the following row has been added.

**Table 6-20: Alternative 4 – Westwood/VA Hospital Extension + West Hollywood Extension – Noise and Vibration Sensitive Receivers Within 250 Feet of Project Alignment**

| ID | Name | Category |
|---|---|---|
| 51 | Cedars-Sinai Medical Center | Hospital |

*Change* The following is a modification to Table 6-21; the following row has been removed.

**Table 6-21: Alternative 4 – Westwood/VA Hospital Extension + West Hollywood Extension – Noise and Vibration Sensitive Receivers Within 250 to 500 Feet of Project Alignment**

| ID | Name | Category |
|---|---|---|
| 51 | Cedars-Sinai Medical Center | Hospital |

*Change* The following is a modification to Table 6-22; the following row has been added.

**Table 6-22: Alternative 4 – Westwood/VA Hospital Extension + West Hollywood Extension – Noise and Vibration Sensitive Receivers Within 250 Feet of Proposed Stations**

| ID | Name | Category |
|---|---|---|
| 51 | Cedars-Sinai Medical Center | Hospital |

*Change* The following is a modification to Table 6-24; the following row has been added.

**Table 6-24: Alternative 5 – Santa Monica Extension + West Hollywood Extension – Noise and Vibration Sensitive Receivers Within 250 Feet of Project Alignment**

| ID | Name | Category |
|---|---|---|
| 51 | Cedars-Sinai Medical Center | Hospital |

*Change* The following is a modification to Table 6-25; the following row has been removed.

**Table 6-25: Alternative 5 – Santa Monica Extension + West Hollywood Extension – Noise and Vibration Sensitive Receivers Within 250 to 500 Feet of Project Alignment**

| ID | Name | Category |
|---|---|---|
| 51 | Cedars-Sinai Medical Center | Hospital |

*Change* The following is a modification to Table 6-26; the following row has been added.

**Table 6-26: Alternative 5 – Santa Monica Extension + West Hollywood Extension – Noise and Vibration Sensitive Receivers Within 250 Feet of Proposed Stations**

| ID | Name | Category |
|---|---|---|
| 51 | Cedars-Sinai Medical Center | Hospital |