

3.12 Population, Housing, and Growth

This section is based on the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report*, incorporated into this DEIR as Appendix Q, and the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report*, incorporated into this DEIR as Appendix L.

3.12.1 Regulatory and Policy Framework

3.12.1.1 Federal

In the absence of federal sponsorship, federal regulations and policies related to real estate are not applicable to the Sepulveda Transit Corridor Project (Project). However, the Los Angeles County Metropolitan Transportation Authority (Metro) anticipates that federal funding for the Project will be sought and has determined that adherence to federal requirements applicable to the disposition of real property affected by the Project is required. Accordingly, the following federal regulations and policies have been included in the regulatory and policy framework for population and housing impacts.

Uniform Relocation Assistance and Real Property Acquisition Policies Act

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (42 United States Code [U.S.C.] Section 61) mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.¹ Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

A just compensation amount is measured by the “fair market value” of the real estate property interests and rights acquired, where fair market value is considered to be the “highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available” (Code of Civil Procedure Section 1263.320a). The establishment of fair market value of a property is determined by an independent appraisal opinion of value of a property’s worth that is just and equitable on the open market and confirmed by an outside independent review appraisal. The Federal Transit Administration (FTA) brochure, *General Acquisition and Relocation Information* (FTA, 2015), provides a description of the process by which private property is acquired for transit projects. The Uniform Act is also codified in 49 Code of Federal Regulations (CFR) Part 24. All real estate acquisition and relocation assistance undertaken with FTA federal assistance must be compliant with this act and its implementing regulations at 49 CFR Part 24.

¹ The term “displaced person” means any person who moves from real property or moves his personal property from real property. The term “business” means any lawful activity, excepting a farm operation, conducted primarily for the purchase, sale, lease and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property; for the sale of services to the public; by a nonprofit organization; or for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted. (42 U.S.C. Ch. 61, Section 4601)

Real Estate Acquisition Management Plan and Relocation Plan

For all major capital projects under 49 CFR Section 633.25 and FTA Circular 5010.1D, a Real Estate Acquisition Management Plan (RAMP) and Relocation Plan are required. RAMP is a top-level and project-wide document that describes the property acquisition/relocation and management functions for a project. RAMP follows the project's life cycle through Preliminary Engineering, Final Design, the application for a Full Funding Grant Agreement, and construction and service phases.

3.12.1.2 State

California Environmental Quality Act

Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines requires lead agencies to consider potential growth inducing impacts for new projects. Growth inducing impacts refer to the potential for a project to directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Such projects include those that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant, which would allow the plant's service area to accommodate additional growth). In addition, increases in the population may tax existing community service facilities requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Section 15126.2(e) of the CEQA Guidelines considers that a project would result in growth inducing effects if it would result in the extension of growth supporting infrastructure (sewer lines, water mains, roads, etc.) to an area currently undeveloped and/or lacking adequate infrastructure, thus removing an obstacle to growth; and/or the provision of housing or employment to an area currently undeveloped or lacking in adequate housing or employment.

Assembly Bill 1560

Passed in 2019, Assembly Bill (AB) 1560 amended the California Public Resources Code (PRC) in regard to environmental quality. AB 1560 revised the definition of a "major transit stop" under Section 21064.3 of the PRC to include bus transit stations, as defined: "a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Section 21099 (a)(7) of the PRC defines "transit priority areas (TPA)" as areas within a 0.5-mile radius of an existing or planned major transit stop.

California 2024 Legislative Housing Package

On September 24, 2024, Governor Newsome signed into law a comprehensive bipartisan housing package, with bills focused on addressing homelessness and the scarcity of housing in the state. The legislative package consists of 32 bills aimed at providing housing for vulnerable and unhoused populations, increasing accountability for local governments, strengthening enforcement on cities and counties that fail to adopt housing element revisions or approve housing developments, and streamlining housing production. The following bills from the package are most applicable to addressing housing development in the Project Study Area:

- Senate Bill (SB) 7 – Limits local jurisdictions from objecting to regional housing need determinations.
- AB 3093 — Requires local jurisdictions to include low-income housing in their housing plans and Regional Housing Needs Allocation processes.
- AB 2243 – Streamlines approvals of housing development projects.

- AB 2199— Expands CEQA exemptions for residential and mixed-use housing projects.
- SB 1211— Streamlines approval of accessory dwelling units.
- SB 1123— Streamlines approval of residential subdivisions.
- AB 1287 - Modifies the State Density Bonus Law to redefine the maximum allowable residential density and provide additional density bonus for projects with a high percentage of affordable units.
- AB 1449 – Expands CEQA exemptions for certain affordable housing projects.

California Relocation Act

The California Relocation Act (CRA) (Government Code Section 7260 et seq.) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. This act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. The provisions of CRA apply if a public entity undertakes a project for which federal funds are not present, and in this case, the public entity must provide relocation assistance and benefits. Consistent with the intent and guidelines of the Uniform Act, CRA seeks to achieve the following:

- Ensure the consistent and fair treatment of owners and occupants of real property,
- Encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts,
- Promote confidence in the public land acquisitions,

Under federal regulations, owners of private property have similar state constitutional guarantees regarding property acquisitions, damages, and just compensation.

Relocation Assistance and Real Property Acquisition Guidelines

The Relocation Assistance and Real Property Acquisition Guidelines (California Code of Regulations [CCR] Title 25 Section 6000 et seq.) assists public entities in the development of regulations and procedures of implementing CRA. The CCR guidelines are designed to carry out the following policies of CRA: 1) to ensure that uniform, fair and equitable treatment is afforded persons displaced from their homes, businesses or farms as a result of the actions of a public entity in order that such persons shall not suffer disproportionate injury as a result of action taken for the benefit of the public as a whole; and 2) in the acquisition of real property by a public entity, to ensure consistent and fair treatment for owners of real property to be acquired, to encourage and expedite acquisition by agreement with owners of such property in order to avoid litigation and relieve congestion in courts, and to promote confidence in public land acquisition.

California Code of Civil Procedure

The California Code of Civil Procedure (Title 7, Section 1245.330 et seq.) describes California's Eminent Domain Law. Eminent Domain is the power of local, state, or federal government agencies to take private property for public use, so long as the government provides just compensation to the property owner.

University of California, Los Angeles-Long Range Development Plan

The *UCLA Long Range Development Plan Amendment* (UCLA, 2017) is the comprehensive land use plan that guides the physical development of the campus to support its teaching, research, and public service mission. The *UCLA Long-Range Development Plan Amendment* identifies institutional and

developmental objectives and delineates campus land use zones. It also estimates the new building space proposed for each zone. The update in 2017 added 1.5 million gross square feet to the University of California, Los Angeles (UCLA) campus development allocation and extended the time horizon of the plan and amendment to 2025.

3.12.1.3 Regional

Connect SoCal—The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) (SCAG, 2024a) is a long-range regional transportation plan and a sustainable communities strategy to achieve greenhouse gas reduction targets set by the California Air Resources Board. The 2024-2050 RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, and local stakeholders within the following counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

The 2024-2050 RTP/SCS goals are to build and maintain an integrated multimodal transportation network; develop, connect, and sustain communities that are livable and thriving; create a healthy region for the people of today and tomorrow; and support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents (SCAG, 2024a). SCAG uses a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. SCAG uses land use tools to direct new growth toward priority development areas (SCAG PDAs), which include TPAs, neighborhood mobility areas (NMAs), Livable Corridors, and spheres of influence (SOIs) (SCAG, 2024a). As a general principle, the more overlapping PDAs an area has, the more that growth within the area aligns with the goals of the 2024-2050 RTP/SCS. PDAs are based on both existing conditions and future planned infrastructure, and their boundaries are based on data available at the time of development of the 2024-2050 RTP/SCS (SCAG, 2024a). The elements of SCAG PDAs are defined as follows:

- **TPA:** Areas within 0.5 mile of an existing or planned major transit stop, as defined in Section 21099 (a)(7) of the PRC.
- **NMA:** Areas with a high number of intersections, low observed travel speed, high mix of uses and high accessibility to "everyday" destinations. These are areas where Complete Streets and sustainability policies support and encourage replacing or reducing single and multi-occupant automobile use with walking, bicycling, skateboarding, and slow-speed electric vehicles (such as e-bikes, scooters, senior mobility devices, and neighborhood electric vehicles).
- **Livable Corridors:** A strategy to increase residential and commercial density along key arterial roadways as well as transit improvements, active transportation improvements, and land use policies.
- **SOI:** A planning boundary outside of a local agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area.

These strategies are intended to incentivize more compact regional development to reduce travel distances, increase mobility options, improve workplace access, and conserve natural resources.

The *Project List Technical Report* (SCAG, 2024b) of the 2024-2050 RTP/SCS (SCAG, 2024a) includes the Project. SCAG PDAs include existing and planned major transit stops that have been approved and would be implemented by SCAG's Horizon Year 2050. However, while the Project is incorporated into the 2024-2050 RTP/SCS, because the Project has not been approved, the proposed stations are not considered planned major transit stops and are not included in the SCAG PDAs.

The *Demographics and Growth Forecast Technical Report* (SCAG, 2024c) of the 2024-2050 RTP/SCS includes the population, housing, and employment regional growth forecast for the jurisdictions within the SCAG region. The regional growth forecast is used as a key guide for developing regional plans and strategies mandated by federal and state governments such as the RTP/SCS, the Federal Transportation Improvement Program (FTIP), and the Regional Housing Needs Assessment (RHNA) (SCAG, 2021). The regional growth forecast is used to estimate the population, housing, and employment growth projections for the Project Study Area.

Southern California Association of Governments' Regional Housing Needs Assessment Allocation Plan

The 6th Cycle RHNA Allocation Plan (SCAG, 2021) is mandated by the State Housing Law Program as part of the periodic process of updating the local housing elements of local general plans for the jurisdictions within the SCAG region (HCD, 2024). RHNA quantifies the need for housing within each jurisdiction during specified planning periods. Communities use RHNA during land use planning, while prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth. RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

SCAG adopted the 6th Cycle RHNA (March 4, 2021) to cover the planning period from October 2021 through October 2029 (SCAG, 2021). The RHNA allocation process occurs every 8 years, or every other RTP/SCS cycle. The 6th Cycle RHNA allocation was adopted by SCAG's Regional Council in 2021 and relied on input data from Connect SoCal 2020 regional growth forecast. No RHNA allocation is being developed alongside Connect SoCal 2024 because the next RHNA cycle does not occur until 2029 (SCAG 2024a, 2024c). The 2021-2029 RHNA has allocated 1,341,827 housing units in the SCAG region, of which 456,643 units have been allocated to the City of Los Angeles. This allocation to the City is five times greater than the previous allotment and represents approximately 34 percent of the region's total share.

Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County Planning, 2024) provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of Los Angeles County will grow. The Housing Element of this plan establishes goals and policies to address housing needs. It includes increased accessibility and connectivity for neighborhoods and particularly low- and moderate-income households.

Metro Transit Oriented Communities Policy

In 2016, Los Angeles voters approved Measure M, which marked \$120 billion in investment in the Metro transit system over the next 40 years, including for transit operations and maintenance and capital costs (Metro, 2016). Measure M includes an expenditure plan for major projects, including the Project. To maximize the benefits of Measure M investments, Metro developed the *Transit Oriented Communities*

(TOC) Policy (TOC Policy) (Metro, 2018a), which includes policies and procedures to promote the development of TOCs. TOCs differ from transit oriented development (TOD) in that a TOD is a specific building or development project that is fundamentally shaped by close proximity to transit. Metro’s TOC Policy goals include prioritizing the development and preservation of transit-adjacent affordable housing, protecting residents and businesses from displacement, and promoting sustained economic vitality. These goals provide a framework for other Metro plans and policies, including the *First/Last Mile Guidelines* (Metro, 2021), *Vision 2028 Strategic Plan* (Metro, 2018b), the “Equity Platform Overview” (Metro, 2024b), the *Active Transportation Strategic Plan* (Metro, 2023), the *Transit Oriented Communities Implementation Plan* (Metro, 2020a), and the *Metro Transfers Design Guide* (Metro, 2018c).

TOC Activities identified in Metro’s TOC Policy support, enable, and incentivize TOCs for transportation purposes. Within 0.5 mile of a High Quality Transit Stop (HQTs) (an existing or environmentally cleared fixed-guideway transit station or the intersection of two buses with 15-minute headways, or fewer, at the peak) (Metro, 2018a), eligible TOC Activities include the production, preservation, and protection of affordable housing and small business preservation and neighborhood-serving amenities. Because the Project has not been approved, the proposed stations are not considered existing or environmentally cleared HQTs. Thus, on-going TOC activities within the Project Study Area are the same for the No Project Alternative and each of the project alternatives.

3.12.1.4 Local

Growth is regulated at the local government level by a combination of zoning and policy incentives set by the City of Los Angeles and the City of Santa Monica, which are within the Project Study Area. As discussed in the *Sepulveda Transit Corridor Project Land Use and Development Technical Report* (Metro, 2025a), these jurisdictions have established Land Use Plans, General Plans, and Community Plans that describe the desired use and intensity of use at full build-out. The following Community Plans in the Project study area are currently undergoing updates:

- Palms-Mar Vista-Del Rey (DCP, 1997)
- West Los Angeles (DCP, 1999a)
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass (DCP, 1998a)
- Encino-Tarzana (DCP, 1998b)
- Reseda-West Van Nuys (DCP, 1999b)
- Van Nuys-North Sherman Oaks (DCP, 1998c)

The following community plans were last updated in 1996, 1998 and 1999:

- Westwood (DCP, 1999c)
- Brentwood-Pacific Palisades (DCP, 1998d)
- Bel Air-Beverly Crest (DCP, 1996)
- Mission Hills-Panorama City-North Hills (DCP, 1999d)

Other plans and policies may also factor into the jurisdiction’s land use planning, such as policies to promote TOCs.

City of Los Angeles General Plan

The *City of Los Angeles General Plan* (DCP, 2001a) establishes the long-term vision for how the City of Los Angeles will evolve and prescribes policy goals and objectives to shape the physical development of the city. The Framework Element, adopted in December 1996 and amended in August 2001, is intended

to guide the City of Los Angeles’s long-range growth and development through the year 2010 (DCP, 2001b).

The Framework Element’s “smart growth” strategy generally seeks to accommodate growth near transit and other existing infrastructure to assure a sustainable, economically viable future for the City of Los Angeles. Although Horizon Year 2010 has passed, the population for which the Framework Element was designed to accommodate has not been reached.

The 2021-2029 Housing Element, adopted in November 2021, addresses the city’s housing priorities, which include increasing the production of new housing, particularly affordable housing; advancing racial equity and access to housing opportunity; protecting residents, especially persons of color and the disabled, from direct and indirect displacement, and ensure stability of existing vulnerable communities; and promoting sustainability, resilience, and environmental justice through housing (DCP, 2001c).

The Land Use Element comprises 35 community plans that describe the land use designations, policies, and implementation programs for each community plan area. Each community plan discusses goals, objectives, and policies for preserving, improving, and developing housing. Many of them encourage planned residential developments to be located near transportation services adequate to accommodate the anticipated population growth and enhance quality of housing. The Project would traverse the Palms-Mar Vista-Del Rey, West Los Angeles, Westwood, Brentwood-Pacific Palisades, Bel Air-Beverly Crest, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Encino-Tarzana, Reseda-Van Nuys, Van Nuys-North Sherman Oaks, and Mission Hills-Panorama City-North Hills community plan areas.

Table 3.12-1 lists and summarizes the relevant general and community plan policies related to housing, acquisition, displacement, and relocation.

Table 3.12-1. Relevant Policies Related to Housing, Acquisition, Displacement or Relocation

Plan ^a	Objectives/Policies
City of Los Angeles 2021-2029 Housing Element	Policy 1.1.4: Plan for and provide sufficient services and amenities to support the existing and planned population.
City of Los Angeles 2021-2029 Housing Element	Policy 1.3.1: Prioritize housing capacity, resources, policies, and incentives to include affordable housing in residential development, particularly near transit, jobs, and in higher opportunity areas.
City of Los Angeles 2021-2029 Housing Element	Policy 2.1.1: Incentivize and/or require the preservation and replacement of affordable housing, so demolitions and conversions do not result in the net loss of the city’s stock of accessible, safe, healthy, and affordable housing.
City of Los Angeles 2021-2029 Housing Element	Policy 3.1.2: Promote new development that furthers citywide housing priorities in balance with the existing architectural and cultural context.
City of Los Angeles 2021-2029 Housing Element	Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Plan ^a	Objectives/Policies
City of Los Angeles 2021-2029 Housing Element	Policy 3.2.2: Promote new multi-family housing, particularly affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.
Palms - Mar Vista - Del Rey Community Plan (1997) West Los Angeles Community Plan (1999a) Westwood Community Plan (1999c) Encino - Tarzana Community Plan (1998b) Brentwood - Pacific Palisades Community Plan (1998d) Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan (1998a) Van Nuys - North Sherman Oaks Community Plan (1998c) Mission Hills - Panorama City - North Hills Community Plan (1999d) Reseda - West Van Nuys Community Plan (1999b)	Objective 1-3, Objective 1-2 (Reseda-Van Nuys): Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.
Palms - Mar Vista - Del Rey Community Plan (1997) West Los Angeles Community Plan (1999a)	Policy 1-3.2: Proposals for change to planned residential density should consider factors of neighborhood character and identity, compatibility of land uses, impacts on livability, public services, and facilities and on traffic levels.
Brentwood - Pacific Palisades Community Plan (1998d)	Objective 1-1: Provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the plan area to the year 2010.
Brentwood - Pacific Palisades Community Plan (1998d) Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan (1998a) Encino - Tarzana Community Plan (1998b) Van Nuys - North Sherman Oaks Community Plan (1998c) Mission Hills - Panorama City - North Hills Community Plan (1999d) Reseda - Van Nuys Community Plan (1999b)	Policy 1-3.2, Policy 1-2.2 (Reseda-Van Nuys) Policy 1-3.3 (Brentwood - Pacific Palisades): Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Source: HTA, 2024

^aThe City of Los Angeles is the source for all plans listed in this table.

3.12.2 Methodology

3.12.2.1 Operation and Construction

Population and Housing

A “displacement” occurs when a parcel, or portion thereof, that is occupied by a business or residence is acquired for a project alternative. “Replacement” refers to the movement (or relocation) of affected businesses and residences into suitable replacement sites (Title 49 CFR 24.2 (a)(9)).

The real estate and acquisitions impact analysis, contained in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025b), determined how the project alternatives would affect existing properties and result in property acquisitions and displacements. The Population and Housing Resource Study Area (RSA) used for this analysis consisted of the temporary and permanent footprint of each project alternative. The Project Study Area is the geography considered for residential and business relocations. The analysis also discusses compliance with the Uniform Act and CRA for compensation.

Property displacements for each project alternative were determined by evaluating the extent to which the project alternatives would affect existing properties and identifying those properties where the current use would not be possible if one of the project alternatives is constructed.

Conceptual engineering drawings for the project alignments, stations, ancillary facilities, traction power substation (TPSS), and maintenance and storage facilities (MSFs) were reviewed to assess the potential residential and non-residential properties that may be acquired as a result of the project alternatives. Properties that have the potential to be affected by the project alternatives were identified. The number and types of property acquisitions, as well as the number of businesses and dwelling units that may be displaced, were identified using a combination of aerial photography and Los Angeles County Assessor's parcel maps and records.

The number of persons displaced was based on the United States (U.S.) Census 2019 American Community Survey 5-year estimates. Based on this data, within the City of Los Angeles the average household size for owner-occupied units is 3.0 persons per household and 2.7 persons per household for renter-occupied households.

The type of acquisition required for each project alternative and the specific land or rights required from each property will be identified in coordination with Metro's Real Estate Department. Based on the nature of effects, full acquisitions, partial acquisitions, permanent easements, temporary easements, or some combination of these may be required for each project alternative. Based on the type of property acquisition, the displacements of some or all of the occupants will be determined and quantified.

The Los Angeles County Assessor's parcel data, which includes the Assessor's parcel number, current owner's name, zoning, and property use type, were used in analyzing parcels.

Growth

The CEQA Guidelines require an assessment of the ways in which the project could promote economic or population growth in the vicinity of the project [CEQA Guidelines Section 15126.2(e)]. Included in this are projects that would "remove obstacles to population growth." Growth inducement may occur if "the project fosters economic or population growth or the construction of additional housing either directly or indirectly." CEQA Guidelines also state that growth in any area should not be assumed to be necessarily beneficial, detrimental, or of little significance to the environment.

The discussion of growth inducing impacts is based on the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025c). Analysis of growth inducing impacts compares historic population, housing, and employment growth patterns with the population, housing, and employment growth projections developed by a federally designated metropolitan planning organization, which is SCAG for Los Angeles County. SCAG develops, refines, and maintains regional and local socio-economic forecasting/allocation models. The socio-economic estimates and projections are used for federal- and state-mandated long-range planning efforts, such as the SCAG 2024-2050 RTP/SCS (SCAG, 2024a). The regional growth forecast is estimated by SCAG at the regional and jurisdictional level and at the

Transportation Analysis Zone (TAZ) level. The SCAG regional growth forecast is presented in the *Demographics and Growth Forecast Technical Report* (SCAG, 2024c) of the 2024-2050 RTP/SCS.

The growth inducing impacts analysis evaluates historical and projected growth patterns by analyzing the SCAG TAZs and United States (U.S.) Census Bureau census tracts that lie within the Growth RSAs for each alternative. The Growth RSAs are considered the geographical areas of analysis for each alternative. The Growth RSA encompasses areas within 0.5 mile of each respective alternative's proposed stations (proposed station areas), and growth is evaluated at the proposed station area level based on the goals of the 2024-2050 RTP/SCS, City of Los Angeles TOC Incentive Program, and Metro's TOC Policy to prioritize growth within 0.5 mile of transit stations.²

According to CEQA Guidelines Section 15126.2(e), an Environmental Impact Report (EIR) should evaluate whether a project could promote economic or population growth in the vicinity of the project or remove obstacles to population growth. Generally, growth inducement may occur if a project fosters economic or population growth or the construction of additional housing, either directly or indirectly, beyond planned growth. Additionally, projects considered to result in growth inducing effects include the provision and/or extension of housing, employment, or growth supporting infrastructure into undeveloped areas or areas lacking adequate infrastructure. Indirect or secondary effects are defined as effects caused by the project that occur later in time or farther removed in distance but are still reasonably foreseeable. The CEQA Guidelines state that growth in any area should not be assumed to be necessarily beneficial, detrimental, or of little significance to the environment. The SCAG regional growth forecast was used to identify trends in population, housing, and employment and serves as the basis for determining whether the Project would result in unplanned growth beyond growth planned for the SCAG region.

The SCAG regional growth forecast for Connect SoCal 2020 informed the jurisdictional housing allocations in the *6th Cycle RHNA Allocation Plan* (SCAG, 2021). Updates to the SCAG growth projections in future versions of the RTP/SCS would result in a new RHNA cycle, which would then result in updates to the housing elements of local general plans, including potential updates to maximum density determinations. Therefore, the SCAG regional growth forecast would not exceed the maximum density of the housing elements of local general plans, except in the case of existing entitlements and development agreements.

This analysis identifies the planned and on-going developments within the RSAs for the project alternatives to demonstrate where planned growth and development is being actualized in the Project Study Area. The analysis compares the total planned and on-going developments within and outside of SCAG PDAs for each of the affected communities within the Project Study Area. Affected communities includes the communities identified in the Project Study Area, including Bel Air, Beverly Crest, Brentwood, Encino, Lake Balboa, Mar Vista, North Hills, North Hollywood, North Sherman Oaks, Palms, Panorama City, Sherman Oaks, Sun Valley, Van Nuys, West Los Angeles, Westwood, as well as the unincorporated Sawtelle VA community of Los Angeles County. Assuming that the growth strategies of the 2024-2050 RTP/SCS are currently being implemented throughout the SCAG region, it is anticipated that greater numbers of development projects would occur within SCAG PDAs rather than outside of them.

The 2024-2050 RTP/SCS projected growth estimates also incorporate the transportation improvement projects of the adopted 2025 FTIP. The most current FTIP was adopted by SCAG's Regional Council on

² To most accurately determine growth at the RSA level for Alternatives 1 through 6, the analysis selected the SCAG TAZs and census tracts that intersect each proposed station's RSA.

September 5, 2024 (SCAG, 2024a). The Project is not included in the 2025 FTIP projects list. However, the Project is included within the list of financially constrained projects in the 2024-2050 RTP/SCS Project List Technical Report as “Sepulveda Transit Corridor (Phase 2)” (RTP ID 1160001) (SCAG, 2024b). Transit and transportation projects, including the Project, are not considered to directly foster population, housing, or employment growth, but rather increase the capacity or improve the efficiency of the transportation and transit network and encourage projected population and economic growth in the greater SCAG region toward SCAG PDAs.

3.12.2.2 California Environmental Quality Act Thresholds of Significance

For the purposes of this EIR, impacts are considered significant if the Project would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

3.12.2.3 Typical Types of Property Acquisitions and Displacements

The Project would affect existing properties and result in property acquisitions and displacements. The parcels acquired for the Project would involve either a full or partial acquisition. Full acquisition for the Project would involve fee simple acquisitions, which consist of a complete transfer of ownership rights. In a fee simple acquisition, the buyer has full and irrevocable ownership of land and any buildings on it. Partial acquisition for the Project would involve either fee simple acquisitions or easements. Property acquisitions may be phased over time depending on Project funding and construction phasing, methods, and schedule. Table 3.12-2 summarizes typical causes of property acquisitions and displacement that could occur as a result of the Project.

Table 3.12-2. Types of Property Acquisition and Displacement

Source of Acquisition	Type of Acquisition	Cause/Process
Horizontal Alignment	Full/Partial	Insufficient existing right-of-way for construction and operation
Subsurface/At-Grade/Aerial Alignment	Permanent Easement	A condition for a non-exclusive access agreement or easement (either permanent or temporary) for underground, at-grade, or aerial alignments to allow access to a property or facility
Vertical Circulation (e.g., stairs)	Partial	Area needed to bring passengers from the ground level to a station platform at an aerial (elevated) structure or to an underground station
Property Encroachment	Full/Partial	Unauthorized use of public or private property. Resolution through boundary survey and potential relocation of use
Access to a Business (driveway or road)	Full/Permanent Easement	Permanent easement would be needed to provide businesses access to a road; full acquisition may be required if reduced or restricted access would disrupt businesses

Source of Acquisition	Type of Acquisition	Cause/Process
Street/Intersection Improvements; Grade Crossing/Separation; Drainage and Utility Improvements	Partial/Full	Additional area/lanes required to maintain traffic volumes, turn lanes, and sidewalk widths; additional area required to upgrade drainage facilities or to improve utility
Station Entrance	Full/Partial/Permanent Easement	Area needed to provide passenger access to a subsurface, at-grade, or aerial station
Parking Facility	Partial/Full	Area required for station parking
Operations Maintenance and Storage Facility	Partial/Full	Area required to perform maintenance activities
Ancillary and Traction Power Substation Facilities	Partial/Full	Area required for ancillary facilities and traction power substation
Construction Activities	Temporary Construction Easements	Area used for staging materials and equipment, as well as cut-and-cover and tunneling activities, during the construction period; property would be returned at the end of construction
Construction Access, Staging and Laydown	Partial/Full	Area required for staging materials and equipment, as well as cut-and-cover and tunneling activities, during the construction period; may be used for station parking or other permanent use after construction has been completed

Source: HTA, 2024

3.12.3 Project Measures

There are no project measures applicable to population and housing or growth.

3.12.4 Existing Conditions

3.12.4.1 Demographics and Socioeconomic Characteristics

The character of a community can be described by its demographic and socioeconomic profile. The demographic and socioeconomic profile for the portions of the communities that are within the Project Study Area are presented below. Demographic and socioeconomic information for the Project Study Area were obtained from the U.S. Census Bureau. Generally, the U.S. Census Bureau surveys the U.S. population each decade and gathers population and housing statistics. In addition, the U.S. Census Bureau conducts the American Community Survey, which is a survey of a random sample of the U.S. population to provide annual estimates of demographic and socioeconomic characteristics. For the purpose of this report, demographic and socioeconomic data for the census tracts that encompass the Project Study Area were gathered from the 2019 American Community Survey. The following describes the demographic and socioeconomic characteristics for the portions of the communities that are within the Project Study Area, as well as for the City and County of Los Angeles.

3.12.4.2 Population

Communities within the Project Study Area vary in terms of population density. Areas with a higher population density generally demonstrate a need for expanded transit service. Table 3.12-3 presents the 2019 population for Los Angeles County, City of Los Angeles, and the portions of the communities that are within the Project Study Area. Within the Project Study Area, Bel Air and the Sawtelle VA have the lowest population density, while North Hollywood and Panorama City have the highest population density. The portions of Bel Air, Beverly Crest, and Sawtelle VA that are within the Project Study Area have population densities that are lower than Los Angeles County and the City of Los Angeles. All other

communities within the Project Study Area have population densities that are higher than Los Angeles County.

Table 3.12-3. Population by Community (2019)

Community ^a	Total Population	Population Density (persons per acre)
Los Angeles County	10,081,570	3.3
City of Los Angeles	3,966,936	13.1
North Hills	26,897	21.7
Panorama City	57,571	26.8
Sun Valley	10,327	9.6
Lake Balboa	9,583	8.5
Van Nuys	129,380	22.1
North Hollywood	8,589	27.1
Encino	25,710	3.8
North Sherman Oaks	28,827	15.2
Sherman Oaks	34,853	11.5
Brentwood	30,285	5.1
Bel Air	7,083	1.7
Beverly Crest	4,182	2.2
Westwood	55,858	23.5
Sawtelle VA	1,101	1.8
West Los Angeles	57,368	20.0
City of Santa Monica	25,326	14.5
Mar Vista	15,163	16.1
Palms	9,612	22.8

Source: HTA, 2024; U.S. Census Bureau, 2020

^aData is provided for portions of the communities that are within the Project Study Area, except for Los Angeles County and the City of Los Angeles, which is presented for the whole jurisdiction.

3.12.4.3 Housing

Table 3.12-4 presents the number of households and average household size in 2019 for Los Angeles County, the City of Los Angeles, and the portions of the communities that are within the Project Study Area. Within the Project Study Area, the average household size in North Hills, Panorama City, Sun Valley, Lake Balboa, North Hollywood, and the Sawtelle VA community is greater than Los Angeles County. The average household size in the Van Nuys portion of the Project Study Area is similar to Los Angeles County. The portions of Encino, North Sherman Oaks, Sherman Oaks, Brentwood, Bel Air, Beverly Crest, Westwood, West Los Angeles, the City of Santa Monica, Mar Vista, and Palms that are within the Project Study Area have average household sizes that are smaller than Los Angeles County. Sun Valley has the largest average household size, while Palms has the smallest average household size in the Project Study Area.

Table 3.12-4. Households in the Study Area (2021)

Community ^a	Households	Average Household Size (persons per household)	Average Household Size for Owner Occupied Housing Units (persons per household)	Average Household Size for Renter Occupied Housing Units (persons per household)
Los Angeles County	3,316,795	3.0	3.1	3.0
City of Los Angeles	1,383,869	2.8	3.0	2.7
North Hills	6,954	3.8	3.6	3.8
Panorama City	15,783	3.6	3.5	3.2
Sun Valley	2,562	4.1	3.8	3.5
Lake Balboa	3,095	3.4	2.3	3.5
Van Nuys	43,229	3.0	3.1	2.9
North Hollywood	2,712	3.1	3.3	2.9
Encino	9,590	2.7	2.8	2.8
North Sherman Oaks	13,225	2.2	2.4	2.0
Sherman Oaks	16,052	2.2	2.3	2.1
Brentwood	14,204	2.2	2.3	2.1
Bel Air	2,897	2.4	2.4	2.2
Beverly Crest	1,603	2.6	2.5	2.7
Westwood	18,349	2.2	1.7	1.9
Sawtelle VA	48	3.1	0.0	5.1
West Los Angeles	26,363	2.2	2.3	2.0
City of Santa Monica	10,934	2.3	2.4	2.1
Mar Vista	6,483	2.3	2.5	2.1
Palms	4,570	2.1	2.4	2.1

Source: U.S. Census Bureau, 2021

^aData is provided for portions of the communities that are within the Project Study Area, except for Los Angeles County and the City of Los Angeles that is presented for the whole jurisdiction.

Table 3.12-5 presents the number of housing units that are owner and renter occupied, as well as vacancy rates, in 2019 for Los Angeles County, the City of Los Angeles, and the portions of the communities that are within the Project Study Area. Within the Project Study Area, North Hills, Panorama City, Lake Balboa, Van Nuys, North Hollywood, North Sherman Oaks, Sherman Oaks, Brentwood, Westwood, Sawtelle VA, West Los Angeles, the City of Santa Monica, Mar Vista, and Palms have a higher percentage of housing units that are renter occupied, while Sun Valley, Encino, Bel Air, and Beverly Crest have a higher percentage of housing units that are owner occupied. Compared to other communities in the Project Study Area, Bel Air and Beverly Crest has the highest percentage of owner-occupied housing units and lowest percentage of renter-occupied housing units, while Lake Balboa and Van Nuys has the lowest percentage of owner-occupied housing units and highest percentage of renter-occupied housing units.

Table 3.12-5. Housing Units in the Project Study Area (2019)

Community ^a	Total Housing Units	Owner-Occupied Housing Units ^b (percent)	Renter-Occupied Housing Units ^b (percent)	Vacant Housing Units (percent)
Los Angeles County	3,542,800	45.8	54.2	6.4
City of Los Angeles	1,493,108	36.8	63.2	7.3
North Hills	7,074	36.5	63.5	1.7
Panorama City	16,352	34.0	66.0	3.5
Sun Valley	2,597	66.3	33.7	1.3
Lake Balboa	3,247	22.2	77.8	4.7
Van Nuys	45,088	26.3	73.7	4.1
North Hollywood	2,815	29.1	70.9	3.7
Encino	10,086	70.3	29.7	4.9
North Sherman Oaks	14,259	37.8	62.2	7.3
Sherman Oaks	17,467	39.5	60.5	8.1
Brentwood	15,477	46.2	53.8	8.2
Bel Air	3,453	82.6	17.4	16.1
Beverly Crest	1,903	82.0	18.0	15.8
Westwood	21,549	32.1	67.9	14.8
Sawtelle VA	69	35.4	64.6	30.4
West Los Angeles	28,106	33.7	66.3	6.2
City of Santa Monica	11,848	36.3	63.7	7.7
Mar Vista	6,861	43.4	56.6	5.5
Palms	5,039	26.8	73.2	9.3

Source: U.S. Census Bureau, 2020

^aData is provided for portions of the communities that are within the Project Study Area, except for Los Angeles County and the City of Los Angeles that is presented for the whole jurisdiction.

^bPercentage may not add up to 100 due to rounding.

According to the 2021-2029 Housing Element, new housing construction anticipated through implementation of all of the Housing Element programs is projected to amount to approximately 310,000 new housing units within the City of Los Angeles (DCP, 2021). The City estimates that, under current assumptions, it will likely be unable to meet its total RHNA targets for new construction. However, the Housing Element is projecting a significant increase in housing production at all income ranges compared to prior cycles, due in part to the various housing programs currently being implemented by the City of Los Angeles.

According to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025c), a total of 346 planned and on-going developments are located within the Project Study Area, of which 335 are located within existing SCAG PDAs, which is consistent with the growth strategies and policies of the 2024-2050 RTP/SCS. If fully built out, the planned and on-going developments would construct over 23,100 new housing units within the Project Study Area. Attachment 1 of the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025c) further discusses the details of planned and on-going developments within the Project Study Area.

The 2025 wildfires are anticipated to affect housing stock in the region. In particular, the Palisades Fire, which occurred west of the Project Study Area, destroyed approximately 5,500 homes, and the Eaton Fire, which occurred approximately 16 miles east of the Project Study Area, destroyed approximately

6,100 homes (Greene, Kambhampti, Shalby, and Haggerty, 2025). As result, it is likely that the housing supply in the region will be affected while homes in the affected areas are rebuilt.

3.12.4.4 Population, Housing, and Employment Growth

Table 3.12-6 compares historic annual growth from the year 2016 to 2021 with forecasted annual growth from the year 2016 to 2045 for Los Angeles County, the City of Los Angeles, and the affected communities within the No Project Alternative RSA. Based on the U.S. Census Bureau estimates for 2016 and 2021, including OntheMap data, the No Project Alternative RSA historically experienced annual housing and employment growth and annual population decline (U.S. Census Bureau, 2017, 2022a, 2022b). This general pattern of declining populations paired with increasing housing availability and employment opportunities across most of the affected communities reflects the broader regional trend of declining population numbers, increasing housing availability, and increasing employment opportunities. These inconsistencies may be indicative of either a redistribution of growth throughout the region or outward migration patterns resulting from the 2020 COVID-19 pandemic. In the first year of the pandemic, the population of Los Angeles County declined by 160,000, more than any other county in the nation (LA Times, 2022).

In contrast to historic growth patterns, SCAG forecast data projects annual population, housing, and employment growth. Notably, housing growth is expected to match or exceed population and employment growth, which may indicate that housing growth patterns would adjust to match projected population and employment trends. The growth scenario forecast shown in the SCAG 2024-2050 RTP/SCS prioritizes growth in SCAG PDAs and is controlled to not exceed the maximum density of local general plans. The SCAG-derived forecast assumes that all proposed transit capital projects in the SCAG 2024-2050 RTP/SCS (SCAG, 2024a), including the Project, would be fully built out by Horizon Year 2045 and does not include different scenarios with or without a given project.

Table 3.12-6. Population, Housing, and Employment Growth in the Project Study Area

Jurisdiction/Affected Community	2016-2021 Annual Growth Within RSA (%)			2016 – 2045 Annual Growth within RSA ^a (%)		
	Population	Housing	Employment	Population	Housing	Employment
<i>Los Angeles County^b</i>						
Los Angeles County	-0.07	+0.50	-0.53	+0.26	+0.74	+0.31
<i>City of Los Angeles^b</i>						
City of Los Angeles	-1.69	-0.80	+0.33	+0.36	+0.99	+0.35
<i>City of Los Angeles Affected Communities^b</i>						
Bel Air	-3.50	-1.37	-3.67	+0.16	+0.71	+0.22
Beverly Crest	-0.49	-1.02	+1.05	-0.04	+0.47	+0.30
Brentwood	+0.38	+0.15	-3.71	-0.22	+0.20	+0.03
Encino	+1.88	+0.63	+0.03	+0.26	+0.83	+0.13
Lake Balboa	+3.49	+1.56	+0.30	+0.11	+0.72	+0.30
Mar Vista	-0.75	+0.24	-8.91	+0.35	+0.82	+0.31
North Hills	+0.82	+0.81	-2.30	+0.06	+0.78	+0.26
North Hollywood	-0.69	+1.36	+1.81	+0.13	+0.81	+0.05
North Sherman Oaks	-0.95	+0.11	-1.49	+0.53	+0.98	+0.25
Palms	-1.80	+0.07	+2.80	+1.07	+1.65	+0.07
Panorama City	-1.24	+0.81	+0.41	+0.00	+0.72	+0.29
Sawtelle VA	+1.16	+3.43	+1.52	+0.25	+0.60	+0.07
Sherman Oaks	-0.28	+0.69	+0.15	+0.25	+0.67	+0.25
Sun Valley	-4.27	+0.13	-5.60	+0.12	+0.86	+0.22

Jurisdiction/Affected Community	2016-2021 Annual Growth Within RSA (%)			2016 – 2045 Annual Growth within RSA ^a (%)		
	Population	Housing	Employment	Population	Housing	Employment
Van Nuys	-0.18	+0.84	-0.62	+0.26	+0.91	+0.34
West Los Angeles	-1.85	-0.17	+3.83	+0.63	+1.05	+0.30
Westwood	+0.06	+0.47	+5.01	+0.68	+1.22	+0.23
UCLA Campus ^c	+3.76	-1.84	+8.07	+0.50	+1.75	+0.12
<i>City of Santa Monica^b</i>						
City of Santa Monica	-0.10	+0.53	-0.60	+0.47	+0.90	0.00
Total^b	-0.43	+0.44	+1.22	+0.32	+0.88	+0.21

Source: U.S. Census Bureau, 2017, 2022a, 2022b; SCAG, 2024b

^aThe No Project Alternative Resource Study Area refers to Transportation Analysis Zones whose centroids would lie within the Project Study Area.

^bData at the Los Angeles County and City of Los Angeles jurisdictional level is provided for regional comparison. The total summarizes the affected communities of the City of Los Angeles and the City of Santa Monica and does not include the Los Angeles County or City of Los Angeles jurisdiction level data.

^cThe UCLA Campus would be entirely within the affected community of Westwood. The data for Westwood is therefore inclusive of the data for the UCLA Campus.

RSA = Resource Study Area

The projected regional development pattern for the 2024-2050 RTP/SCS reflects growth management policies and strategies, including directing and incentivizing growth within SCAG PDAs to achieve more compact forms of regional development. Although SCAG PDAs identified in the 2024-2050 RTP/SCS account for only 8.2 percent of the SCAG region’s total land area, with implementation of SCAG’s recommended growth strategies, SCAG PDAs are anticipated to accommodate 66 percent of projected household growth and 54 percent of projected employment growth between 2024 and 2050. Thus, SCAG PDAs are places where compact development accessible to high-quality transit services can be actualized (SCAG, 2024a).

3.12.4.5 Project Study Area Land Uses

The Project Study Area consists of a variety of urban land uses, including commercial uses (offices and retail), industrial uses, residential uses (single- and multi-family), parks and recreational facilities, institutional facilities, and public facilities. The Project Study Area also has several vacant parcels in the commercial and residential areas, as well as undeveloped open space areas. Undeveloped open space areas are generally located in the Brentwood, Bel Air, and Beverly Crest communities, as well as the southern portions of the Sherman Oaks and Encino communities.

Land use adjacent to the Sepulveda Boulevard corridor at the northern end of the Project Study Area (along the existing Southern Pacific right-of-way) is primarily industrial. A mix of large-, medium-, and small-scale industrial uses are located in this area. From the rail right-of-way (ROW) to Valley Vista Boulevard, land uses consist of either industrial, commercial (mostly retail with some offices and other commercial-related uses), and single-family and multi-family residential uses. A few public facilities and institutional uses are also located in this area. Sepulveda Basin is located west of the project corridor (west of Interstate 405 [I-405]). Between Valley Vista Boulevard and Sunset Boulevard, land uses consist of primarily single-family residential uses and undeveloped hillsides. Some institutional uses are also located in this area. From Sunset Boulevard to the southern terminus, land uses include a mix of single-family and multi-family residential uses, commercial uses (offices and retail), small-scale industrial uses,

institutional uses (such as the UCLA, the Veterans Affairs campus, the Los Angeles National Cemetery, and medical facilities), and recreational facilities.

3.12.5 Environmental Impacts

3.12.5.1 Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Under the No Project Alternative, the Project would not be developed and new rail transit stops would not be developed in the Project Study Area as planned in the 2024-2050 RTP/SCS (SCAG, 2024a). There are already SCAG PDAs planned throughout the Project Study Area, and the absence of the Project would not change the growth management strategies of SCAG or the City of Los Angeles; however, the planned development and associated growth would not be supported by the improved mobility afforded by the Project. Under the No Project Alternative, the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761 which would involve connections to existing rail transit stations such as the Van Nuys Metrolink/Amtrak Station and the Metro E Line Expo/Sepulveda Station and would not provide any indirect growth incentives such as TOD. Therefore, operations of the No Project Alternative would result in less than significant impacts related to substantial unplanned population growth.

Construction Impact

The rerouting of Metro Line 761 would potentially require construction of new bus stops which would entail limited construction activities and workers. The required construction personnel for such activities could potentially be accommodated by existing Metro staff such that there would be no potential influx of new construction workers to implement the rerouting of Metro Line 761. Thus, construction of the No Project Alternative Study would result in less than significant impacts related to substantial unplanned population growth.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

The Project is a transit infrastructure project proposed to serve projected population, housing, and employment growth within the Project Study Area and SCAG region and to accommodate the existing and future transportation needs of the area. Alternative 1 would not construct any new housing units and, therefore, would not generate direct population growth within the RSA. Instead, Alternative 1 is

anticipated to accommodate planned growth in the Project Study Area. Consistent with the 2024-2050 RTP/SCS goals to build and maintain an integrated multimodal transportation network, Alternative 1 would result in greater levels of access to and capacity of the transit and transportation network within the Project Study Area. As a result, there is potential for growth to result indirectly from Alternative 1, as it would encourage TOD within the proposed station areas. However, except for the proposed Getty Center station area, Alternative 1 proposed station areas would be almost entirely within existing SCAG PDAs, which have already been designated by SCAG for the allocation of denser, more compact development. Any development within the proposed station areas would be in areas already designated by SCAG for denser, more compact development, with the exception of the proposed Getty Center station area. The proposed Getty Center Station would introduce a major transit stop outside of SCAG PDAs, which could indirectly lead to TOC activities outside of areas designated for compact growth and infill strategies by the 2024-2050 RTP/SCS. However, as stated in the Section 3.10, Land Use and Planning, the proposed Getty Center Station area would be on land zoned for public facilities and single-family residential units. Furthermore, vacant land surrounding the proposed Getty Center Station area is generally considered protected open space. Thus, infill development of these vacant land uses is unlikely due to adherence to existing zoning. Therefore, the proposed Getty Center Station would not foster unplanned economic or population growth in the Alternative 1 RSA. Additionally, the SCAG-derived forecasted population, housing, and employment growth assumes that the Project would be built. Thus, the projected growth for the proposed Alternative 1 station areas is identified in the 2024-2050 RTP/SCS and is not new unplanned growth. Further detail on the growth inducement potential of Alternative 1 is provided in the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025c).

The existing City of Los Angeles TOC Incentive Program and Metro's TOC Policy prioritize the development of TOCs within 0.5 mile of a major transit stop or HQTs. Other regional and local policies encourage TOC planning and development, including the following:

- Intensification of land uses within the proposed station areas and along the corridor
- Development of compact communities around a public transit system
- Alternatives to automobile travel
- Planning for residents, visitors, and employees within the vicinity of the areas

Such future planned densification of land uses is also incorporated into the forecast SCAG growth data and is central to the growth management strategies of the 2024-2050 RTP/SCS. Alternative 1 would be a catalyst to the TOC planning and development, which would help direct projected growth for the affected communities toward the Alternative 1 RSA. Additionally, the Project is included in the list of transportation projects identified in the SCAG 2024-2050 RTP/SCS and Measure M (Metro, 2016), and is thus incorporated into their assumptions for future planning and development in the region.

Thus, Alternative 1 would not result in unplanned growth in the Project Study Area. Rather, Alternative 1 would redirect planned jurisdiction-wide growth to the proposed station areas. SCAG PDAs comprise nearly 89 percent of the Alternative 1 RSA. By developing new transit stations within the SCAG PDAs, Alternative 1 would be consistent with the transit oriented goals and strategies of the SCAG 2024-2050 RTP/SCS, Metro's TOC Policy, the County of Los Angeles Transit Oriented Districts Program, the City of Los Angeles TOC Incentive Program, the City of Santa Monica Transportation Demand Management Ordinance, and Metro's TOC Policy regarding prioritization of TOCs within 0.5 mile of a major transit stop. Thus, operations of Alternative 1 would provide benefits to jurisdictions in the Alternative 1 RSA and in the SCAG region and would result in less than significant impacts related to substantial unplanned population growth.

Construction Impacts

Alternative 1 would result in temporary economic growth through the influx of construction workers to the Alternative 1 Study Area. However, given the strong labor market in the region, these workers would likely be sourced from the local labor pool. Thus, the temporary employment opportunities under Alternative 1 are unlikely to directly foster the construction of permanent housing for workers in the Alternative 1 Study Area. Thus, construction of Alternative 1 would result in less than significant impacts related to substantial unplanned population growth.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 3 would have the same direct growth inducement potential as Alternative 1 as it would not construct any new housing units and indirect growth potential would be the same where the alternatives share stations. Under Alternative 3, the UCLA Gateway Plaza Station would be a new monorail transit (MRT) station but would have no potential to indirectly influence growth on the UCLA campus because development on the campus is dictated by the *Student Housing Master Plan 2016-2026* (UCLA, 2016) and *UCLA Long Range Development Plan* (UCLA, 2018).

As with all other alternatives, Alternative 3 would indirectly support opportunities for TOC development within the affected communities by directing SCAG-derived projected growth for the affected communities toward the Alternative 3 RSA. However, except for the proposed Getty Center Station area, where vacant land uses are considered protected open space, infill development is unlikely due to existing zoning. Therefore, the projected growth within the Alternative 3 RSA would be located within areas already identified in the SCAG 2024-2050 RTP/SCS for the allocation of denser, more compact development and would not constitute new unplanned growth. Alternative 3 would not result in growth inducing impacts or unplanned growth beyond growth already anticipated in the regional plans and projections for the SCAG region, or in local land use and community plans. Additionally, the SCAG-derived forecasted population, housing, and employment growth assumes that the Project would be built. Thus, operations of Alternative 3 would provide benefits to jurisdictions in the Alternative 3 RSA and in the SCAG region and would result in less than significant impacts related to unplanned population, housing, and employment growth.

The Operational Impact section of Alternative 1 presents the details regarding compliance with the growth planning strategies of the SCAG 2024-2050 RTP/SCS, the County of Los Angeles Transit Oriented Districts Program, the City of Los Angeles TOC Incentive Program, the City of Satna Monica Transportation Demand Management Ordinance, and Metro's TOC Policy regarding prioritization of TOCs within 0.5 mile of a major transit stop. Alternative 3 would result in less than significant impacts related to substantial unplanned population growth.

Construction Impacts

Construction of Alternative 3 would result in temporary environmental impacts within the Alternative 3 RSA due to construction staging areas, equipment, and vehicular trips to and from construction sites. Alternative 3 would result in temporary economic growth through the influx of construction workers to the Alternative 3 RSA. However, given the strong labor market in the region, these workers would likely

be sourced from the local labor pool. Thus, the temporary employment opportunities under Alternative 3 are unlikely to directly foster the construction of permanent housing for workers in the Alternative 3 RSA. Thus, construction of Alternative 3 would result in less than significant impacts related to unplanned economic or population growth.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the Project Study Area and SCAG region and to accommodate the existing and future transportation needs of the area. Alternative 4 would not construct any new housing units and, therefore, would not generate direct population growth within the RSA. Instead, Alternative 4 is anticipated to accommodate planned growth for the affected communities and potentially redirect growth to the Alternative 4 RSA.

As with all other alternatives, Alternative 4 would indirectly support opportunities for TOC development within the affected communities by directing SCAG-derived projected growth for the affected communities toward the Alternative 4 RSA. However, the Alternative 4 stations would be almost entirely within existing SCAG PDAs. Therefore, the projected growth within the Alternative 4 RSA would be located within areas already identified in the SCAG 2024-2050 RTP/SCS for the allocation of denser, more compact development and would not constitute new unplanned growth. Alternative 4 would not result in growth inducing impacts or unplanned growth beyond growth already anticipated in the regional plans and projections for the SCAG region, or in local land use and community plans. Additionally, the SCAG-derived forecasted population, housing, and employment growth assumes that the Project would be built. Thus, operations of Alternative 4 would provide benefits to jurisdictions in the Alternative 4 RSA and in the SCAG region and would result in less than significant impacts related to unplanned population, housing, and employment growth.

The Operational Impact section of Alternative 1 presents the details regarding compliance with the growth planning strategies of the SCAG 2024-2050 RTP/SCS, the County of Los Angeles Transit Oriented Districts Program, the City of Los Angeles TOC Incentive Program, the City of Satna Monica Transportation Demand Management Ordinance, and Metro's TOC Policy regarding prioritization of TOCs within 0.5 mile of a major transit stop. Alternative 4 would result in less than significant impacts related to substantial unplanned population growth.

Construction Impacts

Construction of Alternative 4 would result in temporary environmental impacts within the Alternative 4 RSA due to construction staging areas, equipment, and vehicular trips to and from construction sites. Alternative 4 would result in temporary economic growth through the influx of construction workers to the Alternative 4 RSA. However, given the strong labor market in the region, these workers would likely be sourced from the local labor pool. Thus, the temporary employment opportunities under Alternative 4 are unlikely to directly foster the construction of permanent housing for workers in the Alternative 4 RSA. Thus, construction of Alternative 4 would result in less than significant impacts related to unplanned economic or population growth.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 5 would have the same direct growth inducement potential as Alternative 4 as it would not construct any new housing units and indirect growth potential would be the same as Alternatives 4 and 5 propose the same station locations.

As with all other alternatives, Alternative 5 would indirectly support opportunities for TOC development within the affected communities by directing SCAG-derived projected growth for the affected communities toward the Alternative 5 RSA. However, the Alternative 5 RSA would be almost entirely within SCAG PDAs. Therefore, the projected growth within the Alternative 5 RSA would be located within areas already identified in the SCAG 2024-2050 RTP/SCS for the allocation of denser, more compact development and would not constitute new unplanned growth. Alternative 5 would not result in growth inducing impacts or unplanned growth beyond growth already anticipated in the regional plans and projections for the SCAG region, or in local land use and community plans. Additionally, the SCAG-derived forecasted population, housing, and employment growth assumes that the Project would be built. Thus, operations of Alternative 5 would provide benefits to jurisdictions in the Alternative 5 RSA and in the SCAG region and would result in less than significant impacts related to unplanned population, housing, and employment growth.

The Operational Impact section of Alternative 1 presents the details regarding compliance with the growth planning strategies of the SCAG 2024-2050 RTP/SCS, the County of Los Angeles Transit Oriented Districts Program, the City of Los Angeles TOC Incentive Program, the City of Santa Monica Transportation Demand Management Ordinance, and Metro's TOC Policy regarding prioritization of TOCs within 0.5 mile of a major transit stop. Alternative 5 would result in less than significant impacts related to substantial unplanned population growth.

Construction Impacts

Construction of Alternative 5 would result in temporary environmental impacts within the Alternative 5 RSA due to construction staging areas, equipment, and vehicular trips to and from construction sites. Alternative 5 would result in temporary economic growth through the influx of construction workers to the Alternative 5 RSA. However, given the strong labor market in the region, these workers would likely be sourced from the local labor pool. Thus, the temporary employment opportunities under Alternative 4 are unlikely to directly foster the construction of permanent housing for workers in the Alternative 4 RSA. Thus, construction of Alternative 5 would result in less than significant impacts related to unplanned economic or population growth.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the Project Study Area and SCAG region and to accommodate the existing and future transportation needs of the area. Alternative 6 would not construct any new housing units and, therefore, would not generate direct population growth within the RSA.

As with all other alternatives, Alternative 6 would indirectly support opportunities for TOC development within the affected communities by directing SCAG-derived projected growth for the affected communities toward the Alternative 6 RSA. However, the Alternative 6 RSA would be almost entirely within SCAG PDAs. Therefore, the projected growth within the Alternative 6 RSA would be located within areas already identified in the SCAG 2024-2050 RTP/SCS for the allocation of denser, more compact development and would not constitute new unplanned growth. Alternative 6 would not result in growth inducing impacts or unplanned growth beyond growth already anticipated in the regional plans and projections for the SCAG region, or in local land use and community plans. Additionally, the SCAG-derived forecasted population, housing, and employment growth assumes that the Project would be built. Thus, operations of Alternative 6 would provide benefits to jurisdictions in the Alternative 6 RSA and in the SCAG region and would result in less than significant impacts related to unplanned population, housing, and employment growth.

The Operational Impact section of Alternative 1 in Chapter 3 presents the details regarding compliance with the growth planning strategies of the SCAG 2024-2050 RTP/SCS, the County of Los Angeles Transit Oriented Districts Program, the City of Los Angeles TOC Incentive Program, the City of Santa Monica Transportation Demand Management Ordinance, and Metro's TOC Policy regarding prioritization of TOCs within 0.5 mile of a major transit stop. Alternative 6 would result in less than significant impacts related to substantial unplanned population growth.

Construction Impacts

Construction of Alternative 6 would result in temporary environmental impacts within the Alternative 6 Study Area due to construction staging areas, equipment, and vehicular trips to and from construction sites. Alternative 6 would result in temporary economic growth through the influx of construction workers to the Alternative 6 Study Area. However, given the strong labor market in the region, these workers would likely be sourced from the local labor pool. Thus, the temporary employment opportunities under Alternative 6 are unlikely to directly foster the construction of permanent housing for workers in the Alternative 6 Study Area. Thus, construction of Alternative 6 would result in less than significant impacts related to unplanned economic or population growth.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Construction and Operational Impacts

The MSF Base Design would be an integral part of the infrastructure for Alternative 1 or Alternative 3 and would support the maintenance, operations, and storage activities for Alternative 1 or Alternative 3. Construction of the MSF Base Design would not construct any new housing units, and therefore the MSF

Base Design would not directly generate new or unplanned population and housing growth. The MSF Base Design would create permanent employment opportunities for between 260 and 350 persons in the Alternative 1 or Alternative 3 Study Area, which could result in nominal employment growth. It is anticipated that such employment opportunities would be filled by workers who live within the region. Potential employment resulting from the MSF Base Design would not exceed SCAG forecasted projections for the Alternative 1 or Alternative 3 Study Area. Thus, construction and operation of the MSF Base Design would result in less than significant impacts related to unplanned economic or population growth.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Construction and Operational Impacts

Similar to the MSF Base Design, as a component of Alternative 1 or Alternative 3, the MSF Design Option 1 would support the mobility goals of the 2020-2045 RTP/SCS (SCAG, 2020a, 2020b). Construction of the MSF Design Option 1 would not construct any new housing units, and therefore would not generate new or unplanned population and housing growth. As with the MSF Base Design, the MSF Design Option 1 would similarly create employment opportunities for between 260 and 350 persons in the Alternative 3 Study Area. Any nominal employment growth that could occur would be filled by workers who live within the region. Potential employment resulting from the MSF Design Option 1 would not exceed SCAG forecasted projections for the Alternative 1 or Alternative 3 Study Area. Thus, construction and operation of the MSF Design Option 1 would result in less than significant impacts related to unplanned economic or population growth.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Construction and Operational Impacts

Similar to the MSF Base Design, the electric bus MSF would be an integral part of the infrastructure and operations for Alternative 1. The electric bus MSF is not anticipated to generate population and housing growth, however nominal employment growth of approximately 70 persons is anticipated. Any nominal employment growth that could occur would be filled by workers who live within the region. The electric bus MSF would not generate employment growth that would exceed SCAG forecasted projections for the Alternative 1 Study Area. Thus, construction and operation of the electric bus MSF would result in less than significant impacts related to unplanned economic or population growth.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Construction and Operational Impacts

The MSF would be an integral part of the infrastructure for Alternative 4 or Alternative 5 and would support the maintenance, operations, and storage activities for Alternative 4 or Alternative 5. The MSF site would improve the regional transportation system and support the 2020-2045 RTP/SCS mobility goals by providing a reliable, alternative mode of transportation to the region. Construction of the MSF would not construct any new housing units, and therefore the MSF Base Design would not generate new or unplanned population and housing growth. However, the MSF would create employment opportunities for between 260 and 350 persons in the Alternative 4 or Alternative 5 RSA, which could result in nominal employment growth. However, employment opportunities would primarily be filled by workers who live within the region. Potential employment resulting from the MSF would not exceed SCAG forecasted projections for the Alternative 4 or Alternative 5 RSA. Thus, construction and operation of the MSF would result in less than significant impacts related to unplanned economic or population growth.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Construction and Operational Impacts

The MSF would be an integral part of the infrastructure for Alternative 6 and would support the maintenance, operations, and storage activities for Alternative 6. The MSF site would improve the regional transportation system and support the 2020-2045 RTP/SCS mobility goals by providing a reliable, alternative mode of transportation to the region (SCAG, 2020a, 2020b). Construction of the MSF would not construct any new housing units, and therefore the MSF would not generate new or unplanned population and housing growth. However, the MSF Base Design would create employment opportunities for between 260 and 350 persons in the Alternative 6 Study Area, which could result in nominal employment growth. However, employment opportunities would primarily consist of existing Metro employees who live within the region. Potential employment resulting from the MSF would not exceed SCAG forecasted projections for the Alternative 6 Study Area. Thus, construction and operation of the MSF would result in less than significant impacts related to unplanned economic or population growth.

3.12.5.2 Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Project Alternatives

This section identifies displacements that could occur from the Sepulveda Transit Corridor Project. The *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025b) provides additional information, including lists and mapping of parcels identified for acquisition according to the proposed alternative and a description of those parcels. Table 3.12-7 provides a summary of the potential businesses and housing units identified for displacement and relocation from each alternative. This summary includes acquisitions associated with each MSF.

Table 3.12-7 Summary of Potential Displacements by Alternative

Land Use		Alternative 1 ^a	Alternative 3 ^b	Alternative 4	Alternative 5	Alternative 6
Commercial	Parcels	14	14	19	26	41
	Units	14	14	97	86	44
Industrial	Parcels	10	10	11	11	2
	Units	9	8	12	19	1
Institutional/Public Facilities	Parcels	2	2	1	1	1
	Units	2	2	1	1	1
Vacant/Undeveloped	Parcels	2	1	1	1	10
	Units	0	0	0	0	0
Mixed Use	Parcels	0	0	1	1	1
	Units	0	0	2 businesses 34 residential units	2 businesses 34 residential units	2 businesses 3 residential units
Multi-Family Residential	Parcels	0	0	3	0	1
	Units	0	0	168	0	124
Single-Family Residential	Parcels	1	1	9	0	0
	Units	1	1	10	0	0
Total Parcels		28	27	45	40	55
Total Residential Units		1	1	212	34	127
Total Business Units		23	22	111	107	46

Source: HTA, 2024

^aIncludes the MSF Base Design and Electric Bus MSF. The parcels that would be used for MSF Design Option 1 would be acquired for the Alternative 1 or Alternative 3 alignment and are therefore also included.

^bIncludes the MSF Base Design. The parcels that would be used for MSF Design Option 1 would be acquired for the Alternative 1 or Alternative 3 alignment and are therefore also included.

Property displacements are determined by evaluating the extent to which each alternative would affect existing properties and identifying those properties where the current use would not be possible if an alternative is constructed. Elements associated with this evaluation include direct effects on structures, assessment of property-specific elements (i.e., available parking, access to and traffic circulation within the property, and other aspects specific to the type of business affected), and components that may disrupt a business' ability to conduct its primary function after implementation of an alternative.

The Project Study Area is urbanized with a number of existing buildings for sale or lease. According to CBRE Research, as of the 4th quarter of 2024 there was approximately 2.5 million square feet of industrial space (building square footage ranging from 10,000 to 100,000 square feet) available in the East San Fernando Valley market with an overall vacancy rate of 2.1 percent (CBRE, 2025a). Retail space availability in the 3rd quarter of 2024 was approximately 8.7 percent for the Westside market and 4.7 percent for the San Fernando Valley market (CBRE, 2024). Office space vacancy and availability is high throughout Los Angeles County which had a 24.4 percent vacancy rate as of the 4th quarter of 2024 (CBRE, 2025b). Given the availability of existing buildings/structures and non-residential properties, it is expected that most of the non-residential uses that would be displaced as a result of any of the alternatives would relocate to existing commercial and industrial buildings and/or other non-residential properties in the surrounding area. It is not anticipated that construction of a substantial amount of new commercial or industrial development that could result in substantial adverse impacts to the environment would occur. Therefore, substantial adverse impacts related to permanent acquisitions and displacements of commercial and industrial uses are not anticipated.

No Project Alternative**Impact Statement****Operational Impact: Less than Significant****Construction Impact: Less than Significant*****Operational Impacts***

Under the No Project Alternative, the Project would not be developed, so the displacements caused by the Project would not occur. Changes to Metro Line 761 operations would have no potential to displace people or housing as any physical improvements would be placed within the public ROW and would not require acquisition of any property. The 2045 without Project scenario includes forecasted regional population, housing, and growth estimates, which are calculated based growth-related policies and strategies, transportation and highway projects identified in the SCAG 2020-2045 RTP/SCS (SCAG, 2020a, 2020b), Metro's 2020 LRTP (Metro, 2020b), the 2023 FTIP (SCAG, 2022), and Measure M (Metro, 2016), as well as residential, commercial, and other infrastructure projects. Projects included in the SCAG 2020-2045 RTP/SCS, Metro's 2020 LRTP, the 2023 FTIP, and Measure M could result in residential displacements, but the 2045 without Project scenario would also include anticipated construction of new housing units consistent with SCAG projections. Therefore, the No Project Alternative would result in less than significant impacts related to the displacement of people, housing, or businesses.

Construction Impact

Under the No Project Alternative, the Project would not be constructed. Changes to Metro Line 761 operations would have no potential to displace people or housing as any physical improvements would be constructed within the public ROW. Therefore, the No Project Alternative would result in less than significant impacts related to the displacement of people or housing.

Alternative 1**Impact Statement****Operational Impact: Less than Significant****Construction Impact: Less than Significant*****Operational Impacts***

Alternative 1 would result in the permanent full acquisition of 24 commercial or industrial properties and the displacement of 23 businesses. As discussed in Section 3.12.5.2 under Project Alternatives there is ample available non-residential real estate that would accommodate potentially displaced businesses such that development of new commercial or industrial development would not be required. Therefore, substantial adverse impacts related to the construction of replacement commercial or industrial development would not occur.

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025b) and summarized in Table 3.12-7, Alternative 1 would result in permanent full acquisition of one single-family residential parcel containing a single residence. Approximately one single-family residential unit would be permanently displaced. No multi-family residential units would be displaced. Based on an average household size of 3.0 persons per owner-occupied household in the City of Los Angeles, approximately three people would be permanently displaced as a result of Alternative 1. Residents of properties that would be fully acquired by Metro would need to be relocated. Residents of parcels affected by partial acquisitions may make a case that the remainder property is no longer

compatible with their intended use and may choose to relocate. Alternative 1 would require sliver acquisitions along the property lines of four multi-family residential properties and one single-family residential property; however, due to the nature of these acquisitions it is not anticipated that any partial acquisitions would result in incompatible uses that would cause residents to relocate.

Metro would provide relocation assistance and compensation for displaced residences as required by the Uniform Act and CRA. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts. As discussed in Section 3.12.4.2, current developments in the Project Study Area are anticipated to construct over 23,100 new housing units. Furthermore, various State, regional, and local policies and programs such as the 2024 Legislative Housing Package and the City's 2021-2029 Housing Element are aimed at increasing available housing stock to address the State's housing shortage. Working towards the RHNA target of 456,643 new housing units, the City of Los Angeles anticipates construction of 310,000 new housing units between 2021 and 2029. As such, given current and projected future housing availability, it is anticipated that the approximately three displaced residents would have adequate and comparable replacement housing available to them if they proceed with Metro relocation assistance. The 2025 wildfires may affect the short-term availability of replacement housing as it is anticipated that there will be increased demand for housing in the region while homes in the affected areas are rebuilt. Despite this increase in demand, there would still be adequate and comparable replacement housing available to displaced residents considering that the right of way acquisitions for the Project would take place over multiple years of project development. Therefore, in full compliance with the Uniform Act, CRA, Metro's relocation policies and procedures, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

Construction Impact

Construction of Alternative 1 would involve site preparation and demolition of structures; utility relocation; construction of the MRT alignment, stations, MSF, TPSS, auxiliary facilities, and parking facilities; street widening; and street and sidewalk reconstruction. Some parcels that would be permanently acquired for the operations of Alternative 1 would also be used for construction purposes, such as for construction access, staging, and laydown. Temporary construction easements (TCEs) would be required for two multi-family residential parcels that would be used for construction activities and not needed for long-term project operations. These TCEs would only occupy portions of the affected residential properties as required to support construction vehicle access and would not substantially interfere with the habitability of the impacted residential properties. Therefore, construction activities associated with Alternative 1 would not result in the temporary displacement of any residential dwelling units. Therefore, no impacts related to the displacement of residential units and residents that would necessitate the construction of replacement units would occur as a result of construction.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 3 would result in the permanent full acquisition of 25 commercial or industrial properties and the displacement of 25 businesses. As discussed in Section 3.12.5.2 under Project Alternatives there is ample available non-residential real estate that would accommodate potentially displaced businesses

such that development of new commercial or industrial development would not be required. Therefore, substantial adverse impacts related to the construction of replacement commercial or industrial development would not occur.

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025b) and summarized in Table 3.12-7, Alternative 3 would result in permanent full acquisition of one single-family residential parcel containing a single residence. Approximately one single-family residential unit would be permanently displaced. No multi-family residential units would be displaced. Based on an average household size of 3.0 persons per household in the City of Los Angeles, approximately three people would be permanently displaced as a result of Alternative 3. Residents of properties that would be fully acquired by Metro would need to be relocated. Residents of parcels affected by partial acquisitions may make a case that the remainder property is no longer compatible with their intended use and may choose to relocate. Alternative 3 would require sliver acquisitions along the property lines of four multi-family residential properties and one single-family residential property; however, due to the nature of these acquisitions it is not anticipated that any partial acquisitions would result in incompatible uses that would cause residents to relocate.

Metro would provide relocation assistance and compensation for displaced residences as required by the Uniform Act and CRA. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts. As discussed in Section 3.12.4.2, current developments in the Project Study Area are anticipated to construct over 23,100 new housing units. Furthermore, various State, regional, and local policies and programs such as the 2024 Legislative Housing Package and the City's 2021-2029 Housing Element are aimed at increasing available housing stock to address the State's housing shortage. Working towards the RHNA target of 456,643 new housing units, the City of Los Angeles anticipates construction of 310,000 new housing units between 2021 and 2029. As such, given current and projected future housing availability, it is anticipated that the approximately three displaced residents would have adequate and comparable replacement housing available to them if they proceed with Metro relocation assistance. The 2025 wildfires may affect the short-term availability of replacement housing as it is anticipated that there will be increased demand for housing in the region while homes in the affected areas are rebuilt. Despite this increase in demand, there would still be adequate and comparable replacement housing available to displaced residents considering that the right of way acquisitions for the Project would take place over multiple years of project development. Therefore, in full compliance with the Uniform Act, CRA, Metro's relocation policies and procedures, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

Construction Impacts

Construction of Alternative 3 would involve site preparation and demolition of structures; utility relocation; tunneling and cut-and-cover activities; construction of the aerial and underground MRT alignment, stations, MSF, TPSS, auxiliary facilities, and parking facilities; street widening; and street and sidewalk reconstruction. Some parcels that would be permanently acquired for the operations of Alternative 3 would also be used for construction purposes, such as for construction access, staging, and laydown. Temporary construction easements (TCEs) would be required for two multi-family residential parcels that would be used for construction activities and not needed for long-term project operations. These TCEs would only occupy portions of the affected residential properties as required to support construction vehicle access and would not substantially interfere with the habitability of the impacted residential properties. Therefore, construction activities associated with Alternative 3 would not result in the displacement of any residential dwelling units. Therefore, no impacts related to the displacement

of residential units and residents that would necessitate the construction of replacement units would occur as a result of construction.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 4 would result in the permanent full acquisition of 30 commercial or industrial properties and the displacement of 111 businesses. As discussed in Section 3.12.5.2 under Project Alternatives there is ample available non-residential real estate that would accommodate potentially displaced businesses such that development of new commercial or industrial development would not be required. Therefore, substantial adverse impacts related to the construction of replacement commercial or industrial development would not occur.

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025b) and summarized in Table 3.12-7, property acquisitions would occur prior to the construction and operations of Alternative 4. Alternative 4 would require the permanent acquisition of one mixed-use development containing 34 residential units, three multi-family residential parcels and nine single-family residential parcels. A total of approximately 202 multi-family residential units and 10 single-family residential units would be permanently displaced. Based on an average household size of 3.0 persons per household for owner-occupied units and 2.7 persons per household for renter-occupied units in the City of Los Angeles, approximately 575 people would be permanently displaced as a result of Alternative 4. Residents of properties that would be fully acquired by Metro would need to be relocated. Residents of parcels affected by partial acquisitions may make a case that the remainder property is no longer compatible with their intended use and may choose to relocate. Alternative 4 would require sliver acquisitions along the property lines of two multi-family residential properties and four single-family residential properties; however, due to the nature of these acquisitions it is not anticipated that any partial acquisitions would result in incompatible uses that would cause residents to relocate.

Metro would provide relocation assistance and compensation for displaced residences as required by the Uniform Act and CRA. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts. As discussed in Section 3.12.4.1, current developments in the Project Study Area are anticipated to construct over 23,100 new housing units. Furthermore, various State, regional, and local policies and programs such as the 2023 Legislative Housing Package and the City's 2021-2029 Housing Element are aimed at increasing available housing stock to address the State's housing shortage. Working towards the RHNA target of 456,643 new housing units, the City of Los Angeles anticipates construction of 310,000 new housing units between 2021 and 2029. The 2025 wildfires may affect the short-term availability of replacement housing as it is anticipated that there will be increased demand for housing in the region while homes in the affected areas are rebuilt. Despite this increase in demand, there would still be adequate and comparable replacement housing available to displaced residents considering that the right of way acquisitions for the Project would take place over multiple years of project development. Due to the magnitude of anticipated residential relocations associated with Alternative 4, it is anticipated that the relocation process is expected to be implemented over multiple years in a carefully phased manner, thereby minimizing disruptions to the local housing market and providing adequate time for Metro's real estate specialists to work closely with displaced

residents to secure fair, equitable, and suitable relocation options. Therefore, in full compliance with the Uniform Act, CRA, Metro's relocation policies and procedures, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

Construction Impacts

Construction of Alternative 4 would involve site preparation and demolition of structures; utility relocation; tunneling and cut-and-cover activities; construction of the aerial and subsurface alignments, stations, MSF, TPSS, auxiliary facilities, and parking facilities; street widening; and street and sidewalk reconstruction. Some parcels that would be permanently acquired for the operations of Alternative 4 would also be used for construction purposes, such as for construction access, staging, and laydown. TCEs would be required for 15 multi-family residential parcels that would be used for construction activities and not needed for long-term project operations. These TCEs would only occupy portions of the affected residential properties as required to support construction vehicle access and would not substantially interfere with the habitability of the impacted residential properties. Therefore, construction activities associated with Alternative 4 would not result in the displacement of any residential dwelling units. Therefore, no impacts related to the displacement of residential units and residents that would necessitate the construction of replacement units would occur as a result of construction.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 5 would result in the permanent full acquisition of 37 commercial or industrial properties and the displacement of 107 businesses. As discussed in Section 3.12.5.2 under Project Alternatives there is ample available non-residential real estate that would accommodate potentially displaced businesses such that development of new commercial or industrial development would not be required. Therefore, substantial adverse impacts related to the construction of replacement commercial or industrial development would not occur.

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025b) and summarized in Table 3.12-7, property acquisitions would occur prior to the construction and operations of Alternative 5. Alternative 5 would require the permanent acquisition of one mixed-use development containing 34 residential units. Approximately 34 multi-family residential units and no single-family residential units would be permanently displaced. Based on an average household size of 2.7 persons per household for renter-occupied units in the City of Los Angeles, approximately 92 people would be permanently displaced as a result of Alternative 5. Residents of properties that would be fully acquired by Metro would need to be relocated. Residents of parcels affected by partial acquisitions may make a case that the remainder property is no longer compatible with their intended use and may choose to relocate.

Metro would provide relocation assistance and compensation for displaced residences as required by the Uniform Act and CRA. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts. As discussed in Section 3.12.4.1, current developments in the Project Study Area

are anticipated to construct over 23,100 new housing units. Furthermore, various State, regional, and local policies and programs such as the 2023 Legislative Housing Package and the City's 2021-2029 Housing Element are aimed at increasing available housing stock to address the State's housing shortage. Working towards the RHNA target of 456,643 new housing units, the City of Los Angeles anticipates construction of 310,000 new housing units between 2021 and 2029. The 2025 wildfires may affect the short-term availability of replacement housing as it is anticipated that there will be increased demand for housing in the region while homes in the affected areas are rebuilt. Despite this increase in demand, there would still be adequate and comparable replacement housing available to displaced residents considering that the right of way acquisitions for the Project would take place over multiple years of project development. It is anticipated that the relocation process is expected to be implemented over multiple years in a carefully phased manner, thereby minimizing disruptions to the local housing market and providing adequate time for Metro's real estate specialists to work closely with displaced residents to secure fair, equitable, and suitable relocation options. Therefore, in full compliance with the Uniform Act, the CRA, Metro's relocation policies and procedures, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

Construction Impacts

Construction of Alternative 5 would involve site preparation and demolition of structures; utility relocation; tunneling and cut-and-cover activities; construction of the aerial and subsurface alignments, stations, MSF, TPSS, auxiliary facilities, and parking facilities; street widening; and street and sidewalk reconstruction. Some parcels that would be permanently acquired for the operations of Alternative 5 would also be used for construction purposes, such as for construction access, staging, and laydown. Alternative 5 would require sliver acquisitions along the property lines of two multi-family residential properties; however, due to the nature of these acquisitions, it is not anticipated that any partial acquisitions would result in incompatible uses that would cause residents to relocate. These TCEs would only occupy portions of the affected residential properties as required to support construction vehicle access and would not substantially interfere with the habitability of the impacted residential properties. Therefore, construction activities associated with Alternative 5 would not result in the displacement of any residential dwelling units. Therefore, no impacts related to the displacement of residential units and residents that would necessitate the construction of replacement units would occur as a result of construction.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 6 would result in the permanent full acquisition of 41 commercial or industrial properties and the displacement of 46 businesses. As discussed in Section 3.12.5.2 under Project Alternatives there is ample available non-residential real estate that would accommodate potentially displaced businesses such that development of new commercial or industrial development would not be required. Therefore, substantial adverse impacts related to the construction of replacement commercial or industrial development would not occur.

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025b) and summarized in Table 3.12-7, property acquisitions would occur prior to the construction and operations of Alternative 6. Alternative 6 would require the permanent acquisition of one mixed-use development containing three residential units and one multi-family residential development containing 124 residential units. Alternative 6 would displace three residential units from a mixed-use development. Based on the City's average household size of 2.7 persons per household for renter-occupied units, approximately 343 people would be permanently displaced as a result of Alternative 6.

Metro would provide relocation assistance and compensation for displaced residences as required by the Uniform Act and CRA. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts. As discussed in Section 3.12.4.1, current developments in the Project Study Area are anticipated to construct over 23,100 new housing units. Furthermore, various State, regional, and local policies and programs such as the 2023 Legislative Housing Package and the City's 2021-2029 Housing Element are aimed at increasing available housing stock to address the State's housing shortage. Working towards the RHNA target of 456,643 new housing units, the City of Los Angeles anticipates construction of 310,000 new housing units between 2021 and 2029. The 2025 wildfires may affect the short-term availability of replacement housing as it is anticipated that there will be increased demand for housing in the region while homes in the affected areas are rebuilt. Despite this increase in demand, there would still be adequate and comparable replacement housing available to displaced residents considering that the right of way acquisitions for the Project would take place over multiple years of project development. Due to the magnitude of anticipated residential relocations associated with Alternative 6, it is anticipated that the relocation process is expected to be implemented over multiple years in a carefully phased manner, thereby minimizing disruptions to the local housing market and providing adequate time for Metro's real estate specialists to work closely with displaced residents to secure fair, equitable, and suitable relocation. Therefore, in full compliance with the Uniform Act, the CRA, Metro's relocation policies and procedures, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

Construction Impacts

Construction of Alternative 6 would involve site preparation and demolition of structures; utility relocation; tunneling and cut-and-cover activities; installation of tiebacks to support the subsurface alignment; construction of subsurface alignment, stations, MSF, TPSS, auxiliary facilities, and parking facilities; street widening; and street and sidewalk reconstruction. Some parcels that would be permanently acquired for the operations of Alternative 6 would also be used for construction purposes (e.g., installation of tiebacks or for construction access, staging, and laydown). TCEs would be required for 22 single-family residential parcels that would be used for construction activities and not needed for long-term project operations. These TCEs would only occupy portions of the affected residential properties as required to support construction vehicle access and would not substantially interfere with the habitability of the impacted residential properties. Therefore, construction activities associated with Alternative 6 would not result in the displacement of any residential dwelling units. Therefore, no impacts related to the displacement of residential units and residents that would necessitate the construction of replacement units would occur as a result of Alternative 6 construction.

Maintenance and Storage Facilities

Table 3.12-8 provides a summary of the potential parcels identified for displacement and relocation for each MSF.

Table 3.12-8 Summary of Potential Displacements and Relocations by Maintenance and Storage Facilities

Maintenance and Storage Facility	Land Use	Number of Parcels Displaced	Number of Businesses Displaced
MSF Base Design (Alternatives 1 and 3)	Institutional/Public Facilities	1	1
MSF Design Option 1 (Alternatives 1 and 3)	Industrial	3	6
Electric Bus MSF (Alternative 1)	Commercial	5	3
	Industrial	2	2
HRT MSF (Alternatives 4 and 5)	Industrial	2	1
	Institutional/Public Facilities	1	1
HRT MSF (Alternative 6)	Industrial	2	1

Source: HTA, 2024

Each alternative would acquire non-residential land uses to site one or more MSFs resulting in potential business displacements. As described under Project Alternatives, where acquisition and relocation are unavoidable, Metro would apply its acquisition and relocation policies to assure compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (42 U.S. Code [U.S.C.] Chapter 61) and California Relocation Act (Government Code Section 7260 et seq.). Real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the amount determined by an approved appraisal, would be offered by Metro. Each property owner, business, or nonprofit organization displaced as a result of an alternative would be given advance written notice and would be informed of the eligibility requirements for relocation assistance and payments. Each displacee would receive a notice of not less than 90 days to vacate the acquired property.

The Project Study Area is urbanized with a number of existing buildings for sale or lease. Given the availability of existing buildings/structures and non-residential properties, it is expected that most of the non-residential uses that would be displaced as a result of any of the alternatives would relocate to existing commercial and industrial buildings and/or other non-residential properties in the surrounding area. It is not anticipated that construction of a substantial amount of new commercial or industrial development that could result in substantial adverse impacts to the environment would occur. Therefore, substantial adverse impacts related to permanent acquisitions and displacements of commercial and industrial uses are not anticipated.

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Construction and Operational Impacts

The proposed MSF Base Design site is currently developed as a materials storage site supporting the City of Los Angeles Department of Water and Power (LADWP) operations. No residential uses are located on

the MSF Base Design site; therefore, while property acquisitions would be required to develop the MSF Base Design, no residential displacements would occur that would necessitate the construction of replacement unit. The MSF Base Design would result in no impact.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Construction and Operational Impacts

The proposed MSF Design Option 1 site is currently developed with industrial uses. No residential uses are located on the MSF Design Option 1 site; therefore, while property acquisitions would be required to develop the MSF Base Design, no residential displacements would occur that would necessitate the construction of replacement unit. The MSF Design Option 1 would result in no impact.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Construction and Operational Impacts

The proposed electric bus MSF site is currently developed with commercial and light industrial uses adjacent to I-405 where there are residential uses located on the site. Therefore, while property acquisitions would be required to develop the electric bus MSF, no residential displacements would occur that would necessitate the construction of replacement unit. The electric bus MSF would result in no impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Construction and Operational Impacts

The proposed MSF site is currently developed as a materials storage site owned by the LADWP and an auto storage lot. No residential uses are located on the MSF site; therefore, while property acquisitions would be required to develop the MSF, no residential displacements would occur that would necessitate the construction of replacement unit. The MSF would result in no impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Construction and Operational Impacts

The proposed MSF site is currently developed as an auto storage lot. No residential uses are located on the MSF site; therefore, while property acquisitions would be required to develop the MSF, no residential displacements would occur that would necessitate the construction of replacement unit. The MSF would result in no impact.

3.12.6 Mitigation Measures

3.12.6.1 Operational Impacts

No mitigation measures are required.

3.12.6.2 Construction Impacts

No mitigation measures are required.

3.12.6.3 Impacts After Mitigation

No mitigation measures are required; impacts are less than significant.

Table 3.12-9. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
<i>Operational</i>							
Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
<i>Construction</i>							
Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

LTS = less than significant

NA = not applicable

POP = population, housing, and growth

Table 3.12-10. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
<i>Operational</i>						
Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI
<i>Construction</i>						
Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI

Source: HTA, 2024

LTS = less than significant

NA = not applicable

NI = no impact

POP = population, housing, and growth