



City of Beverly Hills
**Notice of Availability of a Draft Environmental Impact Report
and Notice of Public Meeting**

DATE: Wednesday, September 16, 2020 **TIME:** 7:00 p.m.

LOCATION: Virtual Special City Council Meeting

PROJECT: Westside Purple Line Extension Wilshire/Rodeo Station North Portal Project
(SCH# 2019090104)

The City of Beverly Hills (City) is the lead agency under the California Environmental Quality Act (CEQA) and has prepared a Draft Environmental Impact Report (EIR) for the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Westside Purple Line Extension Wilshire/Rodeo Station North Portal (Project). The Draft EIR evaluates the potential for environmental impacts resulting from the Project and two Project Alternatives, and also provides mitigation measures where required. The public is invited to attend a virtual Special City Council Meeting on Wednesday, September 16, 2020, which will include an overview of the Project and Project Alternatives, as well as opportunity to provide comments on the Draft EIR analysis.

Project Location: The Project and Project Alternatives evaluated in the Draft EIR involve the construction of a station entrance and exit to the Purple Line's Wilshire/Rodeo Station on the north side of Wilshire Boulevard, in addition to the currently planned station entrance on the south side of Wilshire Boulevard adjacent to Reeves Drive. The Draft EIR evaluates three potential locations all within the City of Beverly Hills adjacent to the future Metro Wilshire/Rodeo Station now under construction as part of the Metro Purple Line Extension (Section 2) project. The Wilshire/Rodeo Station footprint is located immediately beneath Wilshire Boulevard between South Cañon Drive and El Camino Drive. The location of the Project and Project Alternative's sites and the footprints are shown in Figure 1. Regional access is provided via Interstate 10, located approximately 2.5 miles south of the sites, and Interstate 405, located approximately 3 miles to the west of the sites.

- The Project (Beverly Drive) would be located on the west side of North Beverly Drive, within the existing street and sidewalk right-of-way (ROW), north of Wilshire Boulevard. The footprint of the Project would be approximately 9,200 square feet and would extend from its connection to the Wilshire/Rodeo Station at Wilshire Boulevard to approximately 165 feet north along North Beverly Drive.
- The Cañon Drive-Half Portal Alternative would be located on the west side of Cañon Drive, within the existing street and sidewalk ROW, north of Wilshire Boulevard. The footprint of this alternative would be approximately 8,100 square feet and would extend from its connection to the Wilshire/Rodeo Station at Wilshire Boulevard to approximately 195 feet north along North Cañon Drive.
- The Cañon Drive Staging Yard Alternative would be located in the construction staging yard established for the Section 2 project, as well as the adjacent public sidewalk, located along Wilshire Boulevard at the northwest corner of Wilshire Boulevard and the alley between Cañon Drive and Crescent Drive. The footprint of this alternative would be approximately 3,800 square feet and would occupy assessor parcel numbers 4343-005-901 and 4343-005-900.



Figure 1 Location of the Project (Beverly Drive) and Project Alternatives

Project Background: The Federal Transit Administration (FTA) and Metro prepared the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Westside Subway Extension Project (now known as the Purple Line Extension Project) in 2010. Upon evaluation of five station entrance alternatives for the Wilshire/Rodeo Station in the Draft EIS/EIR and supporting Alternatives Analysis Study, Metro and the FTA recommended a single preferred entrance for the Wilshire/Rodeo Station. The Final EIS/EIR for the Westside Subway Extension Project certified in May 2012, included the single preferred entrance.

In November 2017, the FTA issued a Supplemental EIS and Section 4(f) Evaluation pursuant to the National Environmental Policy Act (NEPA) for Section 2 of the Purple Line Extension Project, including a Supplemental Record of Decision. The Supplemental EIS stated that the Wilshire/Rodeo Station will be designed with a knockout panel, allowing for the development of a future station entrance on the north side of Wilshire Boulevard. Section 2 of the Purple Line Extension Project is currently under construction and is expected to begin operations in 2025.

The Wilshire/Rodeo Station under construction within the City of Beverly Hills will have only one entrance on the southwest corner of Wilshire Boulevard and Reeves Drive, per the Final EIS/EIR. In 2018, the City approached Metro to provide a secondary entrance/exit on the north side of the Wilshire/Rodeo Station to deliver a convenient northern entrance/exit to the Wilshire/Rodeo Station and improved passenger access within the City.

Purpose and Need for the Project: The purpose of the Project and Project Alternatives is to provide an entrance/exit to the Wilshire/Rodeo Station on the north side of Wilshire Boulevard thereby delivering improved and direct public access to the Beverly Hills Business Triangle, a prime local and regional destination and a key hub for tourism, shopping, and dining experiences. The Project and Project Alternatives are expected to improve pedestrian safety and vehicle access by minimizing pedestrian crossings from the southern to northern sides of Wilshire Boulevard. In addition, the northern side of the Wilshire/Rodeo Station is a major employment center. The City seeks to support commuting workers in this area with a more convenient station entrance/exit. Therefore, the need for the Project is:

- To provide a second entrance/exit to the Wilshire/Rodeo Station on the north side of Wilshire Boulevard to serve the Business Triangle.
- To improve pedestrian safety by providing more than one entrance/exit to reduce pedestrian vehicle conflicts.

Project Description: The Project and Project Alternatives would provide a station entrance/exit for the Wilshire/Rodeo Station, on the north side of Wilshire Boulevard to facilitate direct access from the Wilshire/Rodeo Station to the dense commercial and tourism activity center located north of Wilshire Boulevard. In addition to the Project, two potential station entrance/exit alternatives are being considered: Cañon Drive-Half Portal Alternative and Cañon Drive Staging Yard Alternative. The Project and Project Alternatives would include:

- an aboveground street level entrance/exit;
- a limited intermediate stairway to a landing level; and
- a walkway or concourse level.

The street level would comprise the portal entrance/exit, including elevator, stairway, and escalator. The intermediate stairway landing level would consist of a landing area serving as a transition between stairways. The walkway or concourse level would consist of an open area with adequate space for passengers to ingress and egress from stairways, escalators, and elevators. The open area would also include a Metro ticket purchasing area followed by a passageway or walkway leading to the fare and turnstile gates and then the Wilshire/Rodeo Station walkway previously approved in the Metro and FTA EIS/EIR and over which the City does not have approval authority. In addition, other minor supporting elements or ancillary facilities would also be provided as needed.

Summary of Environmental Effects: No impacts to agriculture and forestry resources; land use and planning; population and housing; recreation; and wildfire would occur as a result of the Project and Project Alternatives. Less than significant impacts to mineral resources; vibration; and utilities and service systems would occur. In the area of aesthetics and visual quality, the Cañon Drive Staging Yard Alternative only would require the implementation of a mitigation measure to reduce operational visual character impacts to less than significant. Impacts to aesthetics and visual quality (lighting), air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, public services, transportation, and tribal cultural resources during construction would be less than significant with the implementation of mitigation measures for the Project and both Project Alternatives. Construction of the Project and both Project Alternatives would result in significant impacts related to construction equipment noise. With implementation of mitigation measures, temporary construction noise would be reduced but would remain significant and unavoidable. Following completion of construction, the Project and Project Alternatives would not create any long-term significant environmental impacts during operation.

Public Review Period: The Draft EIR is being made available for public review for a 45-day period, commencing on Friday, August 21, 2020, and concluding on Monday, October 5, 2020. Public comments on the Draft EIR will be received during this period. The Draft EIR, along with other project information, is available for review online at www.beverlyhills.org/environmental and www.beverlyhills.org/northportal.

Please submit comments on the Draft EIR in writing to the address or email address below **no later than 5:00 p.m. on Monday, October 5, 2020.**

Jessie Holzer, Transportation Planner
City of Beverly Hills Community Development Department
455 North Rexford Drive
Beverly Hills, California, 90210
Email: northportal@beverlyhills.org

All comments received during the Draft EIR public review period will be compiled and responded to as part of the Final EIR.

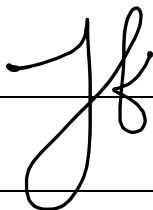
Virtual Special City Council Meeting to Discuss Draft EIR: A City Council Special Meeting will be held virtually on **Wednesday, September 16, 2020 at 7:00 p.m.** to discuss the Draft EIR. The meeting will include an overview of the Project and Project Alternatives, and a summary of the environmental impacts identified in the Draft EIR. There will be an opportunity for public comments. All oral and written comments made during the meeting will be recorded. In the interest of public health and safety, the meeting will be held virtually and can be accessed telephonically, through webcast, or by watching Beverly Hills Television on Channel 10 on Spectrum Cable. Interested parties are encouraged to give themselves ample time prior to the meeting start time to familiarize themselves with the virtual meeting platform in order to minimize potential technical difficulties. **Information on how to access the virtual meeting is provided at this website:** www.beverlyhills.org/citycouncilmeetings

If there are any questions regarding this notice, or if you would like to review the project information or receive copies of available documents, please contact Jessie Holzer, Transportation Planner, at (310) 285-1128 or via email at northportal@beverlyhills.org.

Signature

Jessie Holzer

Print Name



August 21, 2020

Date

Transportation Planner

Title