

<u>TABLE OF CONTENTS</u>	<u>PAGE</u>
I. INTRODUCTION	2
II. COMMENTS ON THE EXPOSITION CORRIDOR PROJECT PHASE 2 DRAFT ENVIRONMENTAL IMPACT REPORT	3
(A). <i>The DEIR Does Not Adequately Analyze a Reasonable Range of Feasible Project Alternatives</i>	3
1. A Below-Grade Alternative and an Aerial Alternative for the Exposition Right-of-Way Alignments Must be Studied	4
2. The West Los Angeles Community Plan Bus Transit System Alternative Must be Studied	5
3. The DEIR Provides Inconsistent and Flawed Information Regarding the Different Alternatives	5
a. Inconsistent and Incomplete Information	5
b. Flawed Assumptions and Calculations	7
(B). <i>Because the DEIR Applies the Metro Grade Crossing Policy, it Precludes the Consideration of Environmentally Superior Alternatives and Fails to Adequately Disclose Potentially Significant Project Impacts to Public Safety</i>	7
(C). <i>The DEIR Must Provide an Adequate Project Description, and an Adequate Description of the Project's Environmental Setting</i>	11
1. The DEIR Does Not Disclose Whether the Project Could Even Legally Be Built	11
2. The DEIR Improperly Restricts the Study Area for the Project and thus Fails to Adequately Disclose the Environmental Setting of the Project	12
3. The DEIR Fails to Describe the I-10 Circulation Improvement Project	13
(D). <i>The DEIR Utilizes Improper Thresholds of Significance</i>	13

<u>TABLE OF CONTENTS</u>	<u>PAGE</u>
(E). <i>The DEIR Does Not Adequately Disclose all Project Impacts</i>	14
1. Traffic	16
a. The DEIR's Treatment of Traffic Impacts Fails to Disclose the Full Impact of the Project on Regional Traffic Congestion, and Fails to be Consistent with its Own Defined Study Area	16
b. Light Rail Will Not Reduce Traffic Impacts	17
c. NFSR Concurs with the Los Angeles Department of Transportation's Letter, Dated March 3, 2009	17
d. Overland Avenue Bridge Widening	19
2. Safety	20
a. Other State Policies and Regulations Recognize the Safety of Grade Separation	20
b. There is a Significant Safety Risk to School Age Children at Overland Elementary School that the DEIR Does Not Disclose or Address	21
c. Reduced Neighborhood Access for Vehicles and Emergency Service Providers Increases Public Health and Safety Risks and Increases Traffic Impacts on Selected Streets	21
d. Crossing Geometry and Possibility of Derailment	22
e. Risk of Terrorist Attack	23
3. Parking	24
a. Parking Impacts on Residential Neighborhoods and Adjacent Commercial Streets from Parking Areas Adjacent to the Westwood Boulevard Rail Station/Elimination of the Two Proposed Parking Lots at The Westwood Boulevard Rail Station	24
b. Parking Lots And Station Placement Unfairly Burden West Los Angeles Residential Communities	25
c. Parking and Circulation Impacts Around Overland Avenue Elementary School	25
4. Noise Impacts	26
a. Overland Avenue Elementary School/Marshall P. Riddick Youth Center/Daycare Facilities	26
b. Other Noise Impacts	27

<u>TABLE OF CONTENTS</u>	<u>PAGE</u>
5. Aesthetics	27
a. Scenic Vista along Westwood Boulevard Between Pico and National Boulevards Not Identified, Analyzed, or Mitigated in the DEIR	27
b. Maintenance Facilities	27
c. Expo/Westwood Station Architectural Design	28
6. Water Quality/Hydrology and Flood Control	28
7. Air Quality Impacts to Sensitive Receptors: Overland Avenue Elementary School/Marshall P. Riddick Youth Center/Daycare Facilities/Palms Park	31
8. Economic and Social Effects: Division of an Existing Community	31
9. Light and Glare Impacts from Rail Stations (Westwood Boulevard Station)	32
10. Impacts to the Sara Berman Greenway	32
11. Loss of Privacy	33
12. Radio Towers	34
13. Compliance with Applicable Regulations/Plans	34
a. FTA Regulations and Economic Analysis	34
b. Consistency with the West Los Angeles Community Plan	35
14. Land Use Impacts	35
a. Inadequate Discussion of Additional Potentially Significant Land Use Impacts Caused By Aesthetic and Noise Mitigation Measures	35
b. Maximization of Uses In An Urbanized Area	36
15. Construction Impacts	36
16. Community Facilities: Palms Park Recreation Center, Daycare and Library/Safe Routes to School	36
17. Growth-Inducing Impacts	38
18. Greenhouse Gas Emissions/Global Climate Change	38

<u>TABLE OF CONTENTS</u>	<u>PAGE</u>
(F). <i>The DEIR Must Adequately Analyze the Cumulative Impacts of the Project</i>	39
1. The DEIR Under-represents the Cumulative Impacts of the Project on Regional Traffic Congestion	41
2. The DEIR Fails to Account for the Cumulative Effect of Noise on Residential Communities and on Nearby Schools	41
3. The DEIR Fails to Adequately Disclose the Project's Cumulative Effects on Global Warming	42
4. The Olympic West-Pico East Initiative	43
5. Cumulative Impacts of I-10	45
(G). <i>The DEIR Must Establish Adequate Mitigation Measures for the Project and Adequately Analyze the Environmental Effects of those Mitigation Measures</i>	46
1. The Proposed Mitigation Measures for Mitigating Safety Hazards to School Children and Pedestrians are Not Adequate Nor Enforceable	46
2. Inadequate Mitigation of Aesthetic and Noise Impacts	47
a. Noise Evaluations, Conclusions And Mitigation Are Flawed	47
b. Inconclusive Information Regarding the Adequacy of the Proposed Mitigation or Noise Impacts From Crossing Bells	49
c. Inadequate Mitigation For Noise Impacts From Wheel Squeal	49
d. Inconclusive Information Regarding the Adequacy of the Proposed Mitigation for Noise Impacts From Traction Power Substation (TPSS) Units/Electromagnetic Fields from TPSS Units/Appearance of TPSS Units	50
3. The DEIR Improperly Defers Formulation and Adoption of Mitigation Measures	50
4. Frequency of Train Operation Must Be Limited to Prevent Additional Potentially Significant Impacts That Were Not Identified or Analyzed in the DEIR	51
5. Inadequate Mitigation of Vibration Impacts	51
6. Inadequate Discussion of Construction Mitigation Measures	52

<u>TABLE OF CONTENTS</u>	<u>PAGE</u>
(H). <i>The CEQA Process Must Allow for Full Public Participation</i>	52
1. Public Participation	52
2. Public Hearings/Retention and Availability of Public Comments/Evaluation of and Response to Comments	53
3. Failure To Respond To Scoping Documents and Stakeholder Comments	54
III. CONCLUSION	55
IV. ATTACHMENTS	57