

Appendix R. Safety and Security Technical Report



SEPULVEDA TRANSIT CORRIDOR PROJECT

Safety and Security Impacts Technical Report

March 2025



Metro®

SEPULVEDA TRANSIT CORRIDOR PROJECT

Contract No. AE67085000

Safety and Security Impacts Technical Report

Task 5.24.11

Prepared for:



Metro

Los Angeles County

Metropolitan Transportation Authority

Prepared by:



HTA PARTNERS

HNTB + TAHA + AECOM

777 S. Figueroa Street, Suite 2300

Los Angeles, California 90017

| Review | | |
|---------------------|---------|------------------------------|
| | Date | Name |
| Originator | 3/17/25 | Katherine Lee |
| Checker | 3/17/25 | Allyson Dong |
| Backchecker/Updater | 3/17/25 | Katherine Lee/Steven Edmonds |
| Verifier | 3/17/25 | Allyson Dong |
| QA Review | 3/21/25 | Aaron Grisel |

March 2025

Table of Contents

| | |
|--|-------------|
| ABBREVIATIONS AND ACRONYMS | XIII |
| 1 INTRODUCTION | 1-1 |
| 1.1 Project Background | 1-1 |
| 1.2 Project Alternatives | 1-1 |
| 1.3 Project Study Area | 1-2 |
| 1.4 Purpose of this Report and Structure | 1-2 |
| 2 REGULATORY AND POLICY FRAMEWORK | 2-1 |
| 2.1 Federal | 2-1 |
| 2.1.1 National Fire Protection Association Codes and Standards | 2-1 |
| 2.1.2 Federal Protective Services | 2-1 |
| 2.1.3 Veterans Affairs Police Department | 2-2 |
| 2.2 State | 2-2 |
| 2.2.1 California Code of Regulations Title 8 | 2-2 |
| 2.2.2 California Occupational Safety and Health Administration | 2-2 |
| 2.2.3 California Fire Code | 2-3 |
| 2.2.4 California Building Code | 2-3 |
| 2.2.5 California Health and Safety Code | 2-3 |
| 2.2.6 California Public Utilities Commission | 2-3 |
| 2.2.7 California Penal Code | 2-4 |
| 2.2.8 California Highway Patrol | 2-4 |
| 2.2.9 California Department of Transportation Standard Environmental Reference | 2-4 |
| 2.2.10 University of California, Los Angeles Police Department | 2-4 |
| 2.3 Regional | 2-5 |
| 2.3.1 Los Angeles County Operational Area Emergency Operations Plan | 2-5 |
| 2.3.2 Los Angeles County Sheriff's Department | 2-5 |
| 2.3.3 Los Angeles County Fire Department | 2-5 |
| 2.3.4 County of Los Angeles All-Hazards Mitigation Plan | 2-5 |
| 2.3.5 Metro All-Hazards Mitigation Plan | 2-5 |
| 2.3.6 Metro Transit Community Public Safety Department Implementation Plan | 2-6 |
| 2.3.7 Metro Public Transportation Agency Safety Plan | 2-6 |
| 2.3.8 Metro Rail Design Criteria | 2-7 |
| 2.4 Local | 2-7 |
| 2.4.1 City of Los Angeles General Plan | 2-7 |
| 2.4.2 City of Los Angeles Base Emergency Operations Plan | 2-9 |
| 2.4.3 City of Los Angeles Municipal Code | 2-9 |
| 2.4.4 City of Los Angeles Fire Department | 2-10 |

| | | |
|----------|--|------------|
| 2.4.5 | City of Los Angeles Police Department | 2-11 |
| 2.4.6 | City of Santa Monica General Plan – Safety Element | 2-11 |
| 2.4.7 | City of Santa Monica Fire Department | 2-12 |
| 2.4.8 | City of Santa Monica Police Department | 2-12 |
| 2.4.9 | City of Culver City General Plan – Public Safety Element | 2-12 |
| 2.4.10 | City of Beverly Hills General Plan – Safety Element | 2-13 |
| 3 | METHODOLOGY | 3-1 |
| 3.1 | Operation and Construction | 3-1 |
| 3.2 | CEQA Thresholds of Significance | 3-1 |
| 4 | FUTURE BACKGROUND PROJECTS..... | 4-1 |
| 4.1 | Highway Improvements..... | 4-1 |
| 4.2 | Transit Improvements | 4-1 |
| 4.3 | Regional Rail Projects | 4-2 |
| 5 | NO PROJECT ALTERNATIVE..... | 5-1 |
| 5.1 | Existing Conditions..... | 5-1 |
| 5.1.1 | Fire Services..... | 5-1 |
| 5.1.2 | Police Services | 5-5 |
| 5.1.3 | Wildfire | 5-9 |
| 5.1.4 | Disaster Routes..... | 5-12 |
| 5.2 | Environmental Impacts..... | 5-14 |
| 5.2.1 | Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?..... | 5-14 |
| 5.2.2 | Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection? | 5-15 |
| 5.2.3 | Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan??..... | 5-16 |
| 5.2.4 | Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?.... | 5-16 |
| 5.2.5 | Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | 5-17 |



| | | |
|----------|--|------------|
| 5.2.6 | Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?..... | 5-17 |
| 6 | ALTERNATIVE 1 | 6-1 |
| 6.1 | Alternative 1 Description | 6-1 |
| 6.1.1 | Operating Characteristics | 6-1 |
| 6.1.2 | Construction Activities | 6-19 |
| 6.2 | Existing Conditions..... | 6-22 |
| 6.2.1 | Fire Services | 6-22 |
| 6.2.2 | Police Services | 6-27 |
| 6.2.3 | Wildfire | 6-31 |
| 6.2.4 | Disaster Routes..... | 6-34 |
| 6.3 | Environmental Impacts..... | 6-36 |
| 6.3.1 | Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?..... | 6-36 |
| 6.3.2 | Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection? | 6-39 |
| 6.3.3 | Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan??..... | 6-42 |
| 6.3.4 | Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?.... | 6-46 |
| 6.3.5 | Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | 6-48 |
| 6.3.6 | Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?..... | 6-50 |
| 6.4 | Project and Mitigation Measures | 6-56 |
| 6.4.1 | Operation | 6-56 |
| 6.4.2 | Construction | 6-56 |
| 6.4.3 | Impacts After Mitigation | 6-57 |

| | | |
|----------|---|------------|
| 7 | ALTERNATIVE 3 | 7-1 |
| 7.1 | Alternative Description | 7-1 |
| 7.1.1 | Operating Characteristics | 7-1 |
| 7.1.2 | Construction Activities | 7-18 |
| 7.2 | Existing Conditions | 7-21 |
| 7.2.1 | Fire Services | 7-21 |
| 7.2.2 | Police Services | 7-26 |
| 7.2.3 | Wildfire | 7-31 |
| 7.2.4 | Disaster Routes | 7-34 |
| 7.3 | Environmental Impacts | 7-36 |
| 7.3.1 | Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response? | 7-36 |
| 7.3.2 | Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection? | 7-39 |
| 7.3.3 | Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? | 7-41 |
| 7.3.4 | Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire? | 7-45 |
| 7.3.5 | Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | 7-47 |
| 7.3.6 | Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | 7-48 |
| 7.4 | Project and Mitigation Measures | 7-57 |
| 7.4.1 | Operation | 7-57 |
| 7.4.2 | Construction | 7-57 |
| 7.4.3 | Impacts After Mitigation | 7-58 |
| 8 | ALTERNATIVE 4 | 8-1 |
| 8.1 | Alternative Description | 8-1 |
| 8.1.1 | Operating Characteristics | 8-1 |
| 8.1.2 | Construction Activities | 8-16 |



| | | |
|----------|--|------------|
| 8.2 | Existing Conditions..... | 8-21 |
| 8.2.1 | Fire Services..... | 8-21 |
| 8.2.2 | Police Services | 8-25 |
| 8.2.3 | Wildfire | 8-30 |
| 8.2.4 | Disaster Routes..... | 8-33 |
| 8.3 | Environmental Impacts..... | 8-35 |
| 8.3.1 | Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?..... | 8-35 |
| 8.3.2 | Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection? | 8-38 |
| 8.3.3 | Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?..... | 8-40 |
| 8.3.4 | Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?.... | 8-43 |
| 8.3.5 | Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | 8-45 |
| 8.3.6 | Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?..... | 8-46 |
| 8.4 | Project and Mitigation Measures | 8-47 |
| 8.4.1 | Operation | 8-47 |
| 8.4.2 | Construction | 8-48 |
| 8.4.3 | Impacts After Mitigation | 8-48 |
| 9 | ALTERNATIVE 5 | 9-1 |
| 9.1 | Alternative Description..... | 9-1 |
| 9.1.1 | Operating Characteristics | 9-1 |
| 9.1.2 | Construction Activities | 9-14 |
| 9.2 | Existing Conditions..... | 9-20 |
| 9.2.1 | Fire Services..... | 9-20 |
| 9.2.2 | Police Services | 9-24 |
| 9.2.3 | Wildfire | 9-29 |

| | | |
|-----------|--|-------------|
| 9.2.4 | Disaster Routes..... | 9-32 |
| 9.3 | Environmental Impacts..... | 9-34 |
| 9.3.1 | Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?..... | 9-34 |
| 9.3.2 | Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection? | 9-36 |
| 9.3.3 | Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?..... | 9-38 |
| 9.3.4 | Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?.... | 9-40 |
| 9.3.5 | Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | 9-41 |
| 9.3.6 | Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?..... | 9-42 |
| 9.4 | Project and Mitigation Measures | 9-43 |
| 9.4.1 | Operation | 9-43 |
| 9.4.2 | Construction | 9-43 |
| 9.4.3 | Impacts After Mitigation | 9-43 |
| 10 | ALTERNATIVE 6 | 10-1 |
| 10.1 | Alternative Description..... | 10-1 |
| 10.1.1 | Operating Characteristics | 10-1 |
| 10.1.2 | Construction Activities | 10-10 |
| 10.2 | Existing Conditions..... | 10-12 |
| 10.2.1 | Fire Services..... | 10-12 |
| 10.2.2 | Police Services | 10-16 |
| 10.2.3 | Wildfire | 10-21 |
| 10.2.4 | Disaster Routes..... | 10-24 |
| 10.3 | Environmental Impacts..... | 10-26 |
| 10.3.1 | Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire | |

| | |
|--|-------------|
| protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?..... | 10-26 |
| 10.3.2 Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection? | 10-28 |
| 10.3.3 Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?..... | 10-30 |
| 10.3.4 Impact WFR-2: Would the project, due to slope, prevailing winds, or other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?.. | 10-32 |
| 10.3.5 Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | 10-34 |
| 10.3.6 Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?..... | 10-35 |
| 10.4 Project and Mitigation Measures | 10-36 |
| 10.4.1 Operation | 10-36 |
| 10.4.2 Construction | 10-37 |
| 10.4.3 Impacts After Mitigation | 10-37 |
| 11 PREPARERS OF THE TECHNICAL REPORT | 11-1 |
| 12 REFERENCES | 12-1 |

Figures

| | |
|---|------|
| Figure 1-1. Sepulveda Transit Corridor Project Study Area | 1-3 |
| Figure 5-1. No Project Alternative: Fire and Police Station Locations Within and Near the Resource Study Area | 5-4 |
| Figure 5-2. No Project Alternative: Wildfire Hazard Zone | 5-10 |
| Figure 5-3. No Project Alternative: Historical Wildfires..... | 5-11 |
| Figure 5-4. No Project Alternative: Disaster Routes | 5-13 |
| Figure 6-1. Alternative 1: Alignment..... | 6-2 |
| Figure 6-2. Typical Monorail Guideway Cross-Section | 6-4 |
| Figure 6-3. Typical Monorail Straddle-Bent Cross-Section | 6-5 |
| Figure 6-4. Typical Monorail Beam Switch Cross-Section..... | 6-10 |
| Figure 6-5. Alternative 1: Maintenance and Storage Facility Options..... | 6-12 |

| | |
|--|------|
| Figure 6-6. Alternative 1: Electric Bus Maintenance and Storage Facility | 6-13 |
| Figure 6-7. Alternative 1: Traction Power Substation Locations | 6-15 |
| Figure 6-8. Alternative 1: Roadway Changes | 6-18 |
| Figure 6-9. Alternative 1: Construction Staging Locations..... | 6-21 |
| Figure 6-10. Alternative 1: Fire and Police Station Locations Within and Near the Resource Study Area..... | 6-25 |
| Figure 6-11. Alternative 1: Wildfire Hazard Zone | 6-32 |
| Figure 6-12. Alternative 1: Historical Wildfires..... | 6-33 |
| Figure 6-13. Alternative 1: Disaster Routes | 6-35 |
| Figure 6-14. Alternative 1: Sepulveda Pass Prior to the October 2019 Getty Fire (April 2019) | 6-52 |
| Figure 6-15. Alternative 1: Sepulveda Pass Following the October 2019 Getty Fire (November 2019) . | 6-53 |
| Figure 6-16. Alternative 1: Sepulveda Pass Following the October 2019 Getty Fire (Existing 2024) | 6-54 |
| Figure 7-1. Alternative 3: Alignment..... | 7-2 |
| Figure 7-2. Typical Aerial Monorail Guideway Cross-Section | 7-4 |
| Figure 7-3. Typical Monorail Straddle-Bent Cross-Section | 7-5 |
| Figure 7-4. Typical Underground Monorail Guideway Cross-Section..... | 7-6 |
| Figure 7-5. Typical Monorail Beam Switch Cross-Section..... | 7-11 |
| Figure 7-6. Alternative 3: Maintenance and Storage Facility Options..... | 7-13 |
| Figure 7-7. Alternative 3: Traction Power Substation Locations | 7-15 |
| Figure 7-8. Alternative 3: Roadway Changes | 7-17 |
| Figure 7-9. Alternative 3: Construction Staging Locations..... | 7-21 |
| Figure 7-10. Alternative 3: Fire and Police Station Locations Within and Near the Resource Study Area..... | 7-25 |
| Figure 7-11. Alternative 3: Wildfire Hazard Zone | 7-32 |
| Figure 7-12. Alternative 3: Historical Wildfires..... | 7-33 |
| Figure 7-13. Alternative 3: Disaster Routes | 7-35 |
| Figure 7-14. Alternative 3: Sepulveda Pass Prior to the October 2019 Getty Fire (April 2019) | 7-50 |
| Figure 7-15. Alternative 3: Sepulveda Pass Following the October 2019 Getty Fire (November 2019) . | 7-51 |
| Figure 7-16. Alternative 3: Sepulveda Pass Following the October 2019 Getty Fire (Existing 2024) | 7-52 |
| Figure 7-17. Alternative 3: Sepulveda Pass Prior to the December 2017 Skirball Fire (August 2018) | 7-53 |
| Figure 7-18. Alternative 3: Sepulveda Pass Following the December 2017 Skirball Fire (January 2018) | 7-54 |
| Figure 7-19. Alternative 3: Sepulveda Pass Following the December 2017 Skirball Fire (Existing 2024) | 7-55 |
| Figure 8-1. Alternative 4: Alignment..... | 8-2 |
| Figure 8-2. Typical Underground Guideway Cross-Section | 8-4 |
| Figure 8-3. Typical Aerial Guideway Cross-Section..... | 8-5 |
| Figure 8-4. Typical Aerial Straddle-Bent Cross-Section..... | 8-6 |
| Figure 8-5. Alternative 4: Maintenance and Storage Facility Site..... | 8-10 |
| Figure 8-6. Alternative 4: Traction Power Substation Locations | 8-12 |

| | |
|--|-------|
| Figure 8-7. Alternative 4: Roadway Changes | 8-14 |
| Figure 8-8. Alternative 4: Street Vacation at Del Gado Drive | 8-15 |
| Figure 8-9. Alternative 4: On-Site Construction Staging Locations..... | 8-17 |
| Figure 8-10. Alternative 4: Potential Off-Site Construction Staging Locations..... | 8-20 |
| Figure 8-11. Alternative 4: Fire and Police Station Locations Within and Near the Resource Study Area..... | 8-24 |
| Figure 8-12. Alternative 4: Wildfire Hazard Zone | 8-31 |
| Figure 8-13. Alternative 4: Historical Wildfires..... | 8-32 |
| Figure 8-14. Alternative 4: Disaster Routes | 8-34 |
| Figure 9-1. Alternative 5: Alignment..... | 9-2 |
| Figure 9-2. Typical Underground Guideway Cross-Section | 9-4 |
| Figure 9-3. Typical Aerial Guideway Cross-Section..... | 9-5 |
| Figure 9-4. Alternative 5: Maintenance and Storage Facility Site..... | 9-9 |
| Figure 9-5. Alternative 5: Traction Power Substation Locations | 9-11 |
| Figure 9-6. Alternative 5: Roadway Changes | 9-13 |
| Figure 9-7. Alternative 5: On-Site Construction Staging Locations..... | 9-16 |
| Figure 9-8. Alternative 5: Potential Off-Site Construction Staging Locations..... | 9-19 |
| Figure 9-9. Alternative 5: Fire and Police Station Locations Within and Near the Resource Study Area..... | 9-23 |
| Figure 9-10. Alternative 5: Wildfire Hazard Zone | 9-30 |
| Figure 9-11. Alternative 5: Historical Wildfires..... | 9-31 |
| Figure 9-12. Alternative 5: Disaster Routes | 9-33 |
| Figure 10-1. Alternative 6: Alignment..... | 10-2 |
| Figure 10-2. Typical Underground Guideway Cross-Section | 10-3 |
| Figure 10-3. Alternative 6: Maintenance and Storage Facility Site | 10-7 |
| Figure 10-4. Alternative 6: Traction Power Substation Locations | 10-9 |
| Figure 10-5. Alternative 6: Mid-Mountain Construction Staging Site | 10-12 |
| Figure 10-6. Alternative 6: Fire and Police Station Locations Within and Near the Resource Study Area..... | 10-15 |
| Figure 10-7. Alternative 6: Wildfire Hazard Zone | 10-22 |
| Figure 10-8. Alternative 6: Historical Wildfires..... | 10-23 |
| Figure 10-9. Alternative 6: Disaster Routes | 10-25 |

Tables

| | |
|---|-----|
| Table 4-1. Fixed Guideway Transit System in 2045 | 4-2 |
| Table 5-1. No Project Alternative: Fire Station Locations..... | 5-2 |
| Table 5-2. No Project Alternative: Average Operational Response Time per Fire Station | 5-5 |
| Table 5-3. No Project Alternative: Police Station Locations | 5-6 |
| Table 5-4. No Project Alternative: Sheriff Staffing Levels | 5-7 |

| | |
|---|------|
| Table 5-5. No Project Alternative: Police Staffing Levels | 5-7 |
| Table 5-6. No Project Alternative: Los Angeles Police Department Response Times..... | 5-8 |
| Table 6-1. Alternative 1: Station-to-Station Travel Times and Station Dwell Times..... | 6-9 |
| Table 6-2. Alternative 1: Traction Power Substation Locations..... | 6-14 |
| Table 6-3. Alternative 1: Roadway Changes | 6-16 |
| Table 6-4. Alternative 1: Construction Staging Locations | 6-20 |
| Table 6-5. Alternative 1: Fire Station Locations | 6-23 |
| Table 6-6. Alternative 1: Average Operational Response Times Per Fire Station..... | 6-26 |
| Table 6-7. Alternative 1: Police Station Locations | 6-27 |
| Table 6-8. Alternative 1: Sheriff Staffing Levels | 6-28 |
| Table 6-9. Alternative 1: Police Staffing Levels | 6-29 |
| Table 6-10. Alternative 1: Los Angeles Police Department Response Times..... | 6-30 |
| Table 7-1. Alternative 3: Station-to-Station Travel Times and Station Dwell Times..... | 7-10 |
| Table 7-2. Alternative 3: Traction Power Substation Locations..... | 7-14 |
| Table 7-3. Alternative 3: Roadway Changes | 7-16 |
| Table 7-4. Alternative 3: Construction Staging Locations | 7-20 |
| Table 7-5. Alternative 3: Fire Station Locations Within and Near the Resource Study Area..... | 7-23 |
| Table 7-6. Alternative 3: Average Operational Response Times Per Fire Station..... | 7-26 |
| Table 7-7. Alternative 3: Police Station Locations | 7-27 |
| Table 7-8. Alternative 3: Sheriff Station Locations | 7-28 |
| Table 7-9. Alternative 3: Sheriff Staffing Levels | 7-28 |
| Table 7-10. Alternative 3: Police Staffing Levels | 7-29 |
| Table 7-11. Alternative 3: Los Angeles Police Department Response Times..... | 7-30 |
| Table 8-1. Alternative 4: Station-to-Station Travel Times and Station Dwell Times..... | 8-9 |
| Table 8-2. Alternative 4: Traction Power Substation Locations..... | 8-10 |
| Table 8-3. Alternative 4: Roadway Changes | 8-13 |
| Table 8-4. Alternative 4: On-Site Construction Staging Locations | 8-16 |
| Table 8-5. Alternative 4: Potential Off-Site Construction Staging Locations | 8-19 |
| Table 8-6. Alternative 4: Fire Station Locations | 8-22 |
| Table 8-7. Alternative 4: Average Operational Response Times Per Fire Station..... | 8-25 |
| Table 8-8. Alternative 4: Police Station Locations | 8-26 |
| Table 8-9. Alternative 4: Sheriff Staffing Levels | 8-27 |
| Table 8-10. Alternative 4: Police Staffing Levels | 8-28 |
| Table 8-11. Alternative 4: Los Angeles Police Department Response Times..... | 8-28 |
| Table 9-1. Alternative 5: Station-to-Station Travel Times and Station Dwell Times..... | 9-8 |
| Table 9-2. Alternative 5: Traction Power Substation Locations..... | 9-10 |
| Table 9-3. Alternative 5: Roadway Changes | 9-12 |
| Table 9-4. Alternative 5: On-Site Construction Staging Locations | 9-15 |

| | |
|---|-------|
| Table 9-5. Alternative 5: Potential Off-Site Construction Staging Locations | 9-18 |
| Table 9-6. Alternative 5: Fire Station Locations Within and Near the Resource Study Area..... | 9-21 |
| Table 9-7. Alternative 5: Average Operational Response Times Per Fire Station..... | 9-24 |
| Table 9-8. Alternative 5: Police Station Locations | 9-25 |
| Table 9-9. Alternative 5: Sheriff Staffing Levels | 9-26 |
| Table 9-10. Alternative 5: Police Staffing Levels | 9-27 |
| Table 9-11. Alternative 5: Los Angeles Police Department Response Times..... | 9-28 |
| Table 10-1. Alternative 6: Station-to-Station Travel Times and Station Dwell Times..... | 10-5 |
| Table 10-2. Alternative 6: Traction Power Substation Locations..... | 10-8 |
| Table 10-3. Alternative 6: Fire Station Locations | 10-14 |
| Table 10-4. Alternative 6: Average Operational Response Times per Fire Station | 10-16 |
| Table 10-5. Alternative 6: Police Station Locations | 10-17 |
| Table 10-6. Alternative 6: Sheriff Staffing Levels | 10-18 |
| Table 10-7. Alternative 6: Police Staffing Levels | 10-19 |
| Table 10-8. Alternative 6: Los Angeles Police Department Response Times..... | 10-20 |

Abbreviations and Acronyms

| | |
|----------------------|--|
| § | symbol for referencing individually numbered sections |
| ABC | Accelerated Bridge Construction |
| ADA | Americans with Disabilities Act |
| AHJ | Authority Having Jurisdiction |
| AHMP | All-Hazards Mitigation Plan |
| APM | automated people mover |
| ALS | advanced life support |
| ASCE | American Society of Civil Engineers |
| BMP | best management practice |
| BRT | bus rapid transit |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Cal/OSHA | California Occupational Safety and Health Administration |
| Caltrans | California Department of Transportation |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| CHP | California Highway Patrol |
| CIDH | cast-in-drilled-hole |
| CoLA CEO | County of Los Angeles, Chief Executive Office |
| CPUC | California Public Utilities Commission |
| DCP | City of Los Angeles Department of City Planning |
| EIR | Environmental Impact Report |
| EMS | emergency medical services |
| ExpressLanes project | I-405 Sepulveda Pass ExpressLanes project |
| FBI | Federal Bureau of Investigation |
| FPS | Federal Protective Services |
| FTIP | Federal Transportation Improvement Program |
| GO | General Order |
| GSA | U.S. General Services Administration |
| HRT | heavy rail transit |
| HSC | Health and Safety Code |
| HTA | HTA Partners |
| I-10 | Interstate 10 |

| | |
|---------|---|
| I-405 | Interstate 405 |
| LACFD | Los Angeles County Fire Department |
| LADOT | Los Angeles Department of Transportation |
| LADPW | Los Angeles County Department of Public Works |
| LADWP | City of Los Angeles Department of Water and Power |
| LAFD | Los Angeles Fire Department |
| LAMC | City of Los Angeles Municipal Code |
| LAPD | Los Angeles Police Department |
| LASD | Los Angeles County Sheriff's Department |
| LASRE | LA SkyRail Express |
| LAX | Los Angeles International Airport |
| LHMP | Local Hazard Mitigation Plan |
| LOSSAN | Los Angeles-San Diego-San Luis Obispo |
| LRA | Local Responsibility Area |
| LRT | light rail transit |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MM | mitigation measure |
| MOW | maintenance-of-way |
| MRDC | Metro Rail Design Criteria |
| MRT | monorail transit |
| MSF | maintenance and storage facility |
| NFPA | National Fire Protection Association |
| Non-EMS | non-emergency medical services |
| NOP | Notice of Preparation |
| NPS | National Park Service |
| PM | project measure |
| Project | Sepulveda Transit Corridor Project |
| ROW | right-of-way |
| RSA | Resource Study Area |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| SCAG | Southern California Association of Governments |
| SCORE | Southern California Optimized Rail Expansion |
| SER | Standard Environmental Reference |
| SMFD | Santa Monica Fire Department |
| SMPD | Santa Monica Police Department |
| SRA | State Responsibility Area |

| | |
|----------|---|
| STCP | Sepulveda Transit Corridor Partners |
| SWAT | Special Weapons and Tactics |
| SWRCB | State Water Resources Control Board |
| TBM | tunnel boring machine |
| TCPSD | Transit Community Public Safety Department |
| TMP | Transportation Management Plan |
| TPSS | traction power substation |
| TSO | transit security officer |
| US/U.S. | United States |
| US-101 | U.S. Highway 101 |
| UCLA | University of California, Los Angeles |
| UCLA PD | University of California, Los Angeles Police Department |
| VA | U.S. Department of Veterans Affairs |
| Valley | San Fernando Valley |
| VAPD | Veterans Affairs Police Department |
| VHFHSZ | Very High Fire Hazard Severity Zone |
| Westside | Westside of Los Angeles |

1 INTRODUCTION

1.1 Project Background

The Sepulveda Transit Corridor Project (Project) is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs currently channeled through the Sepulveda Pass and nearby canyon roads between the San Fernando Valley (Valley) and the Westside of Los Angeles. The Project would have a northern terminus with a connection to the Van Nuys Metrolink/Amtrak Station and a southern terminus with a connection to the Los Angeles County Metropolitan Transportation Authority's (Metro) E Line. In addition to providing local and regional connections to the existing and future Metro rail and bus network, the Project is anticipated to improve access to major employment, educational, and cultural centers in the greater Los Angeles area.

In 2019, Metro completed the Sepulveda Transit Corridor Feasibility Study and released the Project's *Final Feasibility Report* (Metro, 2019), which documented the transportation conditions and travel patterns in the Sepulveda corridor; identified mobility problems affecting travel between the Valley and the Westside; and defined the Purpose and Need, goals, and objectives of the Project. Using an iterative evaluation process, the Feasibility Study identified feasible transit solutions that met the Purpose and Need, goals, and objectives of the Project. The Feasibility Study determined that a reliable, high-capacity, fixed guideway transit system connecting the Valley to the Westside could be constructed along several different alignments. Such a transit system, operated as either heavy rail transit (HRT) or monorail transit (MRT), would serve the major travel markets in the Sepulveda Transit Corridor and would provide travel times competitive with the automobile.

1.2 Project Alternatives

In November 2021, Metro released a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act, for the Project that included six alternatives (Metro, 2021). Alternatives 1 through 5 included a southern terminus station at the Metro E Line Expo/Sepulveda Station, and Alternative 6 included a southern terminus station at the Metro E Line Expo/Bundy Station. The alternatives were described in the NOP as follows:

- Alternative 1: Monorail with aerial alignment in the Interstate 405 (I-405) corridor and an electric bus connection to the University of California, Los Angeles (UCLA)
- Alternative 2: Monorail with aerial alignment in the I-405 corridor and an aerial automated people mover connection to UCLA
- Alternative 3: Monorail with aerial alignment in the I-405 corridor and underground alignment between the Getty Center and Wilshire Boulevard
- Alternative 4: Heavy rail with underground alignment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley
- Alternative 5: Heavy rail with underground alignment including along Sepulveda Boulevard in the San Fernando Valley
- Alternative 6: Heavy rail with underground alignment including along Van Nuys Boulevard in the San Fernando Valley and a southern terminus station on Bundy Drive

The NOP also stated that Metro is considering a No Project Alternative that would not include constructing a fixed guideway line. Metro established a public comment period of 74 days, extending from November 30, 2021 through February 11, 2022. Following the public comment period, refinements to the alternatives were made to address comments received. Further refinements to optimize the designs and address technical challenges of the alternatives were made in 2023 following two rounds of community open houses.

In July 2024, following community meetings held in May 2024, Alternative 2 was removed from further consideration in the environmental process because it did not provide advantages over the other alternatives, and the remaining alternatives represent a sufficient range of alternatives for environmental review, inclusive of modes and routes (Metro, 2024a). Detailed descriptions of the No Project Alternative and the five remaining “build” alternatives are presented in Sections 5 through 10.

1.3 Project Study Area

Figure 1-1 shows the Project Study Area. It generally includes Transportation Analysis Zones from Metro’s travel demand model that are within 1 mile of the alignments of the four “Valley-Westside” alternatives from the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019). The Project Study Area represents the area in which the transit concepts and ancillary facilities are expected to be located. The analysis of potential impacts encompasses all areas that could potentially be affected by the Project, and the EIR will disclose all potential impacts related to the Project.

1.4 Purpose of this Report and Structure

This technical report examines the environmental impacts of the Project as it relates to safety and security. It describes existing safety and security conditions in the Project Study Area, the regulatory setting, methodology for impact evaluation, and potential impacts from operation and construction of the project alternatives, including maintenance and storage facility site options.

The report is organized according to the following sections:

- Section 1 Introduction
- Section 2 Regulatory and Policy Framework
- Section 3 Methodology
- Section 4 Future Background Projects
- Section 5 No Project Alternative
- Section 6 Alternative 1
- Section 7 Alternative 3
- Section 8 Alternative 4
- Section 9 Alternative 5
- Section 10 Alternative 6
- Section 11 Preparers of the Technical Report
- Section 12 References

Figure 1-1. Sepulveda Transit Corridor Project Study Area



Source: HTA, 2024

2 REGULATORY AND POLICY FRAMEWORK

2.1 Federal

2.1.1 National Fire Protection Association Codes and Standards

The National Fire Protection Association (NFPA) develops, publishes, and disseminates more than 300 consensus codes and standards intended to minimize the possibility and effects of fire and other risks. The following NFPA codes (listed numerically) are applicable to the Sepulveda Transit Corridor Project (Project), with the Project abiding to the most stringent requirements when requirements are prescribed in multiple codes and/or standards:

- NFPA 70 National Electrical Code is the benchmark for safe electrical design, installation, and inspection to protect people and property from electrical hazards (NFPA, 2023a).
- NFPA 72 National Fire Alarm and Signaling Code provides the latest safety provisions to meet society's changing fire detection, signaling, and emergency communications demands. In addition to the core focus on fire alarm systems, the Code includes requirements for mass notification systems used for weather emergencies; terrorist events; biological, chemical, and nuclear emergencies; and other threats (NFPA, 2022).
- NFPA 101 Life Safety Code is the most widely used source for strategies to protect people based on building construction, protection, and occupancy features that minimize the effects of fire and related hazards. Unique in the field, it is the only document that covers life safety in both new and existing structures (NFPA, 2024).
- NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems covers life safety from fire and fire protection requirements for fixed guideway transit and passenger rail systems, including, stations, trainways, emergency ventilation systems, vehicles, emergency procedures, communications, and control systems. The purpose of this standard shall be to establish minimum requirements that will provide a reasonable degree of safety from fire and its related hazards in fixed guideway transit and passenger rail system environments. NFPA 130 outlines specific requirements for fire protection at stations, along the alignment, and within rail vehicles. This process ensures that stations are designed and constructed to ensure safe and secure operation, including use of non-combustible construction materials, emergency lighting, emergency egress, emergency access, emergency backup power, fire detection and suppression, and communications. (NFPA, 2023b).
- NFPA 780 Standard for the Installation of Lightning Protection Systems provides lightning protection system installation requirements to safeguard people and property from fire risk and related hazards associated with lightning exposure (NFPA, 2023c).

2.1.2 Federal Protective Services

The Federal Protective Services (FPS) is a federal agency that provides security and law enforcement services, which support owned and leased facilities including the Federal Building at 11000 Wilshire Boulevard. Services include conducting facility security assessments, responding to crimes and other incidents to protect life and property, and detecting, investigating, and mitigating threats. This integrated security and law enforcement agency employs more than 1,300 law enforcement officers, security specialists, special agents, and mission support staff (FPS, 2023). In 1971, the U.S. General Services Administration (GSA) formally established FPS with the mission of protecting federal facilities

and their occupants. In 2019, FPS was transferred to the U.S. Department of Homeland Security directorate.

2.1.3 Veterans Affairs Police Department

The U.S. Department of Veterans Affairs Police Department (VAPD) oversees the West Los Angeles Medical Center. The VAPD enforces federal laws concerning persons on VAPD property for offenses committed on the property and to make arrests on warrants issued by a competent judicial authority. The VAPD headquarters are at 11301 Wilshire Boulevard, Building 236, West Los Angeles, CA 90073. The VAPD has over 119 appointed law enforcement officers with the following enforcement teams: Vehicle Patrol, Bicycle Patrol, Traffic Enforcement, Criminal Investigations and Narcotics enforcement, Veterans Mental Evaluation Team, and Training and Support Services (VA, 2025).

2.2 State

2.2.1 California Code of Regulations Title 8

Safety orders established by Title 8 of the California Code of Regulations (CCR) are discussed in the following subsections (California Department of Industrial Relations, 2024):

- Subchapter 4, Construction Safety Orders— Subchapter 4, Construction Safety Orders, establishes minimum safety standards whenever employment exists in connection with the construction, alteration, painting, repairing, construction maintenance, renovation, removal, or wrecking of any fixed structure or its parts. These orders also apply to all excavations not covered by other safety orders for a specific industry or operation.
- Subchapter 5, Electrical Safety Orders — The purpose of the Electrical Safety Orders is to provide minimum safety requirements and to assist in the elimination of accidents that may result from the operation, installation, removal, use, and maintenance of electrical equipment and tools.

2.2.2 California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) (California Department of Industrial Relations, 2023) was created by the Occupational Safety and Health Act of 1973 to enforce effective standards, assist and encourage employers to maintain safe and healthful working conditions, and to provide for enforcement, research, information, education and training in the field of occupational safety and health. Cal/OSHA's specific standards cover a wide variety of workplace safety issues, including:

- Fire and explosion hazards
- Tripping and falling hazards
- Machine hazards
- Heat illness prevention
- Electrical hazards
- Hazardous waste
- Trenches
- Confined spaces
- Use of respirators
- Specific operations
- Ergonomics

Cal/OSHA enforces job safety and health standards by conducting inspections and, in some cases, issuing citations and fines.

2.2.3 California Fire Code

The 2022 California Fire Code, Title 24 CCR, Part 9 is, based on the 2021 International Fire and Building Codes and contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist first responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The California Fire Code contains specialized technical regulations related to fire and life safety (International Code Council Incorporated, 2023a).

2.2.4 California Building Code

The California CCR Title 24 of the California Building Code (CBC) (International Code Council Incorporated, 2023b).is a compilation of building standards. State fire regulations include the following:

- Building standards (as also set forth in the CBC)
- Fire protection
- Notification systems
- Fire protection devices, such as extinguishers and smoke alarms
- Fire suppression training.

2.2.5 California Health and Safety Code

Sections 13000 et seq. of the California Health and Safety Code set forth state fire regulations and include regulations concerning building standards (as also set forth in the CBC), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

2.2.6 California Public Utilities Commission

The State of California, through Section 99152 of the Public Utilities Code, requires the California Public Utilities Commission (CPUC) to develop a safety oversight program for the design, construction, and operation of public transit guideways. To implement this mandate, the CPUC adopted General Order (GO) 164-E Safety Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems, which includes general requirements for any light-, heavy-, or rapid-rail system, monorail, automated people mover, or automated guideway transit system used for public transit and not regulated by the Federal Railroad Administration or not specifically exempted by statute from CPUC oversight. The CPUC also adopted the following applicable GOs:

- GO 26-D: Regulations governing clearances on railroads and street railroads with reference to side and overhead structures, parallel tracks, crossings of public roads, highways, and streets
- GO 33-B: Construction, reconstruction, maintenance, and operation of interlocking plants of railroads
- GO 52: Construction and operation of power and communication lines for the prevention or mitigation of inductive interference

- GO 118-A: Construction, reconstruction, and maintenance of walkways and control of vegetation adjacent to railroad tracks
- GO 127: Maintenance and operation of automatic train control systems/-rapid transit systems
- GO 128: Construction of underground electric supply and communication systems
- GO 175-A: Rules and regulations governing roadway worker protection provided by rail transit agencies and rail fixed guideway systems

2.2.7 California Penal Code

All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

2.2.8 California Highway Patrol

The California Highway Patrol (CHP), established in 1929, provides road and highway traffic law enforcement throughout the state while assuring the safety, convenience, and efficient transportation of people and goods. Through active programs, community outreach, and communication, CHP offers a range of public services and programs designed to take a pro-active stance against crime, child safety, impaired driving, mobility programs for senior drivers, commercial vehicles, and motorcycles. (CHP, 2023a).

2.2.9 California Department of Transportation Standard Environmental Reference

The California Department of Transportation (Caltrans) Standard Environmental Reference (SER) (Caltrans, 2023) provides environmental document preparation guidelines for transportation projects. The SER includes information developed by the authority of Caltrans that applies to local highway, streets, and roads projects that the Federal Highway Administration funds or approves. The SER also includes such policy memorandums as the Deputy Directive 64 (DD-64) Complete Streets – Integrating the Transportation System.

The SER also includes applicable federal and state law regulations, policy memorandums related to the environmental process, and interagency coordination with local and state law enforcement, hospitals, social program providers, fire departments, and emergency medical response.

2.2.10 University of California, Los Angeles Police Department

The University of California, Los Angeles Police Department (UCLA PD) consists of duly sworn peace officers under Section 830.2(b) of the California Penal Code and Section 926000 of the California Education Code who provide law enforcement services on the campus and its surrounding community. UCLA PD patrols the campus 365 days a year while working collaboratively with local, state, and federal criminal agencies to arrest violators, investigate and prevent crime, investigate traffic and bicycle accidents, and apprehend criminal activity (UCLA PD, 2023).

2.3 Regional

2.3.1 Los Angeles County Operational Area Emergency Operations Plan

The Los Angeles County Operational Area Emergency Operations Plan (CoLA CEO, 2023) addresses both the County of Los Angeles's planned response to extraordinary emergency situations impacting unincorporated areas of Los Angeles County as well as Operational Area coordination. An operational area is defined as a single county and all political subdivisions. The Operational Area Emergency Operations Plan establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the operational area. The Operational Area Emergency Operations Plan defines responsibilities and provides guidance to agencies/jurisdictions within the operational area on how to interface with the operational area coordinator during emergencies and disasters (CoLA CEO, 2023).

2.3.2 Los Angeles County Sheriff's Department

The Los Angeles County Sheriff's Department (LASD) provides law and traffic enforcement, specialized paramedic search and rescue, Special Weapons and Tactics (SWAT) teams, specialized detective units, and air support and emergency services. The LASD West Hollywood Station patrols the federal land at the Veterans Affairs. The LASD Transit Services Bureau (TSB, 2019) provides service to Los Angeles County Metropolitan Transportation Authority's (Metro) transit system (bus and rail), vehicle parking areas, and properties. LASD also operates the county jails and courts.

2.3.3 Los Angeles County Fire Department

The Los Angeles County Fire Department (LACFD) protects the lives and property of 4 million residents living in 1.25 million housing units in 60 cities, including City of La Habra in Orange County, and the unincorporated areas of Los Angeles County. LACFD's Homeland Security Team works with local, state, and federal agencies to ensure the safety and security against terrorism and all other risk-hazards (CoLA CEO, 2023). In addition to urban, rural, and wildland fire suppression, LACFD's emergency response services also include dispatch, paramedics, lifeguards, urban search and rescue, air and wildland support, and hazardous materials response.

2.3.4 County of Los Angeles All-Hazards Mitigation Plan

In 2020, the County of Los Angeles prepared an *All-Hazards Mitigation Plan* (AHMP) (CoLA CEO, 2020) to identify the County of Los Angeles's hazards, to review and assess past disaster occurrences, to estimate the probability of future occurrences, and to set goals that reduce or eliminate long-term risk to people and property from natural hazards. Potential hazards evaluated by the AHMP include hazards resulting from wildfires and other hazards.

2.3.5 Metro All-Hazards Mitigation Plan

The Metro AHMP (Metro, 2022) was prepared in response to the Disaster Mitigation Act of 2000. The Disaster Mitigation Act 2000 (also known as Public Law 106-390) requires state and local governments (including special districts and joint powers authorities) to prepare mitigation plans to document their planning process, and identify hazards, potential losses, needs, goals, and strategies.

- Develop mitigation goals and objectives - The risk assessment (hazard characteristics, inventory, and findings), along with municipal policy documents, were utilized to develop mitigation goals and objectives.

- Identify and prioritize mitigation actions - Based on the risk assessment, goals and objectives, existing literature/resources, and input from participating entities, mitigation activities were identified for each hazard.
- Prepare implementation strategy - Generally, high priority activities are recommended for implementation first. However, based on organizational needs and goals, project costs, and available funding, some medium or low priority activities may be implemented before some high priority items.
- Document mitigation planning process - The mitigation planning process is documented throughout this plan.

2.3.6 Metro Transit Community Public Safety Department Implementation Plan

In June 2024, the Metro Board approved the *Transit Community Public Safety Department Implementation Plan* (Metro, 2024b), a comprehensive strategy to enhance public safety within the system. This initiative involved establishing an internal Transit Community Public Safety Department (TCPSPD) to effectively address various safety and security concerns and as an alternative to the existing multi-agency law enforcement contract services. Over a 5-year transition period (2029), Metro would adopt an approach that aims to deliver the right level of intervention to address safety issues that arrive within their transit system by utilizing safety resources including:

- Metro Transit Security Officers enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system, including fare compliance;
- Metro Ambassadors serve as alternatives to policing providing a customer-oriented reporting function of “see something, say something,” helping identify issues while providing a visible presence to help riders feel and be safe;
- Metro Homeless Outreach teams provide a specialized care function, helping people access housing and other vital services to deter sheltering on the Metro system; and
- Contract Law Enforcement, to respond to calls for service and deter crimes on the system

Metro’s contract law enforcement agencies include a multi-agency policing partnership established in 2017 and consisting of the LASD, Los Angeles Police Department, and the Long Beach Police Department.

2.3.7 Metro Public Transportation Agency Safety Plan

The *Public Transportation Agency Safety Plan* (Metro, 2020) integrates the four components of safety management systems (safety management policy, safety risk management, safety assurance, and safety promotion) to lay the foundation of Metro’s safety culture. Safety objectives include the following:

- Establish safety policies, procedures, and requirements that integrate safety into Metro’s decision-making and operations.
- Implement safety management system principles and use the American Public Transit Association standards, recommended practices, and guidelines as resources in developing Metro’s policies/procedures.
- Minimize system modifications related to safety during the operational stage by reviewing safety requirements at system design and procurement stages.

2.3.8 Metro Rail Design Criteria

The Metro Rail Design Criteria (MRDC) identifies Metro's recommended methods to construct, maintain, and monitor the relative safety of fixed-rail facilities. Alternative 6 would utilize the MRDC as the basis of design. Although, the MRDC would not be a required design criteria for Alternatives 1, 3, 4, and 5 and equivalent that includes all relevant design criteria related to safety would be required. For Alternative 6, MRDC provides specific direction about how to categorize potential hazards and the necessary actions, including suspending operations, should potential safety and security risks arise. MRDC also outlines the following basic methods of resolving or addressing any potential safety and security concerns:

- Installation of warning devices shall be used to detect the condition and to generate an adequate warning signal to correct the hazard or to provide for operating personnel/public reaction.
- Specialized procedures and training

2.3.8.1 Metro Fire/Life Safety Criteria

The Metro Fire/Life Safety Criteria is a part of the MRDC and establishes Metro's typical minimum requirements to provide a reasonable degree of safety from fire and its related hazards. These standard criteria cover fire protection requirements for underground, surface, elevated, trenched, and raised embankment fixed guideway transit systems, vehicles, transit stations, and vehicle maintenance and storage areas. Fire safety is achieved by integrating facility design, operating equipment, hardware, procedures, and software subsystems to protect life and property from the effects of fire. The criteria pertain to station and guideway facilities, passenger vehicles, maintenance and storage facilities, system fire/life safety procedures, communications, rail operations control, and inspection, maintenance, and training. Alternative 6 would utilize the Metro Fire/Life Safety Criteria, and Alternatives 1, 3, 4, and 5 would utilize an equivalent.

2.4 Local

2.4.1 City of Los Angeles General Plan

2.4.1.1 Safety Element

The Safety Element of the *City of Los Angeles General Plan* (DCP, 2021) and the Fire Code of the City of Los Angeles Municipal Code (LAMC) govern fire prevention, fire suppression, and life safety services activities. The Safety Element and Fire Code serves as guides to City of Los Angeles departments, government offices, developers, and the public to construct, maintain, and operate fire protection facilities within the City of Los Angeles. The Safety Element of the *City of Los Angeles General Plan* includes the following goals that pertain to safety and security within the City of Los Angeles:

- **Goal 2: Emergency Response.** A city that responds with the maximum feasible speed and efficiency to disaster events to minimize injury, loss of life, property damage and disruption of the social and economic life of the city and its immediate environs.
 - Objective 2.1 – Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City of Los Angeles's comprehensive hazard mitigation and recovery plans and programs.
 - Policy 2.1.1 – Coordination. Coordinate program formulation and implementation between the City of Los Angeles agencies, adjacent jurisdictions, and appropriate private and public

entities to achieve, to the greatest extent feasible and within the resources available, the maximum mutual benefit with the greatest efficiency of funds and staff.

- Policy 2.1.3 – Information. Develop and implement, within the resources available, training programs and informational materials designed to assist the general public in handling disaster situations in lieu of or until emergency personnel can provide assistance.
- Policy 2.1.5 – Response. Develop, implement, and continue to improve the City of Los Angeles’s ability to respond to emergency events.
- Policy 2.1.6 – Standards/fire. Continue to maintain, enforce, and upgrade requirements, procedures, and standards to facilitate more effective fire suppression.

City of Los Angeles Local Hazard Mitigation Plan

The City of Los Angeles has developed a *Local Hazard Mitigation Plan* (LHMP) (City of Los Angeles, 2018) to reduce risks from disasters to the people, property, economy, and environment within the City of Los Angeles. The LHMP is the use of long-term and short-term policies, programs, projects, and other activities to alleviate the death, injury, and property damage that can result from a disaster. The LHMP is incorporated as a component of the *City of Los Angeles General Plan Safety Element* (DCP, 2021) to illustrate the element’s adherence to state requirements. Potential hazards evaluated by the LHMP include wildfires and other potential hazards.

2.4.1.2 Framework Element

The Framework Element of the *City of Los Angeles General Plan*, which was adopted in December 1996 and amended in August 2001 (DCP, 2001), is a long-range, citywide, comprehensive growth strategy. The Framework Element can be considered the organizing element because its policies address and connect all the elements of the plan. Chapter 9 (Infrastructure and Public Services) of the Framework Element includes policies related to public services. The Framework Element includes policies that address deficiencies, including the expansion of public services and infrastructure commensurate with levels of demand. Policies related to fire protection services and police protection services follow:

Fire Protection Services

- Policy 9.16.1 – Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.
- Policy 9.17.2 – Identify areas of the City of Los Angeles with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards.
- Policy 9.17.3 – Develop an acquisition strategy for fire station sites in areas deficient in fire facilities.
- Policy 9.17.4 – Consider the Fire Department’s concerns and, where feasible adhere to them, regarding the quality of the area’s fire protection and emergency medical services (EMS) when developing general plan amendments and zone changes or considering discretionary land use permits.
- Policy 9.18.1 – Engage in fire station development advance planning, acknowledging the amount of time needed to fund and construct these facilities.

- Policy 9.19.1 – Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
- Policy 9.19.3 Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.

Police Protection Services

- Policy 9.13.1 – Monitor and report police statistics, as appropriate, and population projections for the purpose of evaluating police service based on existing and future needs.
- Policy 9.14.1 – Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.
- Policy 9.14.2 – Support the provision of additional sworn police officers to meet the safety needs of the City of Los Angeles.
- Policy 9.14.3 – Pursue state, federal, and other non-conventional funding sources to expand the number of sworn police officers.
- Policy 9.14.4 – Complete all funded capital facilities in as short a time as possible.
- Policy 9.14.5 – Identify neighborhoods in the City of Los Angeles where facilities are needed to provide adequate police protection.
- Policy 9.14.6 – Minimize the processing required to establish needed facilities and, if necessary, modify facility standards to utilize existing available structures for this purpose.
- Policy 9.14.7 – Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.
- Policy 9.15.1 – Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations.

2.4.2 City of Los Angeles Base Emergency Operations Plan

The *Emergency Operations Plan* for the City of Los Angeles outlines the response framework for all hazards and serves as the foundation for emergency responses within the City of Los Angeles (City of Los Angeles, 2023). The plan delineates the functions, structures, stakeholders, activities, personnel, resources, capabilities, mutual aid processes, and goals of the City of Los Angeles during an emergency or disastrous event.

2.4.3 City of Los Angeles Municipal Code

2.4.3.1 Fire Code

The LAMC Fire Code serves as a guide to City of Los Angeles departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles. Policies and programs addressed in the documents include the following: fire station distribution and location, required fire flow (i.e., water supply), fire hydrant standards and locations, access provisions, and emergency ambulance service.

All new construction must comply with applicable provisions set forth in the LAMC. In the Fire Protection and Prevention chapter of the LAMC, Chapter V, Article 7 (Fire Code) (LAMC, 2023a), the Los Angeles Fire Department (LAFD) Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations set by the State Fire Marshal. The local fire code contained within the LAMC also reflects the policies of the *City of Los Angeles General Plan Safety Element* (DCP, 2021). The fire code sets forth regulatory requirements pertaining to the following:

- Prevention of fires
- Investigation of fires or life safety hazards
- Elimination of fire and life safety hazards in any building or structure, including buildings under construction
- Maintenance of fire protection equipment and systems
- Regulation of the storage, use, and handling of hazardous materials

2.4.3.2 Law Enforcement Administrative Code

The law enforcement regulations and the powers and duties of the Los Angeles Police Department (LAPD) are outlined in the following:

- *City of Los Angeles Charter* Article V, Section 570 (City of Los Angeles Charter, 2023)
- *City of Los Angeles Administrative Code*, Division 22, Chapter 11, Section 22.240 (City of Los Angeles Administrative Code, 2023)
- LAMC, Chapter V, Article 2 (LAMC, 2023b).

City of Los Angeles Charter Article V, Section 570, gives power and duty to the LAPD to enforce the penal provisions of the charter and City of Los Angeles ordinances, as well as state and federal laws. The charter also gives responsibility to the LAPD to act as peace officers, as defined by state law, and the power and duty to protect lives and property in case of disaster or public calamity. Administrative Code Section 22.240 requires the LAPD to adhere to the state standards described in California Penal Code Section 13522, which charges the LAPD with adhering to certain standards for recruitment and training of public-safety dispatchers. The LAPD is given the power and the duty to protect residents and property and to review and enforce specific security-related mitigation measures with regards to new development. Furthermore, as stated in the *City of Los Angeles Administrative Code*, the LAPD is given the duty and power to protect the lives and properties of the community in the case of a disaster or public calamity.

2.4.4 City of Los Angeles Fire Department

The LAFD serves the City of Los Angeles and provides services, including fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. As part of standard development approval in Los Angeles, the LAFD reviews plans for specific projects, and project applicants are required to incorporate the LAFD recommendations into a project's final design. Additionally, the LAFD requires that fire prevention measures be incorporated into final project plans for each building in accordance with the California State Fire Code. Before issuing any occupancy permits for development projects, the LAFD reviews the project plans for adequate on-site access, exit, and any necessary special equipment to assist firefighters.

2.4.5 City of Los Angeles Police Department

The LAPD serves the City of Los Angeles providing police protection services. The mission of the Los Angeles Police Department is to safeguard the lives and property of the people of Los Angeles. The LAPD also features a variety of specialized units, including SWAT, Off-Road Enforcement, Mounted Unit, Special Operations Support Division, Air Support Division, K-9 Unit, Animal Cruelty Task Force, Gangs and Narcotics Division, and Specialized Enforcement Section (Motors and Commercial Enforcement)

2.4.6 City of Santa Monica General Plan – Safety Element

The basic objective of the *City of Santa Monica General Plan* Safety Element (City of Santa Monica, 1995) is to reduce deaths, injuries, property damage, and economic and social impacts from hazards via the following policies:

- Policy 2.2: The City of Santa Monica should support mitigation of existing public and private property located on unstable hillside areas, especially in slope with recurring failures, where the City of Santa Monica's property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City of Santa Monica's engineer, fire, or police departments.
- Policy 4.3: Conduct and implement long-range fire-safety planning to cope with increasing urban density caused by new development, redevelopment, and property infilling including development of stringent building or fire municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sectors.
- Policy 6.1: The City of Santa Monica shall stringently enforce code regulations, adopt or modify ordinances, and take other actions as needed to prepare and response effectively to emergencies.
- Policy 6.1.1: The City of Santa Monica shall continually strengthen the Multi-Hazard Functional Plan and maintain mutual aid agreements with federal, state, and local agencies, and the private sector to assist in the following:
 - Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress
 - Heavy search and rescue and fire suppression
 - Lifeline utility restoration
 - Hazardous materials response
 - Temporary shelter
 - Traffic and crowd control
 - Building inspection
- Policy 6.2: The City of Santa Monica shall develop a blueprint for managing evacuation plans, including allocation of buses, designating and protecting disaster routes, traffic control contingencies, and other actions.
- Policy 6.2.3: The City of Santa Monica should adopt inundation alert and readiness levels corresponding with official forecasts by the State Office of Emergency Services and Los Angeles County Sheriff regarding earthquake prediction, tsunami inundation, and potential for dam failure.

2.4.7 City of Santa Monica Fire Department

While the City of Santa Monica exists within the Resource Study Area (RSA), the Project would be outside of the Santa Monica city boundaries and would therefore primarily rely on services from LAFD. In emergency services, mutual aid is an agreement among emergency responders to lend assistance across jurisdictional boundaries. Basic to California's emergency planning is a statewide system of mutual aid in which each jurisdiction relies first upon its own resources. The California Disaster and Civil Defense Master Mutual Aid Agreement between the State of California, each of its counties, and those incorporated cities and fire protection districts signatory thereto creates formal structure for provision of mutual aid (California Governor's Office of Emergency Services, 2003).

The Santa Monica Fire Department (SMFD) has served the Santa Monica community since 1889. SMFD responds to over 16,000 calls for service each year. The SMFD's five fire stations provide full-time fire and paramedic services, fire prevention, urban search and rescue, hazardous material response, and airport firefighting capabilities. The SMFD also holds its own accredited fire academy.

2.4.8 City of Santa Monica Police Department

While the City of Santa Monica exists within the RSA, the Project would be outside of the Santa Monica city boundaries and would therefore rely on services primarily from the LAPD, LASD, and UCLA PD. In emergency services, mutual aid is an agreement among emergency responders to lend assistance across jurisdictional boundaries. Basic to California's emergency planning is a statewide system of mutual aid in which each jurisdiction relies first upon its own resources. The California Disaster and Civil Defense Master Mutual Aid Agreement between the State of California, each of its counties, and those incorporated cities and fire protection districts signatory thereto creates formal structure for provision of mutual aid (California Governor's Office of Emergency Services, 2003).

2.4.9 City of Culver City General Plan – Public Safety Element

While the City of Culver City exists within the RSA, the Project would be outside of the Culver City boundaries and would therefore rely on services primarily from the LAPD, LASD, UCLA PD, and LAFD. The purpose of the *City of Culver City General Plan* Public Safety Element (Culver City, 2024) is to strive toward achievement of the following major goals:

- Protection of life and property.
- Reduction of adverse economic, environmental, and social conditions resulting from fires and geological conditions resulting from fires and geological hazards.

The Public Safety Element identifies the following policies pertaining to the Project:

- Increase cooperation and coordination between the various jurisdictions and agencies involved in fire protection and the mitigation of geological problems.
- Increasing measures to mitigate fire risk and enhance community preparedness by creating plans such as *Ready! Set! Go! Program* to prepare properties for wildfire, create evacuation plans, and keep citizens informed in the event of a fire.
- Developing areas to be more resilient and less wildfire prone.

2.4.10 City of Beverly Hills General Plan – Safety Element

While the City of Beverly Hills exists within the RSA, the Project would be outside of the City of Beverly Hills boundaries and would therefore rely on services primarily the LAPD, LASD, UCLA PD, and LAFD. The Safety Element (City of Beverly Hills, 2022) identifies the following policies pertaining to the Project:

- **Fire Protection Capability.** Maintain and expand the amount of firefighting equipment and personnel necessary for adequate initial response to fire emergencies in all buildings and areas in the City of Beverly Hills, including high-rise buildings and natural areas. Support and maintain mutual aid agreements to supplement those forces.

3 METHODOLOGY

3.1 Operation and Construction

The Safety and Security Resource Study Area (RSA) is identified as the fire and police service area and wildfire and fire risk area within the geographical boundaries of the Project Study Area described in Section 1. Due to the span of their individual service areas, the CHP and Los Angeles County Sheriff's Department Transit Services Bureau have stations located outside of the RSA but provide essential emergency and non-emergency services to the RSA. Fire and police stations in the City of Santa Monica, Culver City, and City of Beverly Hills are located outside the RSA and would provide essential emergency and non-emergency services via mutual aid to the City of Los Angeles and County of Los Angeles within the RSA. The analysis in this report focuses on the safety and security impacts to passengers, pedestrians, and motorists that would result from constructing and operating the Project. Impacts on fire and police services are considered significant if an increase in population would result in inadequate response times, inadequate staffing levels, and/or increased demand for services that would require the construction of new fire and/or police protection facilities or the expansion of existing fire and/or police protection facilities that may have an adverse physical effect on the environment. This technical report evaluates Project-related impacts and potential conflicts associated with emergency response and evacuation plans and existing plans and policies described in Section 2. Impacts related to wildfire and fire risks are based on a review of the designated Fire Hazard Severity Zones and the Los Angeles Fire Department's (LAFD) *Strategic Plan* (LAFD, 2022a).

3.2 CEQA Thresholds of Significance

For the purposes of the Environmental Impact Report, impacts are considered significant if the Project would:

- Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?
- Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection?
- Substantially impair an adopted emergency response plan or emergency evacuation plan??
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

4 FUTURE BACKGROUND PROJECTS

This section describes planned improvements to highway, transit, and regional rail facilities within the Project Study Area and the region that would occur whether or not the Project is constructed. These improvements are relevant to the analysis of the No Project Alternative and the project alternatives because they are part of the future regional transportation network within which the Project would be incorporated. These improvements would not be considered reasonably foreseeable consequences of not approving the Project as they would occur whether or not the Project is constructed.

The future background projects include all existing and under-construction highway and transit services and facilities, as well as the transit and highway projects scheduled to be operational by 2045 according to the *Measure R Expenditure Plan* (Metro, 2008), the *Measure M Expenditure Plan* (Metro, 2016), the Southern California Association of Governments (SCAG) *Connect SoCal, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)* (SCAG, 2020a, 2020b), and the Federal Transportation Improvement Program (FTIP), with the exception of the Sepulveda Transit Corridor Project (Project). The year 2045 was selected as the analysis year for the Project because it was the horizon year of SCAG's adopted RTP/SCS at the time Metro released the NOP for the Project.

4.1 Highway Improvements

The only major highway improvement in the Project Study Area included in the future background projects is the Interstate 405 (I-405) Sepulveda Pass ExpressLanes project (ExpressLanes project). This would include the ExpressLanes project as defined in the *2021 FTIP Technical Appendix, Volume II of III* (SCAG, 2021a), which is expected to provide for the addition of one travel lane in each direction on I-405 between U.S. Highway 101 (US-101) and Interstate 10 (I-10). Metro is currently studying several operational and physical configurations of the ExpressLanes project, which may also be used by commuter or rapid bus services, as are other ExpressLanes in Los Angeles County.

4.2 Transit Improvements

Table 4-1 lists the transit improvements that would be included in the future background projects. This list includes projects scheduled to be operational by 2045 as listed in the *Measure R and Measure M Expenditure Plans* (with the exception of the Project) as well as the Inglewood Transit Connector and LAX APM. In consultation with the Federal Transit Administration, Metro selected 2045 as the analysis year to provide consistency across studies for Measure M transit corridor projects. The Inglewood Transit Connector, a planned automated people mover (APM), which was added to the FTIP with *Consistency Amendment #21-05* in 2021, would also be included in the future background projects (SCAG, 2021b). These projects would also include the Los Angeles International Airport (LAX) APM, currently under construction by Los Angeles World Airports. The APM will extend from a new Consolidated Rent-A-Car Center to the Central Terminal Area of LAX and will include four intermediate stations. In addition, the new Airport Metro Connector Transit Station at Aviation Boulevard and 96th Street will also serve as a direct connection from the Metro K Line and Metro C Line to LAX by connecting with one of the APM stations.

During peak hours, heavy rail transit (HRT) services would generally operate at 4-minute headways (i.e., the time interval between trains traveling in the same direction), and light rail transit (LRT) services would operate at 5- to 6-minute headways. During off-peak hours, HRT services would generally operate at 8-minute headways and LRT services at 10- to 12-minute headways. Bus rapid transit (BRT) services would generally operate at peak headways between 5 and 10 minutes and off-peak headways between

10 and 14 minutes. The Inglewood Transit Connector would operate at a headway of 6 minutes, with more frequent service during major events. The LAX APM would operate at 2-minute headways during peak and off-peak periods.

Table 4-1. Fixed Guideway Transit System in 2045

| Transit Line | Mode | Alignment Description ^a |
|--|------|--|
| Metro A Line | LRT | Claremont to downtown Long Beach via downtown Los Angeles |
| Metro B Line | HRT | Union Station to North Hollywood Station |
| Metro C Line | LRT | Norwalk to Torrance |
| Metro D Line | HRT | Union Station to Westwood/VA Hospital Station |
| Metro E Line | LRT | Downtown Santa Monica Station to Lambert Station (Whittier) via downtown Los Angeles |
| Metro G Line | BRT | Pasadena to Chatsworth ^b |
| Metro K Line | LRT | Norwalk to Expo/Crenshaw Station |
| East San Fernando Valley Light Rail Transit Line | LRT | Metrolink Sylmar/San Fernando Station to Metro G Line Van Nuys Station |
| Southeast Gateway Line | LRT | Union Station to Artesia |
| North San Fernando Valley Bus Rapid Transit Network Improvements | BRT | North Hollywood to Chatsworth ^c |
| Vermont Transit Corridor | BRT | Hollywood Boulevard to 120th Street |
| Inglewood Transit Connector | APM | Market Street/Florence Avenue to Prairie Avenue/Hardy Street |
| Los Angeles International Airport APM | APM | Aviation Boulevard/96th Street to LAX Central Terminal Area |

Source: HTA, 2024

^aAlignment descriptions reflect the project definition as of the date of the Project's Notice of Preparation (Metro, 2021).

^bAs defined in Metro Board actions of [July 2018](#) and [May 2021](#), the Metro G Line will have an eastern terminus near Pasadena City College and will include aerial stations at Sepulveda Boulevard and Van Nuys Boulevard.

^cThe North San Fernando Valley network improvements are assumed to be as approved by the Metro Board in [December 2022](#).

4.3 Regional Rail Projects

The future background projects would include the Southern California Optimized Rail Expansion (SCORE) program, which is Metrolink's Capital Improvement Program that will upgrade the regional rail system (including grade crossings, stations, and signals) and add tracks as necessary to be ready in time for the 2028 Olympic and Paralympic Games. The SCORE program will also help Metrolink to move toward a zero emissions future. The following SCORE projects planned at Chatsworth and Burbank Stations will upgrade station facilities and allow 30-minute all-day service in each direction by 2045 on the Metrolink Ventura County Line:

1. Chatsworth Station: This SCORE project will include replacing an at-grade crossing and adding a new pedestrian bridge and several track improvements to enable more frequent and reliable service.
2. Burbank Station: This SCORE project will include replacing tracks, adding a new pedestrian crossing, and realigning tracks to achieve more frequency, efficiency, and shorter headways.

In addition, the Link Union Station project will provide improvements to Los Angeles Union Station that will transform the operations of the station by allowing trains to arrive and depart in both directions,

rather than having to reverse direction to depart the station. Link Union Station will also prepare Union Station for the arrival of California High-Speed Rail, which will connect Union Station to other regional multimodal transportation hubs such as Hollywood Burbank Airport and the Anaheim Regional Transportation Intermodal Center.

5 NO PROJECT ALTERNATIVE

The only reasonably foreseeable transportation project under the No Project Alternative would be improvements to Metro Line 761, which would continue to serve as the primary transit option through the Sepulveda Pass with peak-period headways of 10 minutes in the peak direction and 15 minutes in the other direction. Metro Line 761 would operate between the Metro E Line Expo/Sepulveda Station and the Metro G Line Van Nuys Station, in coordination with the opening of the East San Fernando Valley Light Rail Transit Line, rather than to its current northern terminus at the Sylmar Metrolink Station.

5.1 Existing Conditions

5.1.1 Fire Services

The following section summarizes fire services. Figure 5-1 shows the fire stations inside and near the Resource Study Area (RSA), and Table 5-1 lists the addresses. While the Cities of Beverly Hills, Culver City, and Santa Monica exist within or nearby the RSA, the Project would be within the City of Los Angeles where the Los Angeles Fire Department (LAFD) would provide essential emergency and non-emergency services.

5.1.1.1 City of Los Angeles Fire Department

The LAFD is the Authority Having Jurisdiction (AHJ) and has primary responsibility for fire and emergency services response within the RSA. LAFD has 3,246 uniformed personnel and 353 non-uniformed support staff (LAFD, 2024). The organization is composed of 4 bureaus, 14 battalions, and 106 fire stations (LAFD, 2022a). A professionally trained staff of 1,018 uniformed firefighters are always on duty at 106 neighborhood fire stations across the LAFD 469-square-mile jurisdiction (LAFD, 2023c).

The LAFD has a sophisticated mix of apparatus, including the following (LAFD, 2022a):

- 98 Type I engines
- 93 advanced life support (ALS) ambulances
- 43 basic life support ambulances
- 43 truck/light forces
- 16 brush patrols
- 9 airport units
- 7 helicopters
- 6 urban search and rescue companies
- 6 Type III engines
- 5 fire boats
- 5 mental health therapeutic vans
- 5 dozers/loaders
- 4 hazardous materials squads
- 5 swift water rescue teams
- 4 advanced provider response units
- 4 fast response vehicles
- 4 foam tenders
- 1 sobriety emergency response unit
- 1 heavy rescue

The LAFD services include the following:

- Fire prevention
- Firefighting
- Emergency medical care
- Technical rescue
- Hazardous materials mitigation
- Disaster response
- Public education
- Community service

The LAFD provided fire protection and emergency services to the City of Los Angeles's population with 499,622 number of incidents in 2022 and 470,274 number of incidents in 2021 (LAFD, 2022a). The LAFD provides fire services for the RSA. Table 5-1 lists and Figure 5-1 shows the fire stations within and near the RSA. While some stations are located outside the RSA, the California Disaster and Civil Defense Master Mutual Aid Agreement between the State of California, each of its counties, and those incorporated cities and fire protection districts enforces mutual aid (California Governor's Office of Emergency Services, 2003). The basic concept of mutual aid is an agreement among emergency response responders to lend assistance across jurisdictional boundaries.

Table 5-1. No Project Alternative: Fire Station Locations

| Fire Station | Address |
|---|---|
| <i>City of Los Angeles Fire Department</i> | |
| Station 88 | 5101 Sepulveda Boulevard, Sherman Oaks, CA 91403 |
| Station 81 | 14355 Arminta Street, Panorama City, CA 91402 |
| Station 37 | 1090 Veteran Avenue, Los Angeles, CA 90024 |
| Station 59 | 11505 Olympic Boulevard, Los Angeles, CA 90064 |
| Station 90 | 7921 Woodley Avenue, Van Nuys, CA 91406 |
| Station 71 | 107 South Beverly Glen Boulevard, Los Angeles, CA 90024 |
| Station 109 | 16500 Mulholland Drive, Los Angeles, CA 90049 |
| Station 92 | 10556 West Pico Boulevard, Los Angeles, CA 90064 |
| Station 39 | 14415 Sylvan Street, Van Nuys, CA 91401 |
| Station 19 | 12229 Sunset Boulevard, Los Angeles, CA 90049 |
| Station 83 | 4960 Balboa Boulevard, Encino, CA 91436 |
| Station 99 | 14145 Mulholland Drive, Sherman Oaks, CA 91423 |
| Station 62 | 11970 Venice Boulevard, Los Angeles, CA 90066 |
| Station 100 | 6751 Louise Avenue, Lake Balboa, CA 91406 |
| Station 102 | 13200 Burbank Boulevard, Sherman Oaks, CA 91401 |
| Station 58 | 1556 South Robertson Boulevard, Los Angeles CA 90035 |
| Station 43 | 3690 Motor Avenue, Los Angeles, CA 90034 |
| Station 78 | 4041 Whitsett Avenue, Studio City CA 91604 |
| Station 108 | 12520 Mulholland Drive, Los Angeles, CA 90210 |
| <i>City of Santa Monica Fire Department^a</i> | |
| Station 1 | 1337 7th Street, Santa Monica, CA 90401 |
| Station 2 | 222 Hollister Avenue, Santa Monica, CA 90405 |
| Station 3 | 1302 19th Street, Santa Monica, CA 90404 |
| Station 4 | 2500 Michigan Avenue, Santa Monica, CA 90404 |
| Station 5 | 2450 Ashland Avenue, Santa Monica, CA 90405 |
| Station 7 | 1100 Pacific Coast Highway, Santa Monica, CA 90403 |

| Fire Station | Address |
|--|--|
| <i>City of Beverly Hills Fire Department^a</i> | |
| Station 1 | 445 North Rexford Drive, Beverly Hills, CA 90210 |
| Station 2 | 1100 Coldwater Canyon Drive, Beverly Hills, CA 90210 |
| Station 3 | 180 South Doheny Drive, Beverly Hills, CA 90211 |
| <i>City of Culver City Fire Department^a</i> | |
| Station 1 | 9600 Culver Boulevard, Culver City, CA 90232 |
| Station 2 | 11252 Washington Boulevard, Culver City, CA 90230 |

Source: LAFD, 2023b

^aDuring the construction or operation phase, the Los Angeles Fire Department would be the primary responder since the Project would be located within the City of Los Angeles. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), these agencies would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

5.1.1.2 Los Angeles County Fire Department

The LAFD is the AHJ and has primary responsibility for fire and emergency services response within the RSA. While the Los Angeles County Fire Department (LACFD) is the AHJ within the unincorporated areas of Los Angeles County, including the U.S. Department of Veterans Affairs (VA) property, LAFD would service the VA due to proximity. LAFD Station 37 is located 0.19 miles from the VA while the nearest LACFD is located in West Hollywood, 3.54 miles from the RSA. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), the City of Los Angeles would provide essential emergency and non-emergency services to the VA under mutual aid.

Figure 5-1 shows the fire stations within and adjacent to the RSA. Under mutual aid, fire and police stations operating outside the City of Los Angeles would provide essential emergency and non-emergency services to the RSA.

Figure 5-1. No Project Alternative: Fire and Police Station Locations Within and Near the Resource Study Area



Source: LAFD, 2023a; LAPD, 2021, 2023d; HTA, 2024

More than 85 percent of the LAFD's daily emergency responses relate to emergency medical services (EMS). On average, the LAFD transports more than 500 people every day to local hospitals (LAFD, 2023c). The average operational response time for EMS for LAFD was 7 minutes 31 seconds in 2022 (LAFD, 2022b). Critical ALS incidents include the most critical types of incidents, such as those that may result in death or serious physical injury. The ALS response team includes two firefighters/paramedics

(LAFD, 2023d). The average LAFD operational response time for critical ALS was 6 minutes 29 seconds in 2022 (LAFD, 2022b). Structure fire incidents are incident types indicating that a building or structure is reported to be actively burning (LAFD, 2023c). The average LAFD operational response time for structure fire incidents was 6 minutes 20 seconds in 2022 (LAFD, 2022b). The average LAFD operational response time for non-emergency medical services (Non-EMS) was 7 minutes 22 seconds in 2022 (LAFD, 2022b). Table 5-2 lists the average LAFD operation response times for the stations within and near the RSA.

Table 5-2. No Project Alternative: Average Operational Response Time per Fire Station

| Fire Station | EMS | Non-EMS | Critical ALS | Structure Fire |
|--------------|--------------|--------------|--------------|----------------|
| Station 19 | 8 min 48 sec | 8 min 22 sec | 7 min 14 sec | 7 min 0 sec |
| Station 37 | 7 min 14 sec | 6 min 32 sec | 6 min 4 sec | 5 min 24 sec |
| Station 39 | 7 min 17 sec | 7 min 0 sec | 6 min 10 sec | 5 min 14 sec |
| Station 43 | 5 min 18 sec | 5 min 12 sec | 6 min 22 sec | 5 min 32 sec |
| Station 58 | 7 min 16 sec | 7 min 7 sec | 6 min 5 sec | 5 min 17 sec |
| Station 59 | 7 min 5 sec | 6 min 31 sec | 6 min 7 sec | 5 min 29 sec |
| Station 62 | 7 min 26 sec | 7 min 20 sec | 6 min 17 sec | 6 min 25 sec |
| Station 71 | 7 min 27 sec | 8 min 4 sec | 6 min 26 sec | 8 min 4 sec |
| Station 78 | 7 min 11 sec | 7 min 16 sec | 6 min 8 sec | 6 min 29 sec |
| Station 81 | 7 min 30 sec | 7 min 17 sec | 6 min 22 sec | 5 min 29 sec |
| Station 83 | 7 min 2 sec | 7 min 1 sec | 6 min 1 sec | 5 min 7 sec |
| Station 88 | 6 min 32 sec | 6 min 28 sec | 6 min 8 sec | 5 min 17 sec |
| Station 90 | 7 min 26 sec | 7 min 13 sec | 6 min 28 sec | 6 min 16 sec |
| Station 92 | 8 min 2 sec | 7 min 2 sec | 6 min 31 sec | 5 min 9 sec |
| Station 99 | 7 min 24 sec | 8 min 4 sec | 6 min 32 sec | 6 min 35 sec |
| Station 100 | 6 min 35 sec | 6 min 20 sec | 6 min 2 sec | 5 min 29 sec |
| Station 102 | 6 min 30 sec | 6 min 26 sec | 5 min 31 sec | 5 min 4 sec |
| Station 108 | 9 min 24 sec | 9 min 10 sec | 8 min 35 sec | 11 min 6 sec |
| Station 109 | 9 min 14 sec | 9 min 10 sec | 8 min 4 sec | 9 min 4 sec |

Source: LAFD, 2023b, 2023e, 2023f, 2023g, 2023h, 2023i, 2023j, 2023k, 2023l, 2023m, 2023n, 2023o, 2023p, 2023q, 2023r, 2023s, 2023t, 2023u

min = minutes

sec = seconds

5.1.2 Police Services

The following section summarizes police services. Figure 5-1 shows the police stations within and near the RSA, and Table 5-3 lists the addresses of police stations servicing the RSA. While the City of Santa Monica exists within the RSA, the Project would be located within the City of Los Angeles where the Los Angeles Police Department (LAPD) and Los Angeles County Sheriff's Department (LASD) would provide essential emergency and non-emergency services. The University of California, Los Angeles Police Department (UCLA PD), Veterans Affairs Police Department (VAPD), California Highway Patrol (CHP), and Federal Protective Services (FPS) would patrol and provide services in their respective jurisdictions or properties. Metro system-wide crime statistics from the latest *Monthly Update on Public Safety Attachment C - Total Crime Summary – August 2023* (Metro, 2023) are as follows:

- 2,088 annual crimes against persons between September 2022 and August 2023
- 747 annual crimes against property between September 2022 and August 2023
- 1,295 annual crimes against society between September 2022 and August 2023

Table 5-3. No Project Alternative: Police Station Locations

| Police Station | Address |
|--|--|
| LAPD Van Nuys Community Station | 6240 Sylmar Avenue, Van Nuys, CA 91401 |
| LAPD West Los Angeles Community Station | 1663 Butler Avenue, Los Angeles, CA 90025 |
| UCLA Police Department | 601 Westwood Plaza, Los Angeles, CA 90095 |
| LASD West Hollywood Station | 780 North San Vicente Boulevard, West Hollywood, CA 90069 |
| LASD Transit Services Bureau | One Gateway Plaza (Metro Headquarters), Los Angeles, CA 90012 |
| VAPD | 11301 Wilshire Boulevard, Building 236, West Los Angeles, CA 90073 |
| CHP West Los Angeles Area Station | 6300 Bristol Parkway Culver City, CA 90230 |
| CHP West Valley Area | 5825 De Soto Avenue Woodland Hills, CA 91367 |
| City of Santa Monica Police Department ^a | 333 Olympic Drive, Santa Monica, CA 90401 |
| City of Beverly Hills Police Department ^a | 464 N Rexford Drive, Beverly Hills, CA 90210 |
| City of Culver City Police Department ^a | 4040 Duquesne Avenue, Culver City, CA 90232 |

Source: LAPD, 2023a, 2023b; LASD, 2024; CHP, 2023a, 2023b

^aUnder the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), this agency would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

5.1.2.1 Federal Protective Services

The FPS is a federal law enforcement agency that provides security and law enforcement to federally owned and leased facilities. The Federal Building at 11000 Wilshire Boulevard, Los Angeles CA 90024, houses the Los Angeles Federal Bureau of Investigations (FBI) field office.

The FBI field offices investigate domestic terrorism, cyber-crime, civil rights, organized crime and drugs, violent crimes, and major offenders by working collaboratively with other federal, state, local law enforcement and intelligence agencies (FPS, 2023).

5.1.2.2 Los Angeles County Sheriff's Department

The LASD is a law enforcement agency that serves Los Angeles County. The LASD West Hollywood Station patrols the unincorporated areas of Los Angeles County including the VA complex west of I-405, in the RSA. The LASD holds jurisdictional responsibilities over 4,084 square miles and to over 10 million Los Angeles area residents. LASD provides general law enforcement and security-related services to 42 contract cities, 140 unincorporated communities, 38 superior courts, 10 community colleges, and county parks (LASD, 2014). The LASD provides protection services within portions of the RSA.

The LASD is part of a three department law enforcement provider team, with LAPD and Long Beach Police Department. Metro contracts with the LASD to provide law enforcement for all Metro transit systems and property outside the City of Los Angeles and City of Long Beach. LASD security personnel and deputies patrol the transit system routes and stations. LASD is responsible for general law enforcement for the passengers and property of the Metro rail lines and buses operated by Metro. LASD is responsible for all crimes or incidents occurring on originating, or continuing from trains, passenger stations, facilities, property, or Metro owned and operated vehicle parking areas of the Metro transit system. In addition to providing patrol and investigative services, the LASD offers a broad range of support services, including Neighborhood Watch coordination, community education programs, drug prevention education for school children, and homeland security. A key crime-prevention program run by the LASD is the Community/Law Enforcement Partnership Program. As part of this program, LASD

helps communities mobilize and organize against gangs, drugs, and violence by working through schools, community-based organizations, local businesses, churches, residents, and local governments.

Table 5-4. No Project Alternative: Sheriff Staffing Levels

| Sheriff Station | Sworn Officers | Population Served |
|-------------------------|----------------|-------------------|
| West Hollywood Station | 142 | 37,069 |
| Transit Services Bureau | 259 | Not applicable |

Source: LASD, 2020

5.1.2.3 Los Angeles Police Department

The LAPD provides police protection services within the 468-square-mile jurisdictional boundaries of the City of Los Angeles (LAPD, 2021). The LAPD is divided into four bureaus: Central, South, Valley, and West. The Valley Bureau contains seven community police stations: Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley. The West Bureau contains five community police stations: Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire (LAPD, 2023a).

LAPD's Valley Bureau and the West Bureau are both within the RSA. Table 5-3 and Figure 5-1 identify the police stations that would serve the RSA.

The Van Nuys Community Police Station provides police services to the Sherman Oaks and Van Nuys neighborhoods, which is 30 square miles with over 325,000 residents and is under the jurisdiction of the Valley Bureau (LAPD, 2023b).

West Los Angeles officers protect and serve people within the station's boundaries of 65.14 square miles and 748 street miles, bordering the Cities of Beverly Hills, Culver City, and Santa Monica, Los Angeles County, and the Pacific Ocean. West Los Angeles is under the jurisdiction of the West Bureau. In comparison to the other 17 community police stations, West Los Angeles is responsible for the largest number of square miles (LAPD, 2023b). The West Los Angeles Community Police Station provides service to a diverse residential population that exceeds 228,000 people. Throughout the day, the business and residential populations swell to approximately a 500,000 people (LAPD, 2023b). The increase is due to those who either pursue knowledge and skills training at educational and professional institutes — including UCLA — and those who work or visit the neighborhoods of West Los Angeles and Santa Monica.

The LAPD traditionally has used crime trends, per-capita approach, minimum-employment levels, authorized/budgeted levels, and least-commonly, workload-based models to make staffing decisions (LAPD, 2023b). LAPD is staffed with 9,100 sworn personnel. However, 10,000 sworn personnel are approved, and the LAPD is hiring and recruiting to restore the LAPD to 9,500 sworn personnel (LAPD, 2023b). Table 5-5 shows the LAPD staffing levels of sworn officers at the Van Nuys Community Station and the West Los Angeles Community Station.

Table 5-5. No Project Alternative: Police Staffing Levels

| Police Station | Captain | Lieutenant | Sergeant | Detective | Police Officer | Total Sworn Officers |
|------------------------------------|---------|------------|----------|-----------|----------------|----------------------|
| Van Nuys Community Station | 2 | 5 | 30 | 33 | 155 | 225 |
| West Los Angeles Community Station | 2 | 5 | 24 | 24 | 181 | 236 |

Source: LAPD, 2023b, 2023e

In 2022, the LAPD received 828,411 calls for service, a decrease of 7.5 percent compared to 2021, which had 895,757 calls. In addition, in 2022, the LAPD made 331,139 stops, a decrease of 22.9 percent compared to 2021 of 429,348 stops (LAPD, 2023c). The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD. Generally, it is logical to anticipate that the crime rate in a given area would increase as the level of activity or population (along with the opportunities for crime) increases. However, because several other factors also contribute to the resultant crime rate — such as police presence, crime-prevention measures, and ongoing legislation/funding — the potential for increased crime rates is not necessarily directly proportional to increase in land use activity.

In addition to crime rates, the LAPD’s operational statistics are also analyzed in terms of response times. Table 5-6 identifies the LAPD’s response times for emergency to non-emergency calls. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are often in a mobile state; hence, the actual distance between a headquarters facility and the project site is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time.

Table 5-6. No Project Alternative: Los Angeles Police Department Response Times

| Name | Emergency Code 3 | Urgent/Emergency Code 2 | Non-Emergency Non-Coded |
|------------------------------------|---------------------|----------------------------|----------------------------|
| <i>Station Response Time</i> | | | |
| Van Nuys Community Station | 5 min 30 sec | 19 min 54 sec | 53 min 0 sec |
| West Los Angeles Community Station | 7 min 36 sec | 23 min 36 sec | 51 min 36 sec |
| <i>Bureau Response Time</i> | | | |
| Valley Bureau | 6 min 36 sec | 21 min 42 sec | 50 min 42 sec |
| West Bureau | 6 min 6 sec | 23 min 6 sec | 56 min 18 sec |
| <i>City Response Time</i> | | | |
| City of Los Angeles | 6 min 30 sec | 24 min 12 sec | 57 min 12 sec |

Source: LAPD, 2023b

min = minutes
sec = seconds

Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. In addition, the Santa Monica Police Department’s (SMPD) Professional Services Division is also available to provide police services for special events and activities, such as at the Getty Museum located at 1200 Getty Center Drive, Los Angeles, CA 90049, and at the Skirball Cultural Center located at 2701 North Sepulveda Boulevard, Los Angeles, CA 90049 (SMPD, 2023).

5.1.2.4 California Highway Patrol

The RSA is within the CHP West Los Angeles Area. The CHP provides road and highway traffic law enforcement throughout the state. The CHP West Los Angeles Area Station is at 6300 Bristol Parkway Culver City, CA 90230 and houses 102 uniformed and 10 civilian employees in concert with agency partners to provide traffic law enforcement and address traffic safety concerns, while promoting educational programs along I-405, I-10, and US-101. The West Valley Area office is located at 5825 De Soto Avenue Woodland Hills, CA 91367 and has a patrol area of approximately 400 square miles that includes portions of the City of Los Angeles and San Fernando Valley. The West Los Angeles Area Station CHP is composed of 102 uniformed and 10 civilian employees (CHP, 2023a, 2023b).

5.1.2.5 Veterans Affairs Police Department

The VAPD oversees the West Los Angeles Medical Center, Downtown Los Angeles Outpatient Patient Clinic, Sepulveda Medical Center, and outer Community-Based Outpatient Clinics and is at 11301 Wilshire Boulevard, Building 236, West Los Angeles, CA 90073. VAPD officers enforce federal laws on department properties and make arrests on warrants.

5.1.2.6 University of California, Los Angeles Police Department

The UCLA PD at 601 Westwood Plaza, Los Angeles, CA 90095 is dedicated to providing a safe and secure environment for teaching, research, and public service. With 66 sworn officers, 41 professional staff, 15 security services, and 5 public-safety aides, the UCLA PD is linked to city, state, and federal criminal justice agencies to prevent and apprehend criminal suspects. The UCLA PD patrols, responds to calls for services, investigates, educates, and implements preventive strategies within the UCLA campus (UCLA PD, 2023).

The Police Community Services Division with the UCLA PD consists of an EMS that is staffed by employees who respond to life support medical emergencies and provide medical services. The Police Community Services Division is also responsible for public information, media relations, and campus/external relations.

The Operations Bureau of the UCLA PD consists of the General Management, Patrol, and Investigations Divisions. The Patrol Division includes the Motor Program, Bicycle Team, Special Events Sergeant, and Field Training Officer Programs. The Investigations Division includes the Detectives, Threat Management, Property & Evidence, and Crime Analysis/Clearly Units.

The Administrative Bureau of the UCLA PD provides general management direction, and consists of the Personnel and Training Unit, the Communications Center, and the Police Community Services Division. The Police Community Services Division — which consists of EMS, the Crime-Prevention Unit, and the Crime Analysis/Clearly Unit — is tasked with public information and media relations, as well as campus and external relations.

5.1.2.7 Santa Monica Police Department

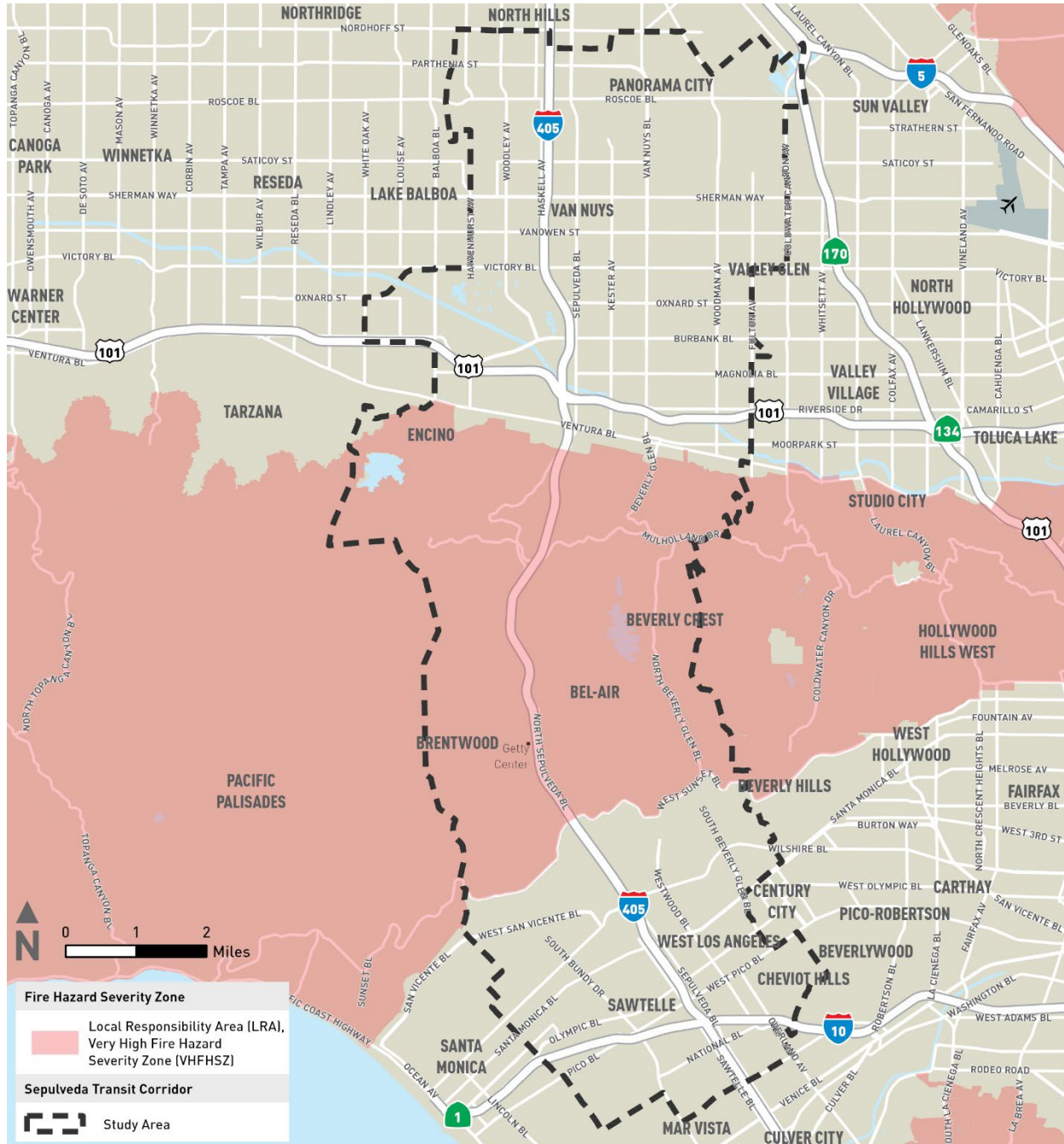
While the City of Santa Monica exists within the RSA, the Project would be outside of the Santa Monica city boundaries and would therefore rely on services primarily from the LAPD and UCLA PD. The SMPD provides its services through 401 employees and an annual budget of \$100.6 million (FY 2022 through 2023) (City of Santa Monica, 2022). One deputy police chief, four lieutenants, one senior administrative analyst, and one executive assistant report directly to the police chief.

5.1.3 Wildfire

Wildfire is any uncontrolled fire spreading through vegetative fuels that threatens to destroy life, property, or resources. Wildfire sparked by combustible vegetation could result in unplanned, uncontrolled, and unpredictable wildfire. Wildfire behavior is based on three primary factors: topography, weather, and fuels. As shown on Figure 5-2, the RSA contains an area (within the Santa Monica Mountains) recommended by the California Department of Forestry and Fire Protection (CAL FIRE) and designated by the Local Responsibility Area (LRA) as a Very High Fire Hazard Severity Zone (VHFHSZ). Mapping of the areas, referred to as VHFHSZ, are based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings (CAL FIRE, 2011). Figure 5-3 illustrates historic fires that have occurred since 2017 including the

2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b).

Figure 5-2. No Project Alternative: Wildfire Hazard Zone



Source: CAL FIRE, 2011; HTA, 2024



Figure 5-3. No Project Alternative: Historical Wildfires



Source: CAL FIRE, 2025c; HTA, 2025

5.1.3.1 Fuel

Undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts, and the region's characteristic Mediterranean climate — results in large areas of dry vegetation that provide fuel for wildland fires. Moisture level, chemical makeup, and density is the fuel's composition that determines the degree of flammability. The moisture defines how quickly a fire can spread and how intense or hot a fire might become. High moisture content slows the burning process. A fuel's chemical makeup determines how readily a fire will burn. For example, some plants, shrubs, and trees contain oils or resins that promote faster and more intense burning. The physical density of the fuel source also influences flammability. For example, if fuel sources are compacted where air cannot circulate easily, the fuel source will not burn as quickly (NPS, 2017).

5.1.3.2 Weather

Weather conditions such as wind, temperature, and humidity are contributing factors to fire behavior. Wind can bring oxygen to the fire and push the fire toward new fuel sources. The temperature of a fuel influences the ignition of the fire. Combustible fuel sources will ignite more easily at high temperatures than at low temperatures. Low humidity levels allow the fuels to become dry and more prone to catching fire, and fuels burn more quickly than when humidity levels are high. A red-flag warning means warm temperatures, very low humidities, and stronger winds are expected to combine to produce an increased risk of fire danger (NPS, 2017).

5.1.3.3 Topography

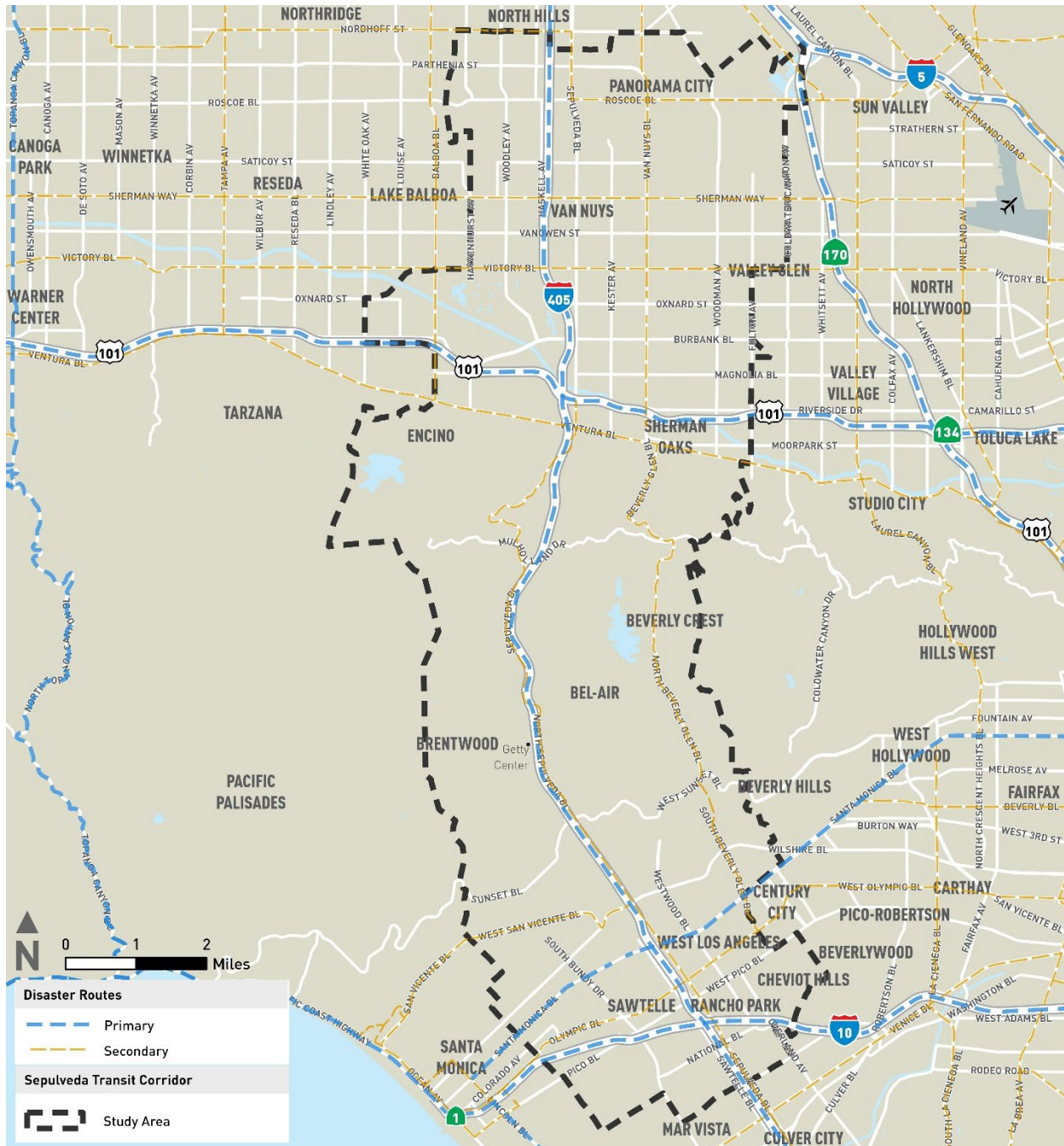
Topography describes land shape, including descriptions of the elevation, slope, and aspect. The elevation is the height above sea level, the slope is the steepness of the land, and the aspect is the direction of a slope. These topographic features can help or hinder the spread of fire and influence a fire's intensity, direction, and rate of spread. The elevation, slope, and aspect are also important to consider to determine how hot and dry a given area would be. Higher elevations could be drier with colder temperatures compared to the lower elevations. In addition, north-facing slopes would be slower to heat up or dry out (NPS, 2017). Fires burning in flat or gently sloping areas tend to burn more slowly and spread in wider ellipses than fires on steep slopes.

5.1.4 Disaster Routes

Disaster routes play a primary role in disaster response and recovery. During a disaster and immediately following, disaster routes are used to transport emergency equipment, supplies, and personnel into an Affected Area. Fire, emergency medical services (EMS), and others involved with public safety for life saving measures also use disaster routes. Disaster routes are prioritized for clearing, repairing, and restoring over all other roads. The County of Los Angeles has identified disaster routes within the RSA where the Project would be located. Figure 5-4 shows the disaster routes.



Figure 5-4. No Project Alternative: Disaster Routes



Source: LADPW, 2022; HTA, 2024

5.2 Environmental Impacts

5.2.1 Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?

5.2.1.1 Operational Impact

The provision of adequate fire protection services is important to Metro and the City of Los Angeles, and funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services respond to changes in development. Similarly, staffing levels are evaluated by the LAFD during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained.

The No Project Alternative would also be subject to evaluation by the LAFD to ensure that adequate fire protection could be accommodated throughout the City of Los Angeles. The No Project Alternative would comply with existing regulations set forth by the LAFD Health and Safety Plans. Therefore, the development associated with the No Project Alternative would have less than significant impacts related to new demands on fire services compared to impacts to service ratios, response times, or other performance objectives during operations.

5.2.1.2 Construction Impact

The provision of adequate fire protection services is important to the City of Los Angeles, and funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in development. Similarly, staffing levels are evaluated by the LAFD during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained. This includes the LAFD evaluation of required Health and Safety Plans for workers and visitors to active construction sites to ensure inclusion of fire-safety measures. This evaluation may include assessing fees to support fire protection services.

Because construction activities would be limited to individual bus stops (i.e., discrete locations with small footprints), the No Project Alternative does not include housing components that would increase the population compared to the existing conditions during operations. However, it is anticipated that the No Project Alternative would require a small influx of construction workers. However, these workers would likely be sourced from the local labor pool. Thus, construction associated with the No Project Alternative is unlikely to directly foster the need for new or physically altered fire protection and emergency response facilities. Construction of the No Project Alternative would result in an increase in temporary employment opportunities and is unlikely to result in a permanent increase in employment.

Construction associated with rerouting of Metro Line 761 would be minimal and take place entirely within existing street ROW. It is not anticipated that construction activities would have any potential to affect emergency response times as construction can be accomplished without the need to affect street circulation. Under the compliance set forth by existing regulations by the LAFD Health and Safety Plans, construction associated with the No Project Alternative would have less than significant impacts related to new demands on fire services with impacts to service ratios, response times, or other performance objectives. Therefore, impacts related to the need for new or physically altered fire protection and

emergency response facilities associated with the No Project Alternative would be less than significant during construction.

5.2.2 Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection?

5.2.2.1 Operational Impact

Under the No Build Alternative, no new rail transit infrastructure would be implemented and the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Metro Line 761 is an existing Metro bus line that already operates along Sepulveda Boulevard. Rerouting the bus route would have no potential to result in a need for new or physically altered police protection and emergency response facilities as no police facilities would be potentially affected and the bus line would have little or no influence on growth within the Project Study Area. Any new or relocated bus stops may result in additional crime incidents but would be consistent with current public safety conditions such that police response times and service ratios would remain unaffected. With the police service provider's evaluation protocol, the development associated with the No Project Alternative would have less than significant operational impacts related to new demands on police services regarding impacts to service ratios, response times, or other performance objectives. The No Project operations consist of operating buses. Therefore, the No Project Alternative does not include housing components that would increase the population. Thus, operations associated with the No Project Alternative are unlikely to directly foster the need for new or physically altered police protection facilities.

With the police service provider's evaluation protocol, the development associated with the No Project Alternative would have less than significant operational impacts related to new demands on fire services with impacts to service ratios, response times, or other performance objectives.

5.2.2.2 Construction Impact

Construction associated with revisions to Metro Route 761 would be minimal and would take place entirely within the existing street ROW. It is not anticipated that construction activities would have any potential to affect emergency response times as construction can be accomplished without the need to affect street circulation. Because construction activities would be limited to individual bus stops (i.e., discrete locations with small footprints), the No Project Alternative does not include housing components that would increase the population. It is anticipated that the No Project Alternative would require a small influx of construction workers. However, these workers would likely be sourced from the local labor pool. Thus, construction associated with the No Project Alternative is unlikely to directly foster the need for new or physically altered police protection facilities. Construction of the No Project Alternative would result in an increase in temporary employment opportunities and is unlikely to result in a permanent increase in employment.

With police protection services' evaluation protocol, the development associated with the No Project Alternative would not place substantial new demands on police services including service ratios, response times, or other performance objectives. Therefore, impacts related to the need for new or

physically altered police protection facilities associated with the No Project Alternative would be less than significant during construction.

5.2.3 Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan??

5.2.3.1 Operational Impact

As shown on Figure 5-4, the County of Los Angeles identifies Interstate 405 (I-405) and Sepulveda Boulevard as disaster routes. The No Project Alternative would operate Metro Line 761 buses along Sepulveda Boulevard in the Sepulveda Pass. However, the No Project Alternative would not affect emergency evacuation plans and roadway conditions as the roadway width and configuration would be kept accessible to emergency vehicles and fire equipment. The AHMP for the County of Los Angeles (CoLA CEO, 2020) and the LHMP for the City of Los Angeles (City of Los Angeles, 2018) address procedures for large-scale emergency situations (such as natural disasters and technological incidents) and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would apply to the entire County of Los Angeles and the City of Los Angeles. With adherence of existing regulations contained in the fire code as discussed under Section 2, the No Project Alternative would result in a less than significant impact during operational activities.

5.2.3.2 Construction Impact

Under the No Project Alternative, the Project would not be constructed. There could be minor improvements to Metro Line 761 infrastructure including bus stops, but that would be located off the street. Consequently, there would not be conflicts with emergency vehicles. Therefore, under the No Project Alternative, impacts would be less than significant during construction.

5.2.4 Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

5.2.4.1 Operational Impact

Some areas within the Santa Monica Mountains consist of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions, combined with the region's characteristic Mediterranean climate, result in large areas of dry vegetation that provide fuel for wildland fires. The Sepulveda Pass region serves as a channel for wind passing through and would increase the supply of oxygen to potential fires and push fire toward new fuel sources. Under the No Project Alternative, Metro Line 761 would operate in an existing right-of-way, and not create conditions that would affect wildfire.

Therefore, impacts related to exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to slope, prevailing winds, and other factors that would exacerbate wildfire risks associated with the No Project would be less than significant during operations.

5.2.4.2 Construction Impact

Some areas within the Santa Monica Mountains consists of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions combined with the region's characteristic Mediterranean climate result in large areas of dry vegetation and provide fuel for wildland fires. The Sepulveda Pass region serves as a channel for wind passing through and would

increase the supply of oxygen to potential fires and push fire toward new fuel sources. Under the No Project Alternative, the Project would not be constructed. There could be minor improvements to Metro Line 761 infrastructure including bus stops, but that would be located off the street.

Therefore, impacts related to exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to slope, prevailing winds, and other factors that would exacerbate wildfire risks associated with the No Project Alternative would be less than significant during construction with mitigation.

5.2.5 Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

5.2.5.1 Operational Impact

Operations for the Metro Line 761 would occur along active roadways where associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) already exist and would not require additional infrastructure to support operations of the No Project Alternative.

Therefore, no impacts related to the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment associated with the No Project Alternative would take place during operations.

5.2.5.2 Construction Impact

Under the No Project Alternative, the Project would not be constructed. There could be minor improvements to Metro Line 761 infrastructure including bus stops, but that would be located off the street. The No Project Alternative would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Therefore, no impacts related to the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment associated with the No Project Alternative would take place during construction.

5.2.6 Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

5.2.6.1 Operational Impact

The No Project Alternative would traverse the Santa Monica Mountains, which CAL FIRE has partially designated as a Wildfire Hazard Zone shown on Figure 5-2 with a classification of VHFHSZ. As shown on Figure 5-3, this segment of the Santa Monica Mountains has historically experienced wildfires, including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b). However, the operation of the No Project Alternative would include operation of Metro Line 761 within the limits of paved area on Sepulveda Boulevard within the Sepulveda Pass.

Therefore, the No Project Alternative would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Therefore, no impacts related significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes associated with the No Project Alternative occur during operations.

5.2.6.2 Construction Impact

Under the No Project Alternative, the Project would not be constructed. There could be minor improvements to Metro Line 761 infrastructure including bus stops, but that would be located off the street. Therefore, no impacts related significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes associated with the No Project Alternative would take place during construction.

6 ALTERNATIVE 1

6.1 Alternative 1 Description

Alternative 1 is an entirely aerial monorail alignment that would run along the Interstate 405 (I-405) corridor and would include eight aerial monorail transit (MRT) stations and a new electric bus route from the Los Angeles County Metropolitan Transportation Authority's (Metro) D Line Westwood/VA Hospital Station to the University of California, Los Angeles (UCLA) Gateway Plaza via Wilshire Boulevard and Westwood Boulevard. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Metro E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 15.1 miles. The length of the bus route would be 1.5 miles.

The eight aerial MRT stations and three bus stops would be as follows:

1. Metro E Line Expo/Sepulveda Station (aerial)
2. Santa Monica Boulevard Station (aerial)
3. Wilshire Boulevard/Metro D Line Station (aerial)
 - a. Wilshire Boulevard/VA Medical Center bus stop
 - b. Westwood Village bus stop
 - c. UCLA Gateway Plaza bus stop
4. Getty Center Station (aerial)
5. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
6. Metro G Line Sepulveda Station (aerial)
7. Sherman Way Station (aerial)
8. Van Nuys Metrolink Station (aerial)

6.1.1 Operating Characteristics

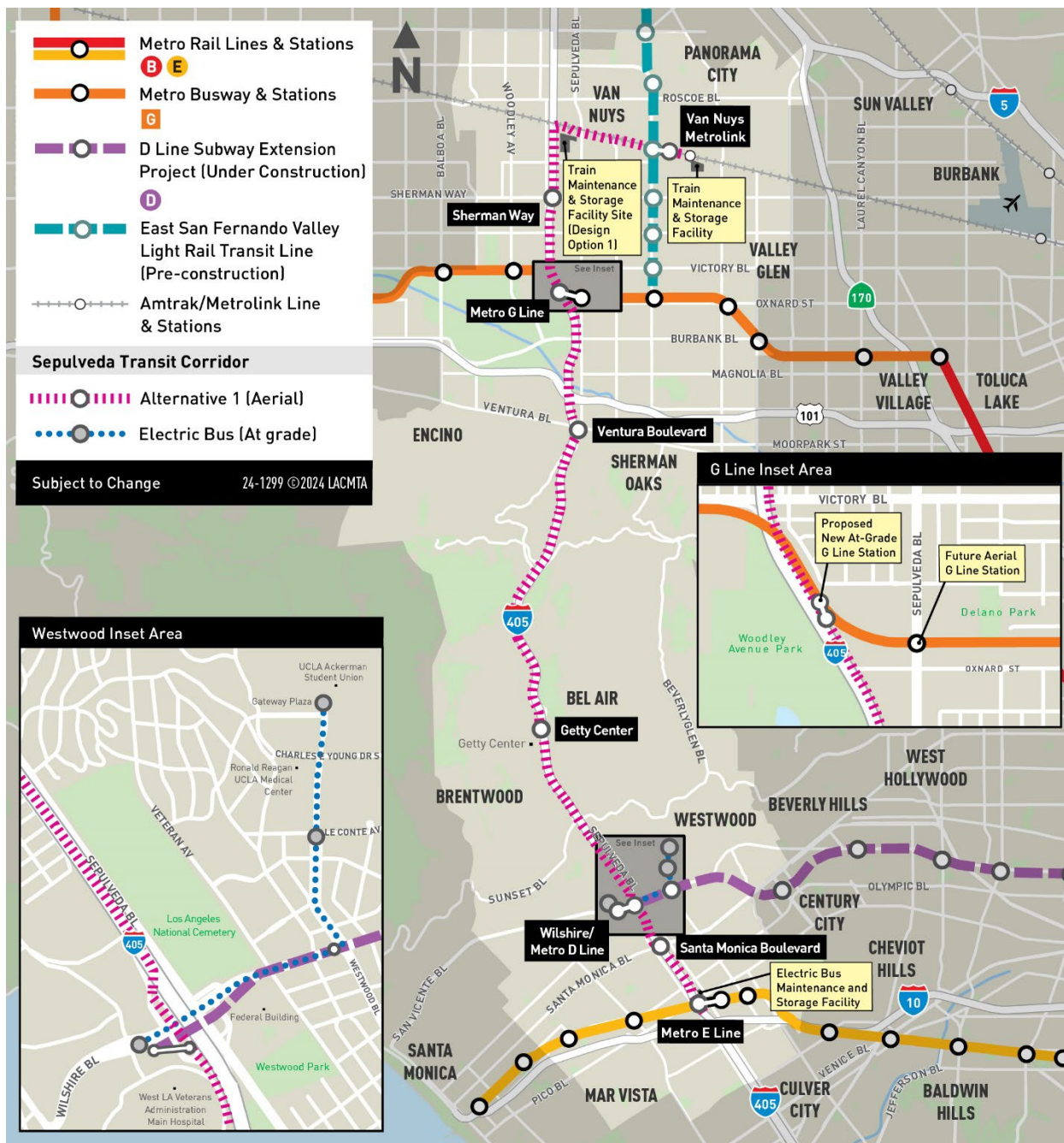
6.1.1.1 Alignment

As shown on Figure 6-1, from its southern terminus at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 1 would generally follow I-405 to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor near the alignment's northern terminus at the Van Nuys Metrolink Station. At several points, the alignment would transition from one side of the freeway to the other or to the median. North of U.S. Highway 101 (US-101), the alignment would be on the east side of the I-405 right-of-way (ROW) and would then curve eastward along the south side of the LOSSAN rail corridor to Van Nuys Boulevard.

The proposed southern terminus station would be located west of the existing Metro E Line Expo/Sepulveda Station and east of I-405 between Pico Boulevard and Exposition Boulevard. Tail tracks would extend just south of the station adjacent to the eastbound Interstate 10 (I-10) to northbound I-405 connector over Exposition Boulevard. North of the Metro E Line Expo/Sepulveda Station, a storage track would be located off the main alignment north of Pico Boulevard between I-405 and Cotner Avenue. The alignment would continue north along the east side of I-405 until just south of Santa Monica Boulevard, where a proposed station would be located between the I-405 northbound travel lanes and Cotner Avenue. The alignment would cross over the northbound and southbound freeway lanes north of Santa Monica Boulevard and travel along the west side of I-405, before reaching a

proposed station within the I-405 southbound-to-eastbound loop off-ramp to Wilshire Boulevard, near the Metro D Line Westwood/VA Hospital Station.

Figure 6-1. Alternative 1: Alignment



Source: LASRE, 2024; HTA, 2024

An electric bus would serve as a shuttle between the Wilshire Boulevard/Metro D Line Station and UCLA Gateway Plaza. From the Wilshire Boulevard/Metro D Line Station, the bus would travel east on Wilshire Boulevard and turn north on Westwood Boulevard to UCLA Gateway Plaza and make an intermediate stop in Westwood Village near the intersection of Le Conte Avenue and Westwood Boulevard.

North of Wilshire Boulevard, the monorail alignment would transition over the southbound I-405 freeway lanes to the freeway median, where it would continue north over the Sunset Boulevard overcrossing. The alignment would remain in the median to Getty Center Drive, where it would cross over the southbound freeway lanes to the west side of I-405, just north of the Getty Center Drive undercrossing, to the proposed Getty Center Station located north of the Getty Center tram station. The alignment would return to the median for a short distance before curving back to the west side of I-405, south of the Sepulveda Boulevard undercrossing north of the Getty Center Drive interchange. After crossing over Bel Air Crest Road and Skirball Center Drive, the alignment would return to the median and run under the Mulholland Drive Bridge, then continue north within the I-405 median to descend into the San Fernando Valley (Valley).

Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and northbound on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and would replace an existing segment of Dickens Street adjacent to I-405, just south of Ventura Boulevard. Immediately north of the Ventura Boulevard Station, the alignment would cross over northbound I-405 to the US-101 connector and continue north between the connector and the I-405 northbound travel lanes. The alignment would continue north along the east side of I-405 — crossing over US-101 and the Los Angeles River — to a proposed station on the east side of I-405 near the Metro G Line Busway. A new at-grade station on the Metro G Line would be constructed for Alternative 1 adjacent to the proposed monorail station. These proposed stations are shown on the Metro G Line inset area on Figure 6-1.

The alignment would then continue north along the east side of I-405 to the proposed Sherman Way Station. The station would be located inside the I-405 northbound loop off-ramp to Sherman Way. North of the station, the alignment would continue along the eastern edge of I-405, then curve to the southeast parallel to the LOSSAN rail corridor. The alignment would remain aerial along Raymer Street east of Sepulveda Boulevard and cross over Van Nuys Boulevard to the proposed terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. Overhead utilities along Raymer Street would be undergrounded where they would conflict with the guideway or its supporting columns. Tail tracks would be located southeast of this terminus station.

6.1.1.2 Guideway Characteristics

The monorail alignment of Alternative 1 would be entirely aerial, utilizing straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Northbound and southbound trains would travel on parallel beams supported by either a single-column or a straddle-bent structure. Figure 6-2 shows a typical cross-section of the aerial monorail guideway.

The diagram illustrates a cross-section of a guideway structure. Key components and dimensions include:

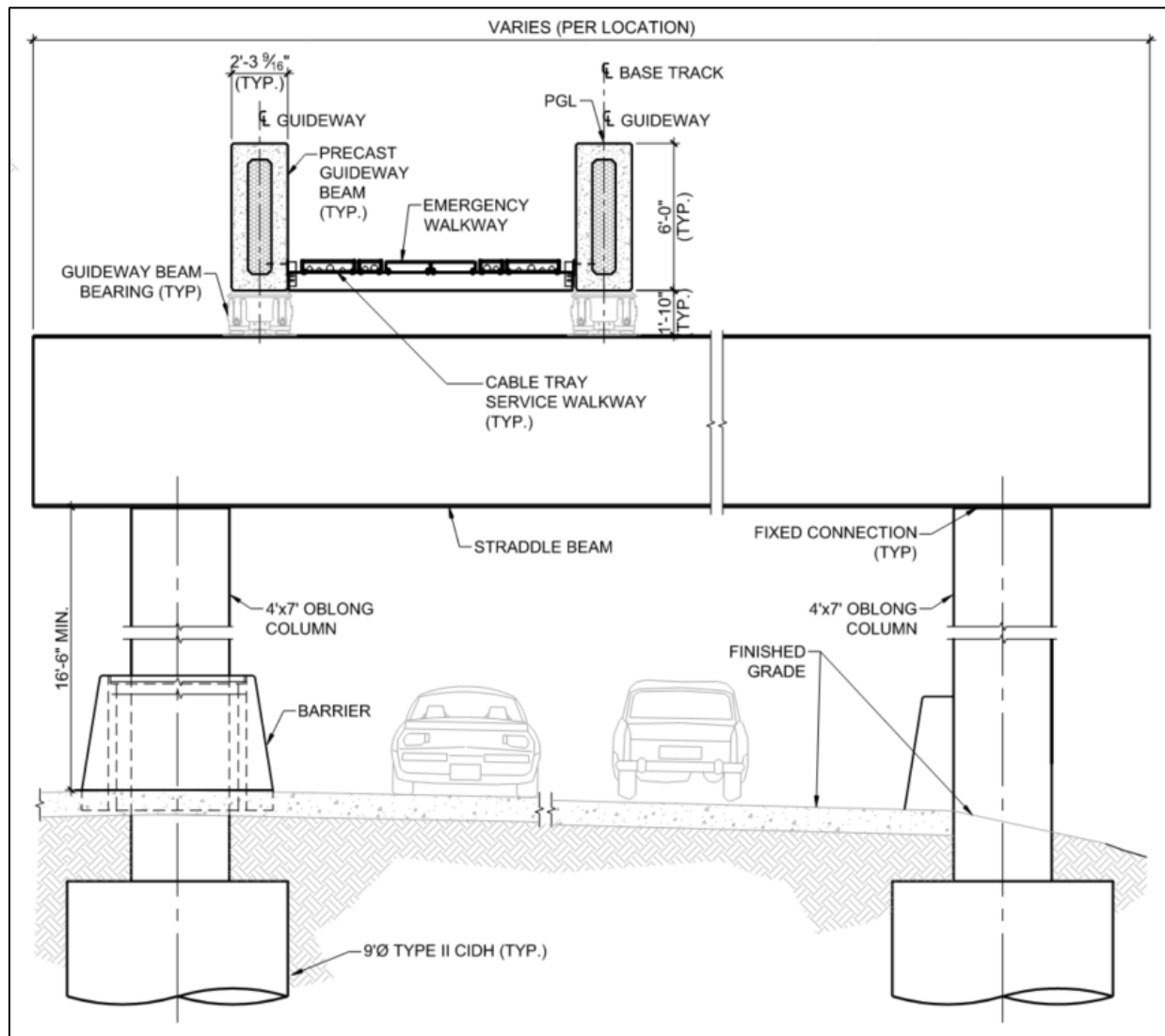
- GUIDEWAY** and **GUIDEWAY BASE TRACK** at the top.
- 14'-0" MIN. @ TANGENT FRAMES** and **14'-4" MIN. @ CURVED FRAMES** for the guideway span.
- 3'-0" (TYP.)** dimensions for the side sections.
- 2'-3⁹/₁₆" (TYP.)** dimension for the precast beam width.
- PRECAST GUIDEWAY BEAM (TYP.)** and **EMERGENCY WALKWAY** components.
- GUIDEWAY BEAM BEARING (TYP.)** and **CABLE TRAY AND SERVICE WALKWAY (TYP.)** below the beam.
- 6'Ø COLUMN** supporting the structure.
- 8'Ø TYPE II CIDH** (Cylindrical Intermediate Duct Hole) at the base.
- FINISHED GRADE** line.
- 16'-6" TO 32' (MIN. CLEARANCE - SEE NOTE 4)** for the overall height.
- R1'-0"** radius for the bottom edge of the guideway.
- 3'-0"** and **4'-6"** dimensions for the bottom section.
- 1'-10"** and **6'-0"** dimensions for the top section.

On a typical guideway section (i.e., not at a station), guide beams would rest on 20-foot-wide column caps (i.e., the structure connecting the columns and the guide beams), with typical spans (i.e., the

distance between columns) ranging from 70 to 190 feet. The bottom of the column caps would typically be between 16.5 feet and 32 feet above ground level.

Over certain segments of roadway and freeway facilities, a straddle-bent configuration, as shown on Figure 6-3, consisting of two concrete columns constructed outside of the underlying roadway would be used to support the guide beams and column cap. Typical spans for these structures would range between 65 and 70 feet. A minimum 16.5-foot clearance would be maintained between the underlying roadway and the bottom of the column caps.

Figure 6-3. Typical Monorail Straddle-Bent Cross-Section



Source: LASRE, 2024

Structural support columns would vary in size and arrangement by alignment location. Columns would be 6 feet in diameter along main alignment segments adjacent to I-405 and be 4 feet wide by 6 feet long in the I-405 median. Straddle-bent columns would be 4 feet wide by 7 feet long. At stations, six rows of dual 5-foot by- 8-foot columns would support the aerial guideway. Beam switch locations and long-span structures would also utilize different sized columns, with dual 5-foot columns supporting switch

locations and 9-foot- or 10-foot-diameter columns supporting long-span structures. Crash protection barriers would be used to protect the columns. Columns would have a cast-in-drilled-hole (CIDH) pile foundation extending 1 foot in diameter beyond the column width with varying depths for appropriate geotechnical considerations and structural support.

6.1.1.3 Vehicle Technology

Alternative 1 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Rubber tires would sit both atop and on each side of the guide beam to provide traction and guide the train. Trains would be automated and powered by power rails mounted to the guide beam, with planned peak-period headways of 166 seconds and off-peak-period headways of 5 minutes. Monorail trains could consist of up to eight cars. Alternative 1 would have a maximum operating speed of 56 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations.

Monorail train cars would be 10.5 feet wide, with two double doors on each side. End cars would be 46.1 feet long with a design capacity of 97 passengers, and intermediate cars would be 35.8 feet long and have a design capacity of 90 passengers.

The electric bus connecting the Wilshire Boulevard/Metro D Line Station, Westwood Village, and UCLA Gateway Plaza would be a battery electric, low-floor transit bus, either 40 or 60 feet in length. The buses would run with headways of 2 minutes during peak periods. The electric bus service would operate in existing mixed-flow travel lanes.

6.1.1.4 Stations

Alternative 1 would include eight aerial MRT stations with platforms approximately 320 feet long, elevated 50 feet to 75 feet above the existing ground level. The Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Ventura Boulevard/Sepulveda Boulevard, Sherman Way, and Van Nuys Metrolink Stations would be center-platform stations where passengers would travel up to a shared platform that would serve both directions of travel. The Wilshire Boulevard/Metro D Line, Getty Center, and Metro G Line Sepulveda Stations would be side-platform stations where passengers would select and travel up to one of two station platforms, depending on their direction of travel. Each station, regardless of whether it has side or center platforms, would include a concourse level prior to reaching the train platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse.

Station platforms would be approximately 320 feet long and would be supported by six rows of dual 5-foot by 8-foot columns. Station platforms would be covered, but not enclosed. Side-platform stations would be 61.5 feet wide to accommodate two 13-foot-wide station platforms with a 35.5-foot-wide intermediate gap for side-by-side trains. Center-platform stations would be 49 feet wide, with a 25-foot-wide center platform.

Monorail stations would include automatic, bi-parting fixed doors along the edges of station platforms. These doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This aerial station would be located near the existing Metro E Line Expo/Sepulveda Station, just east of I-405 between Pico Boulevard and Exposition Boulevard.
- A transit plaza and station entrance would be located on the east side of the station.
- An off-street passenger pick-up/drop-off loop would be located south of Pico Boulevard west of Cotner Avenue.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Metro E Line Expo/Sepulveda Station within the fare paid zone.
- Passengers would be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces. No additional automobile parking would be provided at the proposed station.

Santa Monica Boulevard Station

- This aerial station would be located just south of Santa Monica Boulevard, between the I-405 northbound travel lanes and Cotner Avenue.
- Station entrances would be located on the southeast and southwest corners of Santa Monica Boulevard and Cotner Avenue. The entrance on the southeast corner of the intersection would be connected to the station concourse level via an elevated pedestrian walkway spanning Cotner Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This aerial station would be located west of I-405 and south of Wilshire Boulevard within the southbound I-405 loop off-ramp to eastbound Wilshire Boulevard.
- An elevated pedestrian walkway spanning the adjacent I-405 ramps would connect the concourse level of the proposed station to a station plaza adjacent to the Metro D Line Westwood/VA Hospital Station within the fare paid zone. The station plaza would be the only entrance to the proposed station.
- The station plaza would include an electric bus stop and provide access to the Metro D Line Station via a new station entrance and concourse constructed using a knock-out panel provided in the Metro D Line Station.
- The passenger pick-up/drop-off facility at the Metro D Line Station would be reconfigured, maintaining the original capacity.
- No dedicated station parking would be provided at this station.

Getty Center Station

- This aerial station would be located on the west side of I-405 near the Getty Center, approximately 1,000 feet north of the Getty Center tram station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Getty Center tram station. The proposed connection would occur outside the fare paid zone.
- The pedestrian walkway would provide the only entrance to the proposed station.

- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This aerial station would be located east of I-405, just south of Ventura Boulevard.
- A transit plaza, including two station entrances, would be located on the east side of the station. The plaza would require the closure of a 0.1-mile segment of Dickens Street between Sepulveda Boulevard and Ventura Boulevard, with a passenger pick-up/drop-off loop and bus stops provided south of the station, off Sepulveda Boulevard.
- No dedicated station parking would be provided at this station.

Metro G Line Sepulveda Station

- This aerial station would be located near the Metro G Line Sepulveda Station, between I-405 and the Metro G Line Busway.
- Entrances to the MRT station would be located on both sides of a proposed new Metro G Line bus rapid transit (BRT) station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the proposed new Metro G Line BRT station outside of the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located inside the I-405 northbound loop off-ramp to Sherman Way.
- A station entrance would be located on the north side of Sherman Way.
- An on-street passenger pick-up/drop-off area would be provided on the north side of Sherman Way west of Firmament Avenue.
- No dedicated station parking would be provided at this station.

Van Nuys Metrolink Station

- This aerial station would be located on the east side of Van Nuys Boulevard, just south of the LOSSAN rail corridor, incorporating the site of the current Amtrak ticket office.
- A station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A second entrance would be located north of the LOSSAN rail corridor with an elevated pedestrian walkway connecting to both the concourse level of the proposed station and the platform of the Van Nuys Metrolink/Amtrak Station.
- Existing Metrolink station parking would be reconfigured, maintaining approximately the same number of spaces, but 180 parking spaces would be relocated north of the LOSSAN rail corridor. Metrolink parking would not be available to Metro transit riders.

6.1.1.5 Station-to-Station Travel Times

Table 6-1 presents the station-to-station distance and travel times for Alternative 1. The travel times include both run time and dwell time. Dwell time is 30 seconds per station. Northbound and

southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 6-1. Alternative 1: Station-to-Station Travel Times and Station Dwell Times

| From Station | To Station | Distance (miles) | Northbound Station-to-Station Travel Time (seconds) | Southbound Station-to-Station Travel Time (seconds) | Dwell Time (seconds) |
|---------------------------------------|------------------------|------------------|---|---|----------------------|
| <i>Metro E Line Station</i> | | | | | 30 |
| Metro E Line | Santa Monica Boulevard | 0.9 | 122 | 98 | — |
| <i>Santa Monica Boulevard Station</i> | | | | | 30 |
| Santa Monica Boulevard | Wilshire/Metro D Line | 0.7 | 99 | 104 | — |
| <i>Wilshire/Metro D Line Station</i> | | | | | 30 |
| Wilshire/Metro D Line | Getty Center | 2.9 | 263 | 266 | — |
| <i>Getty Center Station</i> | | | | | 30 |
| Getty Center | Ventura Boulevard | 4.7 | 419 | 418 | — |
| <i>Ventura Boulevard Station</i> | | | | | 30 |
| Ventura Boulevard | Metro G Line | 2.0 | 177 | 184 | — |
| <i>Metro G Line Station</i> | | | | | 30 |
| Metro G Line | Sherman Way | 1.5 | 135 | 134 | — |
| <i>Sherman Way Station</i> | | | | | 30 |
| Sherman Way | Van Nuys Metrolink | 2.4 | 284 | 284 | — |
| <i>Van Nuys Metrolink Station</i> | | | | | 30 |

Source: LASRE, 2024

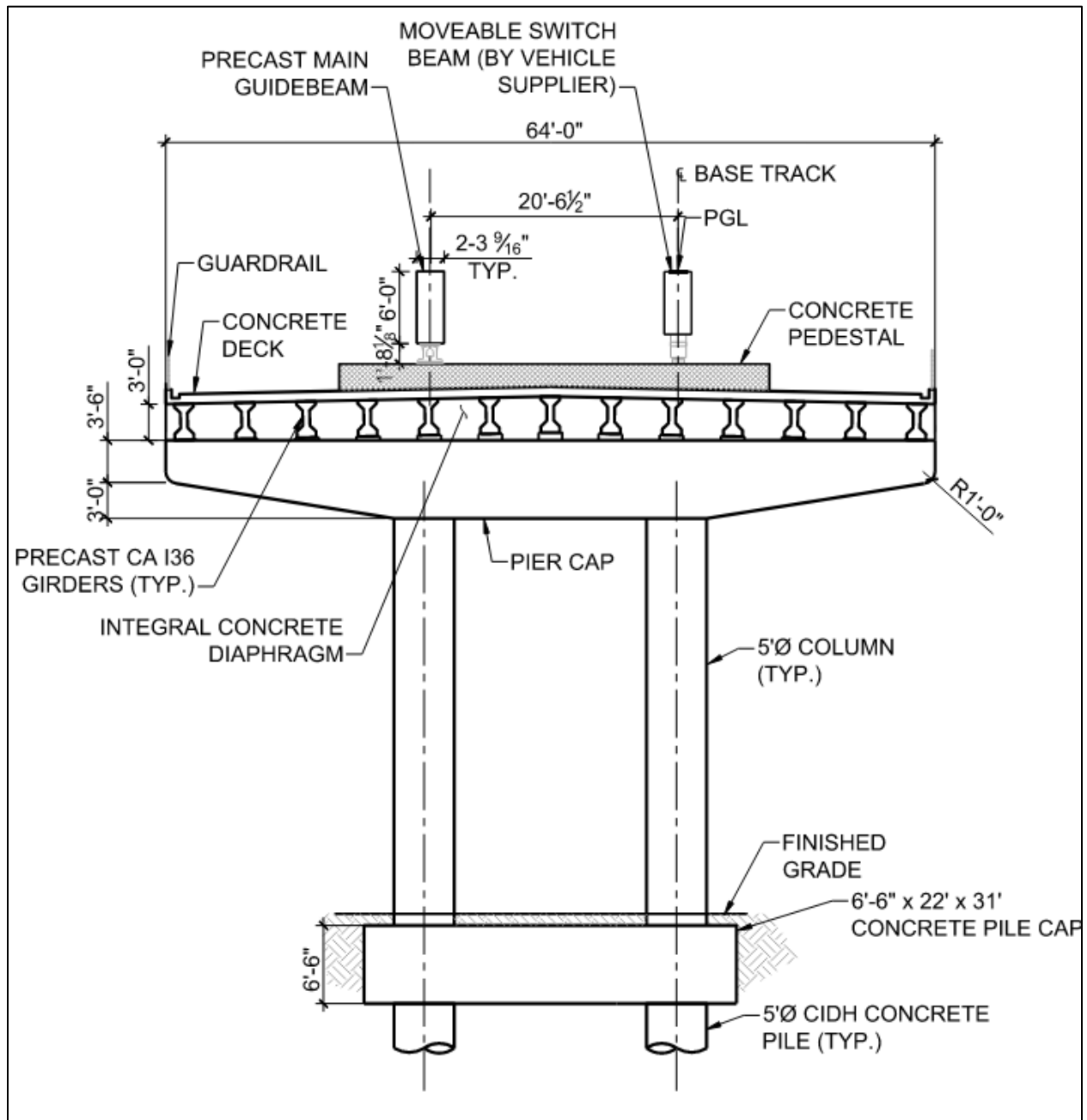
— = no data

6.1.1.6 Special Trackwork

Alternative 1 would include five pairs of beam switches to enable trains to cross over to the opposite beam. From south to north, the first pair of beam switches would be located just north of the Metro E Line Expo/Sepulveda Station. The second pair of beam switches would be located near the Wilshire Boulevard/Metro D Line Station on the north side of Wilshire Boulevard, within the Wilshire Boulevard westbound to I-405 southbound loop on-ramp. A third pair of beam switches would be located in the Sepulveda Pass just south of Mountaingate Drive and Sepulveda Boulevard. A fourth pair of beam switches would be located south of the Metro G Line Station between the I-405 northbound lanes and the Metro G Line Busway. The final pair would be located near the Van Nuys Metrolink Station.

At beam switch locations, the typical cross-section of the guideway would increase in column and column cap width. The column cap at these locations would be 64 feet wide, with dual 5-foot-diameter columns. Underground pile caps for additional structural support would also be required at beam switch locations. Figure 6-4 shows a typical cross-section of the monorail beam switch.

Figure 6-4. Typical Monorail Beam Switch Cross-Section



Source: LASRE, 2024

6.1.1.7 Monorail Maintenance and Storage Facility

MSF Base Design

In the maintenance and storage facility (MSF) Base Design for Alternative 1, the MSF would be located on City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. The MSF Base Design site would be approximately 18 acres and would be designed to accommodate a fleet of 208 monorail vehicles. The site would be bounded by the LOSSAN rail corridor

to the north, Saticoy Street to the south, and property lines extending north of Tyrone and Hazeltine Avenues to the east and west, respectively.

Monorail trains would access the site from the main alignment's northern tail tracks at the northwest corner of the site. Trains would travel parallel to the LOSSAN rail corridor before curving southeast to maintenance facilities and storage tracks. The guideway would remain in an aerial configuration within the MSF Base Design, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- Traction power substation (TPSS)
- Maintenance-of-way (MOW) building
- Parking area for employees

MSF Design Option 1

In the MSF Design Option 1, the MSF would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor. The MSF Design Option 1 site would be approximately 26 acres and would be designed to accommodate a fleet of 224 monorail vehicles. The site would be bounded by I-405 to the west, Stagg Street to the south, the LOSSAN rail corridor to the north, and Orion Avenue and Raymer Street to the east. The monorail guideway would travel along the northern edge of the site.

Monorail trains would access the site from the monorail guideway east of Sepulveda Boulevard, requiring additional property east of Sepulveda Boulevard and north of Raymer Street. From the northeast corner of the site, trains would travel parallel to the LOSSAN rail corridor before turning south to maintenance facilities and storage tracks parallel to I-405. The guideway would remain in an aerial configuration within the MSF Design Option 1, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- TPSS
- MOW building
- Parking area for employees

Figure 6-5 shows the locations of the MSF Base Design and MSF Design Option 1 for Alternative 1.

Figure 6-5. Alternative 1: Maintenance and Storage Facility Options



Source: LASRE, 2024; HTA, 2024

6.1.1.8 Electric Bus Maintenance and Storage Facility

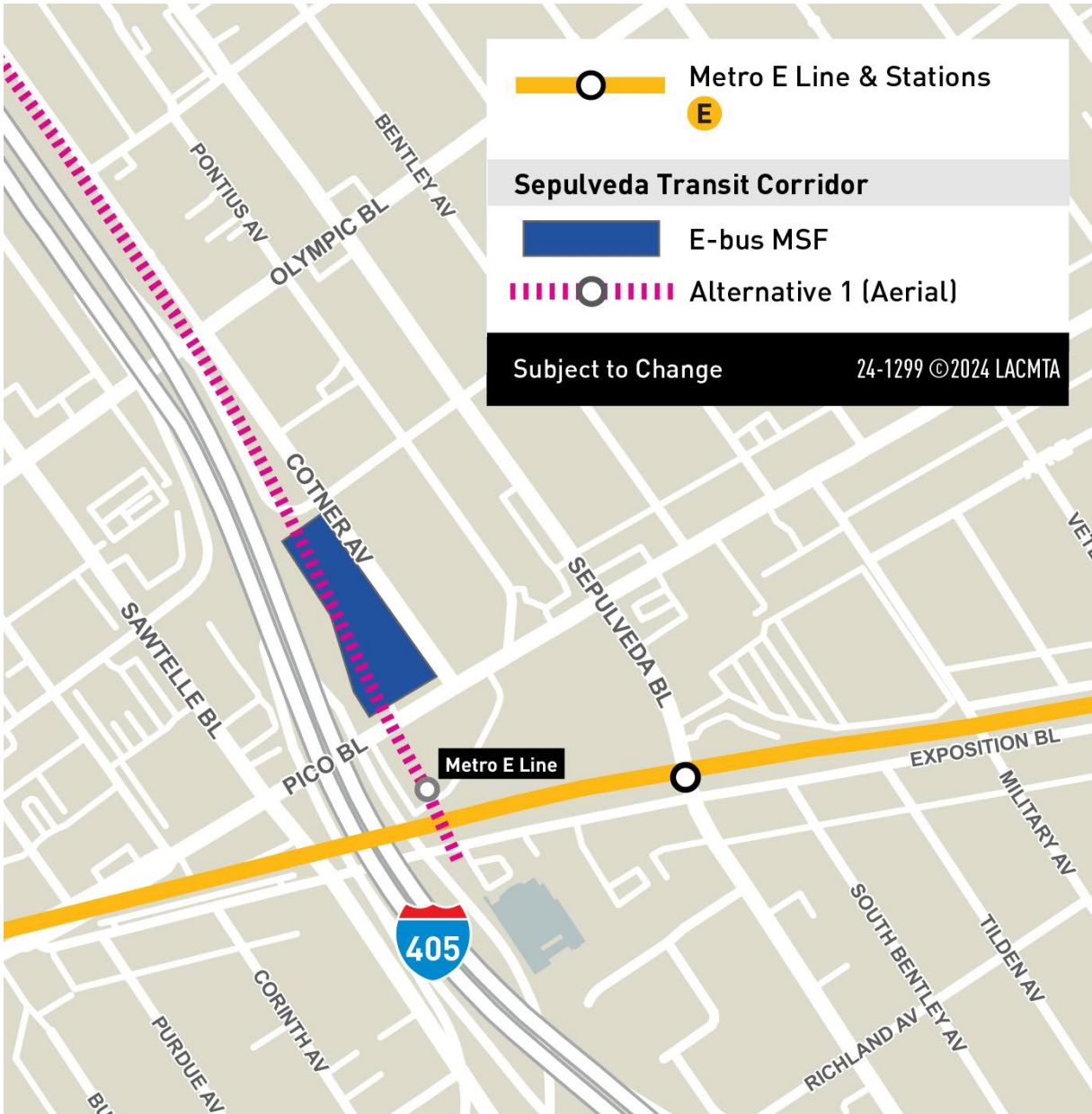
An Electric Bus MSF would be located on the northwest corner of Pico Boulevard and Cotner Avenue and would be designed to accommodate 14 electric buses. The site would be approximately 2 acres and would comprise six parcels bounded by Cotner Avenue to the east, I-405 to the west, Pico Boulevard to the south, and the I-405 northbound on-ramp to the north.

The site would include approximately 45,000 square feet of buildings and include the following facilities:

- Maintenance shop and bay
- Maintenance office
- Operations center
- Bus charging equipment
- Parts storeroom with service areas
- Parking area for employees

Figure 6-6 shows the location of the proposed Electric Bus MSF.

Figure 6-6. Alternative 1: Electric Bus Maintenance and Storage Facility



Source: LASRE, 2024; HTA, 2024

6.1.1.9 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. A TPSS on a site of approximately 8,000 square feet would be located approximately every 1 mile along the alignment. Table 6-2 lists the TPSS locations proposed for Alternative 1.

Figure 6-7 shows the TPSS locations along the Alternative 1 alignment.

Table 6-2. Alternative 1: Traction Power Substation Locations

| TPSS No. | TPSS Location Description | Configuration |
|----------|--|-------------------------------------|
| 1 | TPSS 1 would be located east of I-405, just south of Exposition Boulevard and the monorail guideway tail tracks. | At-grade |
| 2 | TPSS 2 would be located west of I-405, just north of Wilshire Boulevard, inside the Westbound Wilshire Boulevard to I-405 Southbound Loop On-Ramp. | At-grade |
| 3 | TPSS 3 would be located west of I-405, just north of Sunset Boulevard, inside the Church Lane to I-405 Southbound Loop On-Ramp. | At-grade |
| 4 | TPSS 4 would be located east of I-405 and Sepulveda Boulevard, just north of the Getty Center Station. | At-grade |
| 5 | TPSS 5 would be located west of I-405, just east of the intersection between Promontory Road and Sepulveda Boulevard. | At-grade |
| 6 | TPSS 6 would be located between I-405 and Sepulveda Boulevard, just north of the Skirball Center Drive Overpass. | At-grade |
| 7 | TPSS 7 would be located east of I-405, just south of Ventura Boulevard Station, between Sepulveda Boulevard and Dickens Street. | At-grade |
| 8 | TPSS 8 would be located east of I-405, just south of the Metro G Line Sepulveda Station. | At-grade |
| 9 | TPSS 9 would be located east of I-405, just east of the Sherman Way Station, inside the I-405 Northbound Loop Off-Ramp to Sherman Way westbound. | At-grade |
| 10 | TPSS 10 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor. | At-grade |
| 11 | TPSS 11 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor. | At-grade (within MSF Design Option) |
| 12 | TPSS 12 would be located between Van Nuys Boulevard and Raymer Street, south of the LOSSAN rail corridor. | At-grade |
| 13 | TPSS 13 would be located south of the LOSSAN rail corridor, between Tyrone Avenue and Hazeltine Avenue. | At-grade (within MSF Base Design) |

Source: LASRE, 2024; HTA, 2024

Figure 6-7. Alternative 1: Traction Power Substation Locations


Source: LASRE, 2024; HTA, 2024

6.1.1.10 Roadway Configuration Changes

Table 6-3 lists the roadway changes necessary to accommodate the guideway of Alternative 1. Figure 6-8 shows the location of these roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, except for I-405 configuration changes, which would occur throughout the corridor.

Table 6-3. Alternative 1: Roadway Changes

| Location | From | To | Description of Change |
|---|--|---|--|
| Cotner Avenue | Nebraska Avenue | Santa Monica Boulevard | Roadway realignment to accommodate aerial guideway columns and station access |
| Beloit Avenue | Massachusetts Avenue | Ohio Avenue | Roadway narrowing to accommodate aerial guideway columns |
| I-405 Southbound On-Ramp, Southbound Off-Ramp, and Northbound On-Ramp at Wilshire Boulevard | Wilshire Boulevard | I-405 | Ramp realignment to accommodate aerial guideway columns and I-405 widening |
| Sunset Boulevard | Gunston Drive | I-405 Northbound Off-Ramp at Sunset Boulevard | Removal of direct eastbound to southbound on-ramp to accommodate aerial guideway columns and I-405 widening. Widening of Sunset Boulevard bridge with additional westbound lane |
| I-405 Southbound On-Ramp and Off-Ramp at Sunset Boulevard and North Church Lane | Sunset Boulevard | Not Applicable | Ramp realignment to accommodate aerial guideway columns and I-405 widening |
| I-405 Northbound On-Ramp and Off-Ramp at Sepulveda Boulevard near I-405 Exit 59 | Sepulveda Boulevard near I-405 Northbound Exit 59 | Sepulveda Boulevard / I-405 Undercrossing (near Getty Center) | Ramp realignment to accommodate aerial guideway columns and I-405 widening |
| Sepulveda Boulevard | I-405 Southbound Skirball Center Drive Ramps (north of Mountaingate Drive) | Skirball Center Drive | Roadway realignment into existing hillside to accommodate aerial guideway columns and I-405 widening |
| I-405 Northbound On-Ramp at Mulholland Drive | Mulholland Drive | Not Applicable | Roadway realignment into the existing hillside between the Mulholland Drive Bridge pier and abutment to accommodate aerial guideway columns and I-405 widening |
| Dickens Street | Sepulveda Boulevard | Ventura Boulevard | Vacation and permanent removal of street for Ventura Boulevard Station construction. Pick-up/drop-off area would be provided along Sepulveda Boulevard at the truncated Dickens Street |
| Sherman Way | Haskell Avenue | Firmament Avenue | Median improvements, passenger drop-off and pick-up areas, and bus pads within existing travel lanes |
| Raymer Street | Sepulveda Boulevard | Van Nuys Boulevard | Curb extensions and narrowing of roadway width to accommodate aerial guideway columns |
| I-405 | Sunset Boulevard | Bel Terrace | I-405 widening to accommodate aerial guideway columns in the median |

| Location | From | To | Description of Change |
|----------|--|---|---|
| I-405 | Sepulveda Boulevard Northbound Off-Ramp (Getty Center Drive interchange) | Sepulveda Boulevard Northbound On-Ramp (Getty Center Drive interchange) | I-405 widening to accommodate aerial guideway columns in the median |
| I-405 | Skirball Center Drive | I-405 Northbound On-Ramp at Mulholland Drive | I-405 widening to accommodate aerial guideway columns in the median |

Source: LASRE, 2024; HTA, 2024

Figure 6-8. Alternative 1: Roadway Changes



Source: LASRE, 2024; HTA, 2024

In addition to the changes made to accommodate the guideway, as listed in Table 6-3, roadways and sidewalks near stations would be reconstructed, which would result in modifications to curb ramps and driveways.

6.1.1.11 Fire/Life Safety – Emergency Egress

Continuous emergency evacuation walkways would be provided along the guideway. The walkways would typically consist of structural steel frames anchored to the guideway beams to support non-slip

walkway panels. The walkways would be located between the two guideway beams for most of the alignment; however, where the beams split apart, such as entering center-platform stations, short portions of the walkway would be located on the outside of the beams.

6.1.2 Construction Activities

Construction activities for Alternative 1 would include constructing the aerial guideway and stations, widening I-405, and constructing ancillary facilities. Construction of the transit through substantial completion is expected to have a duration of 6½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

Aerial guideway construction would begin at the southern and northern ends of the alignment and connect in the middle. Constructing the guideway would require a combination of freeway and local street lane closures throughout the work limits to provide sufficient work area. The first stage of I-405 widening would include a narrowing of adjacent freeway lanes to a minimum width of 11 feet (which would eliminate shoulders) and placing K-rail on the outside edge of the travel lanes to create outside work areas. Within these outside work zones, retaining walls, drainage infrastructure, and outer pavement widenings would be constructed to allow for I-405 widening. The reconstruction of on- and off-ramps would be the final stage of I-405 widening.

A median work zone along I-405 for the length of the alignment would be required for erection of the guideway structure. In the median work zone, demolition of the existing median and drainage infrastructure would be followed by the installation of new K-rail and installation of guideway structural components, which would include full directional freeway closures when guideway beams must be transported into the median work areas during late-night hours. Additional night and weekend directional closures would be required for installation of long-span structures over I-405 travel lanes where the guideway would transition from the median.

Aerial station construction is anticipated to last the duration of construction activities for Alternative 1 and would include the following general sequence of construction:

- Site clearing
- Utility relocation
- Construction fencing and rough grading
- CIDH pile drilling and installation
- Elevator pit excavation
- Soil and material removal
- Pile cap and pier column construction
- Concourse level and platform level falsework for cast-in-place structural concrete
- Guideway beam installation
- Elevator and escalator installation
- Completion of remaining concrete elements such as pedestrian bridges
- Architectural finishes and mechanical, electrical, and plumbing installation

Alternative 1 would require construction of a concrete casting facility for columns and beams associated with the elevated guideway. A specific site has not been identified; however, it is expected that the facility would be located on industrially zoned land adjacent to a truck route in either the Antelope Valley or Riverside County. When a site is identified, the contractor would obtain all permits and approvals necessary from the relevant jurisdiction, the appropriate air quality management entity, and other regulatory entities.

TPSS construction would require additional lane closures. Large equipment including transformers, rectifiers, and switchgears would be delivered and installed through prefabricated modules where possible in at-grade TPSSs. The installation of transformers would require temporary lane closures on Exposition Boulevard, Beloit Avenue, Sepulveda Boulevard just north of Cashmere Street, and the I-405 northbound on-ramp at Burbank Boulevard.

Table 6-4 and Figure 6-9 show the potential construction staging areas for Alternative 1. Staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

Table 6-4. Alternative 1: Construction Staging Locations

| No. | Location Description |
|-----|---|
| 1 | Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405 |
| 2 | South of Dowlen Drive and east of Greater LA Fisher House |
| 3 | At 1400 North Sepulveda Boulevard |
| 4 | At 1760 North Sepulveda Boulevard |
| 5 | East of I-405 and north of Mulholland Drive Bridge |
| 6 | Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101 |
| 7 | ElectroRent Building south of Metro G Line Busway, east of I-405 |
| 8 | Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard |
| 9 | Along Cabrito Road east of Van Nuys Boulevard |

Source: LASRE, 2024; HTA, 2024

Figure 6-9. Alternative 1: Construction Staging Locations



Source: LASRE, 2024; HTA, 2024

6.2 Existing Conditions

6.2.1 Fire Services

The following section summarizes fire services. For the purposes of fire services, the Affected Area is defined as the Resource Study Area (RSA), which has the same geographical boundaries as the Project Study Area described in Section 1. Figure 6-10 shows the fire stations in the RSA, and Table 6-5 lists the addresses. While the City of Santa Monica exists within the RSA, Alternative 1 would be located within the City of Los Angeles where the Los Angeles Fire Department (LAFD) would provide essential emergency and non-emergency services.

6.2.1.1 City of Los Angeles Fire Department

The LAFD is the Authority Having Jurisdiction (AHJ) and has primary responsibility for fire and emergency services response within the RSA. LAFD has 3,434 uniformed personnel and 381 non-uniformed support staff (LAFD, 2023a). The organization is composed of 4 bureaus, 14 battalions, and 106 fire stations (LAFD, 2022a). A professionally trained staff of 1,018 uniformed firefighters are always on duty at 106 neighborhood fire stations located across the LAFD 469-square-mile jurisdiction (LAFD, 2023a).

The LAFD has a sophisticated mix of apparatus that includes the following (LAFD, 2022a):

- 98 Type I engines
- 93 advanced life support (ALS) ambulances
- 43 basic life support ambulances
- 43 truck/light forces
- 16 brush patrols
- 9 airport units
- 7 helicopters
- 6 urban search and rescue companies
- 6 Type III engines
- 5 fire boats
- 5 mental health therapeutic vans
- 5 dozers/loaders
- 4 hazardous materials squads
- 5 swift water rescue teams
- 4 advanced provider response units
- 4 fast response vehicles
- 4 foam tenders
- 1 sobriety emergency response unit
- 1 heavy rescue

The LAFD services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. The LAFD provided fire protection and emergency services to the City of Los Angeles's population with 499,622 number of incidents in 2022 and 470,274 number of incidents in 2021 (LAFD, 2022a) The LAFD provides fire services for Alternative 1. The location of the fire stations near Alternative 1 are listed in Table 6-5 and shown on Figure 6-10.

6.2.1.2 Los Angeles County Fire Department

The LAFD would be the primary provider of fire and emergency services within the RSA. While the Los Angeles County Fire Department (LACFD) is the AHJ within the unincorporated areas of Los Angeles County, which includes the U.S. Department of Veterans Affairs (VA) property, LAFD would service the VA due to proximity. LAFD Station 37 is located 0.19 miles from the VA while the nearest LACFD is located in West Hollywood, 3.54 miles from the Alternative 1 alignment. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), the City of Los Angeles would provide essential emergency and non-emergency services to the VA under mutual aid.

For the purposes of fire services, the Affected Area is defined as the RSA. Figure 6-10 shows the fire stations within and adjacent to the RSA. The cities of Santa Monica, Culver City, and Beverly Hills have their own municipal fire departments that provide fire protection services within their respective jurisdictions. Under mutual aid, fire and police stations operating outside the City of Los Angeles would provide essential emergency and non-emergency services to the RSA.

Table 6-5. Alternative 1: Fire Station Locations

| Fire Station | Address | Approximate Distance ^a to Fire Station (miles) | Compass Direction |
|---|---|---|-------------------|
| <i>City of Los Angeles Fire Department</i> | | | |
| Station 88 | 5101 Sepulveda Boulevard, Sherman Oaks, CA 91403 | 0.14 | East |
| Station 81 | 14355 Arminta Street, Panorama City, CA 91402 | 0.16 | North |
| Station 37 | 1090 Veteran Avenue, Los Angeles, CA 90024 | 0.19 | North |
| Station 59 | 11505 Olympic Boulevard, Los Angeles, CA 90064 | 0.33 | West |
| Station 90 | 7921 Woodley Avenue, Van Nuys, CA 91406 | 0.65 | West |
| Station 71 | 107 South Beverly Glen Boulevard, Los Angeles, CA 90024 | 0.88 | East |
| Station 109 | 16500 Mulholland Drive, Los Angeles, CA 90049 | 1.05 | West |
| Station 92 | 10556 West Pico Boulevard, Los Angeles, CA 90064 | 1.09 | Southeast |
| Station 39 | 14415 Sylvan Street, Van Nuys, CA 91401 | 1.25 | East |
| Station 19 | 12229 Sunset Boulevard, Los Angeles, CA 90049 | 1.43 | West |
| Station 83 | 4960 Balboa Boulevard, Encino, CA 91436 | 1.76 | West |
| Station 99 | 14145 Mulholland Drive, Sherman Oaks, CA 91423 | 1.84 | East |
| Station 62 | 11970 Venice Boulevard, Los Angeles, CA 90066 | 1.99 | Northeast |
| Station 100 | 6751 Louise Avenue, Lake Balboa, CA 91406 | 2.07 | West |
| Station 102 | 13200 Burbank Boulevard, Sherman Oaks, CA 91401 | 2.66 | East |
| Station 58 | 1556 South Robertson Boulevard, Los Angeles CA 90035 | 3.09 | East |
| Station 43 | 3690 Motor Avenue, Los Angeles, CA 90034 | 2.0 | Southeast |
| Station 78 | 4041 Whitsett Avenue, Studio City, CA 91604 | 3.55 | East |
| Station 108 | 12520 Mulholland Drive, Los Angeles, CA 90210 | 3.95 | East |
| <i>City of Santa Monica Fire Department^b</i> | | | |
| Station 1 | 1337 7th Street, Santa Monica, CA 90401 | 3.26 | Southwest |
| Station 2 | 222 Hollister Avenue, Santa Monica, CA 90405 | 3.46 | Southwest |
| Station 3 | 1302 19th Street, Santa Monica, CA 90404 | 2.36 | Southwest |
| Station 4 | 2500 Michigan Avenue, Santa Monica, CA 90404 | 1.9 | Southwest |
| Station 5 | 2450 Ashland Avenue, Santa Monica, CA 90405 | 1.76 | Southwest |
| Station 7 | 1100 Pacific Coast Highway, Santa Monica, CA 90403 | 3.9 | Southwest |

| Fire Station | Address | Approximate Distance ^a to Fire Station (miles) | Compass Direction |
|--|--|---|-------------------|
| <i>City of Beverly Hills Fire Department^b</i> | | | |
| Station 1 | 445 North Rexford Drive, Beverly Hills, CA 90210 | 2.7 | East |
| Station 2 | 1100 Coldwater Canyon Drive, Beverly Hills, CA 90210 | 3.4 | Northeast |
| Station 3 | 180 South Doheny Drive, Beverly Hills, CA 90211 | 3.75 | East |
| <i>City of Culver City Fire Department^b</i> | | | |
| Station 1 | 9600 Culver Boulevard, Culver City, CA 90232 | 2.4 | East |
| Station 2 | 11252 Washington Boulevard, Culver City, CA 90230 | 2.27 | South |

Source: LAFD, 2023b

^aApproximate Distance = nearest point of project element to fire station.

^bDuring the construction or operation phase, the Los Angeles Fire Department and Los Angeles County Fire Department would be the primary responders since Alternative 1 would be located within the City of Los Angeles and the U.S. Department of Veterans Affairs property, which is located in an unincorporated area of Los Angeles County. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), these agencies would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

Figure 6-10. Alternative 1: Fire and Police Station Locations Within and Near the Resource Study Area



Source: LAFD, 2023b; LAPD, 2021, 2023b; HTA, 2024

Fire prevention, fire suppression, and life safety services activities are governed by the Safety Element of the *City of Los Angeles General Plan*, as well as the Fire Code of the City of Los Angeles Municipal Code (LAMC). The Safety Element and Fire Code serve as guides to City of Los Angeles departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles.

More than 85 percent of the LAFD's daily emergency responses are related to emergency medical services (EMS). The LAFD transports on average more than 500 people every day to local hospitals (LAFD, 2023c). The average operational response time for EMS for LAFD was 7 minutes and 31 seconds in 2022 (LAFD, 2022b). Critical ALS incidents include the most critical types of incidents, such as those that may result in death or serious physical injury. The ALS response team includes two firefighter/paramedics (LAFD, 2023d). The average LAFD operational response time for critical ALS was 6 minutes 29 seconds in 2022 (LAFD, 2022b). Structure fire incidents are incident types indicating that a building or structure is reported to be actively burning (LAFD, 2023c). The average LAFD operational response time for structure fire incidents was 6 minutes 20 seconds in 2022 (LAFD, 2022b). The average LAFD operational response time for non-emergency medical services (Non-EMS) was 7 minutes 22 seconds in 2022 (LAFD, 2022b). The average LAFD operational response times for the stations near Alternative 1 are listed in Table 6-6.

Table 6-6. Alternative 1: Average Operational Response Times Per Fire Station

| Fire Station | EMS | Non-EMS | Critical ALS | Structure Fire |
|--------------|--------------|--------------|--------------|----------------|
| Station 19 | 8 min 48 sec | 8 min 22 sec | 7 min 14 sec | 7 min 0 sec |
| Station 37 | 7 min 14 sec | 6 min 32 sec | 6 min 4 sec | 5 min 24 sec |
| Station 39 | 7 min 17 sec | 7 min 0 sec | 6 min 10 sec | 5 min 14 sec |
| Station 58 | 7 min 16 sec | 7 min 7 sec | 6 min 5 sec | 5 min 17 sec |
| Station 43 | 5 min 18 sec | 5 min 12 sec | 6 min 22 sec | 5 min 32 sec |
| Station 59 | 7 min 5 sec | 6 min 31 sec | 6 min 7 sec | 5 min 29 sec |
| Station 62 | 7 min 26 sec | 7 min 20 sec | 6 min 17 sec | 6 min 25 sec |
| Station 71 | 7 min 27 sec | 8 min 4 sec | 6 min 26 sec | 8 min 4 sec |
| Station 78 | 7 min 11 sec | 7 min 16 sec | 6 min 8 sec | 6 min 29 sec |
| Station 81 | 7 min 30 sec | 7 min 17 sec | 6 min 22 sec | 5 min 29 sec |
| Station 83 | 7 min 2 sec | 7 min 1 sec | 6 min 1 sec | 5 min 7 sec |
| Station 88 | 6 min 32 sec | 6 min 28 sec | 6 min 8 sec | 5 min 17 sec |
| Station 90 | 7 min 26 sec | 7 min 13 sec | 6 min 28 sec | 6 min 16 sec |
| Station 92 | 8 min 2 sec | 7 min 2 sec | 6 min 31 sec | 5 min 9 sec |
| Station 99 | 7 min 24 sec | 8 min 4 sec | 6 min 32 sec | 6 min 35 sec |
| Station 100 | 6 min 35 sec | 6 min 20 sec | 6 min 2 sec | 5 min 29 sec |
| Station 102 | 6 min 30 sec | 6 min 26 sec | 5 min 31 sec | 5 min 4 sec |
| Station 108 | 9 min 24 sec | 9 min 10 sec | 8 min 35 sec | 11 min 6 sec |
| Station 109 | 9 min 14 sec | 9 min 10 sec | 8 min 4 sec | 9 min 4 sec |

Source: LAFD, 2023d, 2023e, 2023f, 2023g, 2023h, 2023i, 2023j, 2023k, 2023l, 2023m, 2023n, 2023o, 2023p, 2023q, 2023r, 2023s, 2023t, 2023u

min = minutes
sec = seconds

6.2.2 Police Services

For the purposes of police services, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes police services. Figure 6-10 shows the police stations in the RSA and Table 6-7 lists the addresses. While the City of Santa Monica exists within the RSA, Alternative 1 would be located within the City of Los Angeles where the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriff's Department (LASD) would provide essential emergency and non-emergency services. The University of California, Los Angeles (UCLA) Police Department (UCLA PD), Veterans Affairs Police Department (VAPD), California Highway Patrol (CHP), and Federal Protective Services (FPS) would patrol and provide services on their respective jurisdictions or properties. Metro system-wide crime statistics from the latest *Monthly Update on Public Safety Attachment C – Total Crime Summary – August 2023* (Metro, 2023) are as follows:

- 2,088 annual crimes against persons between September 2022 and August 2023.
- 747 annual crimes against property between September 2022 and August 2023.
- 1,295 annual crimes against society between September 2022 and August 2023.

Table 6-7. Alternative 1: Police Station Locations

| Police Station | Address | Approximate Distance ^a to Police Station | Compass Direction |
|--|--|---|-------------------|
| LAPD Van Nuys Community Station | 6240 Sylmar Avenue Van Nuys, CA 91401 | 1.3 miles | East |
| LAPD West Los Angeles Community Station | 1663 Butler Avenue Los Angeles, CA 90025 | 0.3 mile | Southwest |
| UCLA Police Department | 601 Westwood Plaza Los Angeles, CA 90095 | 0.8 mile | East |
| LASD West Hollywood Station | 780 North San Vicente Boulevard West Hollywood, CA 90069 | 4.4 miles | East |
| LASD Transit Services Bureau | One Gateway Plaza (Metro Headquarters) Los Angeles, CA 90012 | 12.2 miles | East |
| VAPD | 11301 Wilshire Boulevard, Building 236 West Los Angeles, CA 90073 | 0.1 miles | West |
| CHP West Los Angeles Area Station | 6300 Bristol Parkway Culver City, CA 90230 | 4.5 miles | South |
| CHP West Valley Area | 5825 De Soto Avenue Woodland Hills, CA 91367 | 7.0 miles | West |
| City of Santa Monica Police Department ^b | 333 Olympic Drive Santa Monica, CA 90401 | 3.4 miles | Southwest |
| City of Beverly Hills Police Department ^b | 464 North Rexford Drive Beverly Hills, CA 90210 | 3.3 miles | Northeast |
| City of Culver City Police Department ^b | 4040 Duquesne Avenue Culver City, CA 90232 | 2.5 miles | South |

Source: LAPD, 2023a, 2023b; LASD, 2024; CHP, 2023a, 2023b

^aApproximate Distance = nearest point of project element to police station.

^bUnder the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), this agency would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

6.2.2.1 Federal Protective Services

The FPS is a federal law enforcement agency that provides security and law enforcement to federally owned and leased facilities. The Federal Building located at 11000 Wilshire Boulevard, Los Angeles CA 90024, houses the Los Angeles Federal Bureau of Investigations (FBI) field office.

The FBI field offices investigate domestic terrorism, cyber-crime, civil rights, organized crime and drugs, violent crimes, and major offenders by working collaboratively with other federal, state, local law enforcement and intelligence agencies.

6.2.2.2 Los Angeles County Sheriff's Department

The LASD is a law enforcement agency that serves Los Angeles County. The LASD West Hollywood Station patrols the unincorporated areas of Los Angeles County including the VA complex west of I-405, in the RSA. The LASD holds jurisdictional responsibilities over 4,084 square miles and to over 10 million Los Angeles area residents. LASD provides general law enforcement and security-related services to 42 contract cities, 140 unincorporated communities, 38 superior courts, 10 community colleges, and county parks.

The LASD is part of a three department law enforcement provider team, with LAPD and Long Beach Police Department. Metro contracts with the LASD to provide law enforcement for all Metro transit systems and property outside the City of Los Angeles and City of Long Beach. LASD security personnel and deputies patrol the transit system routes and stations. LASD is responsible for general law enforcement for the passengers and property of the Metro rail lines and buses operated by Metro. LASD is responsible for all crimes or incidents occurring on originating, or continuing from trains, passenger stations, facilities, property, or Metro owned and operated vehicle parking areas of the Metro transit system. In addition to providing patrol and investigative services, the LASD offers a broad range of support services, including Neighborhood Watch coordination, community education programs, drug prevention education for school children, and homeland security. A key crime-prevention program run by the LASD is the Community/Law Enforcement Partnership Program. As part of this program, LASD helps communities mobilize and organize against gangs, drugs, and violence by working through schools, community-based organizations, local businesses, churches, residents, and local governments.

Table 6-8. Alternative 1: Sheriff Staffing Levels

| Sheriff Station | Sworn Officers | Population Served |
|-------------------------|----------------|-------------------|
| West Hollywood Station | 142 | 37,069 |
| Transit Services Bureau | 259 | Not Applicable |

Source: LASD, 2020

6.2.2.3 Los Angeles Police Department

The LAPD provides police protection services within the 468-square-mile jurisdictional boundaries of the City of Los Angeles (LAPD, 2021). The LAPD is divided into four bureaus: Central, South, Valley, and West. The Valley Bureau contains seven community police stations: Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley. The West Bureau contains five community police stations: Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire (LAPD, 2023a).

Alternative 1 would be located in the Valley Bureau and the West Bureau. The LAPD's Van Nuys Community Station and the West Los Angeles Community Station would provide law enforcement services to Alternative 1 (LAPD, 2023b). Figure 6-10 identifies the police stations that would serve Alternative 1.

The Van Nuys Community Police Station provides police services to the Sherman Oaks and Van Nuys neighborhoods, an area of 30 square miles with over 325,000 residents and is under the jurisdiction of the Valley Bureau (LAPD, 2023b).

West Los Angeles officers protect and serve people within the station’s boundaries of 65.14 square miles and 748 street miles, bordering the Cities of Beverly Hills, Culver City, and Santa Monica, Los Angeles County, and the Pacific Ocean. West Los Angeles is under the jurisdiction of the West Bureau. In comparison to the other 17 community police stations, West Los Angeles is responsible for the largest number of square miles (LAPD, 2023b). The West Los Angeles Community Police Station provides service to a diverse residential population that exceeds 228,000 people. Throughout the day, the business and residential population swells to approximately 500,000 people (LAPD, 2023b). The increase is due to those who either pursue knowledge and skills training at educational and professional institutes, including UCLA, and those who work or visit the neighborhoods of West Los Angeles.

The LAPD traditionally has used crime trends, per-capita approach, minimum-employment levels, authorized/budgeted levels, and least-commonly, workload-based models to make staffing decisions (LAPD, 2023b). LAPD is staffed with 9,100 sworn personnel. However, 10,000 sworn personnel are approved, and the LAPD is hiring and recruiting to restore the LAPD to 9,500 sworn personnel (LAPD, 2023b). Table 6-9 shows the LAPD staffing levels of sworn officers at the Van Nuys Community Station and the West Los Angeles Community Station.

Table 6-9. Alternative 1: Police Staffing Levels

| Police Station | Captain | Lieutenant | Sergeant | Detective | Police Officer | Total Sworn Officers |
|------------------------------------|---------|------------|----------|-----------|----------------|----------------------|
| Van Nuys Community Station | 2 | 5 | 30 | 33 | 155 | 225 |
| West Los Angeles Community Station | 2 | 5 | 24 | 24 | 181 | 236 |

Source: LAPD, 2023b, 2023e

In 2022, the LAPD received 828,411 calls for service, a decrease of 7.5 percent compared to 2021, which had a total of 895,757 calls. In addition, in 2022, the LAPD made 331,139 stops, a decrease of 22.9 percent compared to 2021 of 429,348 stops (LAPD, 2023c). The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD. Generally, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, increases. However, because several other factors also contribute to the resultant crime rate, such as police presence, crime-prevention measures, and ongoing legislation/funding, the potential for increased crime rates is not necessarily directly proportional to increase in land use activity.

Table 6-10 identifies the LAPD’s response time for emergency to non-emergency calls. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are often in a mobile state; hence, the actual distance between a headquarters facility and a project is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time.

Table 6-10. Alternative 1: Los Angeles Police Department Response Times

| Name | Emergency Code 3 | Urgent/Emergency Code 2 | Non-Emergency Non-Coded |
|------------------------------------|------------------|-------------------------|-------------------------|
| <i>Station Response Time</i> | | | |
| Van Nuys Community Station | 5 min 30 sec | 19 min 54 sec | 53 min 0 sec |
| West Los Angeles Community Station | 7 min 36 sec | 23 min 36 sec | 51 min 36 sec |
| <i>Bureau Response Time</i> | | | |
| Valley Bureau | 6 min 36 sec | 21 min 42 sec | 50 min 42 sec |
| West Bureau | 6 min 6 sec | 23 min 6 sec | 56 min 18 sec |
| <i>City Response Time</i> | | | |
| City of Los Angeles | 6 min 30 sec | 24 min 12 sec | 57 min 12 sec |

Source: LAPD, 2023b

min = minutes

sec = seconds

Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. If the LAPD continues to hold the contract after the implementation of Alternative 1, an exploratory committee would be established to assess and evaluate potential future deployments and threat assessments (LAPD, 2023b). In addition, the Santa Monica Police Department's (SMPD) Professional Services Division is also available to provide police services for special events and activities, such as at the Getty Museum located at 1200 Getty Center Drive, Los Angeles, CA 90049, and at the Skirball Cultural Center located at 2701 North Sepulveda Boulevard, Los Angeles, CA 90049 (SMPD, 2023).

6.2.2.4 California Highway Patrol

The RSA is within the CHP West Los Angeles Area. The CHP provides road and highway traffic law enforcement throughout the state. The CHP West Los Angeles Area Station houses 102 uniformed and 10 civilian employees in concert with agency partners to provide traffic law enforcement and address traffic safety concerns, while promoting educational programs along I-405, I-10, and US-101. The West Valley Area office has a patrol area of approximately 400 square miles that includes portions of the City of Los Angeles and San Fernando Valley. The West Los Angeles Area Station CHP is composed of 102 uniformed and 10 civilian employees (CHP, 2023a, 2023b).

6.2.2.5 Veterans Affairs Police Department

The VAPD oversees the West Los Angeles Medical Center, Downtown Los Angeles Outpatient Patient Clinic, Sepulveda Medical Center, and outer Community-Based Outpatient Clinics. VAPD officers have the authority to enforce federal laws on department properties and make arrests on warrants.

6.2.2.6 University of California, Los Angeles Police Department

The UCLA PD is dedicated to providing a safe and secure environment for teaching, research, and public service. With 66 sworn officers, 41 professional staff, 15 security services, and 5 public-safety aides, the UCLA PD is linked to city, state, and federal criminal justice agencies to prevent and apprehend criminal suspects. The UCLA PD patrols, responds to calls for services, and investigates, educates, and implements preventive strategies.

The Police Community Services Division with the UCLA PD consists of EMS that is staffed by employees who respond to life support medical emergencies and provide medical services. This Police Community Services Division also has the responsibilities of public information, media relations, and campus/external relations.

The Operations Bureau of the UCLA PD consists of the General Management, Patrol, and Investigations Divisions. The Patrol Division includes the Motor Program, Bicycle Team, Special Events Sergeant, and Field Training Officer Programs. The Investigations Division includes the Detectives, Threat Management, Property & Evidence, and Crime Analysis/Clearly Units.

The Administrative Bureau of the UCLA PD provides general management direction, and consists of the Personnel and Training Unit, the Communications Center, and the Police Community Services Division. The Police Community Services Division — which consists of EMS, the Crime-Prevention Unit, and the Crime Analysis/Clearly Unit — is tasked with public information and media relations, as well as campus and external relations.

6.2.2.7 Santa Monica Police Department

While the City of Santa Monica exists within the RSA, Alternative 1 would be outside of the Santa Monica city boundaries and would therefore rely on services primarily from the LAPD, LASD, and UCLA PD. The SMPD provides its services through 401 employees and an annual budget of \$100.6 million (FY 2022 through 2023) (City of Santa Monica, 2022). One deputy police chief, four lieutenants, one senior administrative analyst, and one executive assistant report directly to the police chief.

6.2.3 Wildfire

For the purposes of wildfire, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Wildfire is any uncontrolled fire spreading through vegetative fuels that threatens to destroy life, property, or resources. Wildfire sparked by combustible vegetation could result in unplanned, uncontrolled, and unpredictable wildfire. Wildfire behavior is based on three primary factors: topography, weather, and fuels. As shown on Figure 6-11, Alternative 1 would traverse an area recommended by the California Department of Forestry and Fire Protection (CAL FIRE) and designated by the Local Responsibility Area (LRA) as a Very High Fire Hazard Severity Zone (VHFHSZ). Mapping of the areas, referred to as VHFHSZ, are based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings (CAL FIRE, 2011). The effects of wildfire include the direct health impacts of smoke and fire, as well as destruction of property. Figure 6-12 illustrates historic fires that have occurred since 2017 including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b).

Figure 6-11. Alternative 1: Wildfire Hazard Zone



Source: CAL FIRE, 2011; HTA, 2024

Figure 6-12. Alternative 1: Historical Wildfires


Source: CAL FIREc, 2025; HTA, 2025

6.2.4 Disaster Routes

For the purposes of disaster routes, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Disaster routes play a primary role in disaster response and recovery. During a disaster and immediately following, disaster routes are used to transport emergency equipment, supplies, and personnel into an Affected Area. Disaster routes are also utilized by fire, EMS, and others involved with public safety for life saving measures. Disaster routes are prioritized for clearing, repairing, and restoring over all other roads. A number of disaster routes identified by the County of Los Angeles serve the RSA where Alternative 1 would be located. Figure 6-13 shows the locations of the disaster routes.



Figure 6-13. Alternative 1: Disaster Routes



Source: LADPW, 2022; HTA, 2024

6.3 Environmental Impacts

6.3.1 Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?

6.3.1.1 Operational Impact

The LAFD would be the primary provider of fire and emergency services within the RSA. While the LACFD is the AHJ for the VA, which is in an unincorporated area of Los Angeles County, LAFD would service the VA under mutual aid. Table 6-5 identifies the fire stations as potential first responders to Alternative 1. Alternative 1 does not include any housing component that would directly increase population compared to the existing conditions, although some indirect concentration of growth may occur around some of the station areas due to the new transit access. The population growth is accommodated through SCAG regional growth projections (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]).

Potential impacts would occur if Alternative 1 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Alternative 1 would introduce Project elements to the existing setting (i.e., aerial guideway and stations, supporting columns, retaining walls, and I-405 on- and off-ramps improvements). The height of the proposed aerial guideway and clearance between supporting columns would be sufficient to maintain access for fire and emergency vehicle crossings. At signalized intersections, left-turning traffic would be maintained. Operation of the Alternative 1 aerial alignment and stations would not materially impact to fire protection response times because those segments include elevated heights that would not affect emergency vehicles traveling on surface streets and within the I-405 ROW. Therefore, fire protection response times are anticipated to remain at acceptable levels, and no new or physically altered fire protection facilities would not be required for the operation of Alternative 1.

During operation of Alternative 1, there would be a low potential for increased demand on fire responses services due to incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. The City of Los Angeles has a duty under the California Constitution to provide adequate fire and emergency service (Cal. Const., art. XIII, § 35, subd. (a)(2)). Funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD evaluates staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained.

Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 1.

Adequate fire flows would be required by the fire code prior to construction. Sufficient water supply and hose systems would be provided protection to suppress fire hazards for all project elements. Stations would be equipped with a fire alarm control system in each station facility, conforming to NFPA 72 (NFPA, 2022) and CCR Title 24 (International Code Council Incorporated, 2023b), and meeting Americans

with Disabilities Act (ADA) requirements, as well as signaling and fire detection systems, fire alarm panels, and sprinkler systems in accordance with NFPA 130.

While fires are not anticipated, there is the potential that a fire could occur at a station, along the aerial alignment, or at a TPSS location. In the event of an emergency situation, LAFD personnel would respond, and the fire station to respond would be dependent on the location of the emergency along the alignment. Under NFPA 130 Section 9.1 (NFPA, 2023b), the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for emergencies that could involve the system. Under the provisions of NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire. The risk of fire would be minimized within the station locations, along the alignment by adhering to the requirements of NFPA 130 and the Los Angeles City Fire Code or design equivalent.

Although Alternative 1 could lead to a slight increase in the need for fire protection services (e.g., due to emergencies at stations or monorail vehicles), Alternative 1 would adhere to relevant building, safety, and fire codes during its design and construction. Compliance with these codes would ensure that the layout, infrastructure, and operational elements of Alternative 1 do not create unacceptable fire risks and do not impede fire service emergency response efforts. Fire protection response times would remain within acceptable levels. As a result, operation of Alternative 1 would have a less than significant impact with respect to fire protection services.

6.3.1.2 Construction Impact

Construction of Alternative 1 would potentially temporarily increase demands on fire protection as a result of new workers, construction equipment, and construction materials in the RSA as well as periodic construction-related street closures or detours. Specifically, temporary lane closures on adjacent streets and within the I-405 ROW would occur for construction of the proposed aerial alignment, stations, TPSS sites, and construction staging areas. Although temporary lane closures could interfere with fire service response times, this temporary condition would not necessitate the construction of new or physically altered governmental facilities. Furthermore, as discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under Mitigation Measure (MM) TRA-4, a Transportation Management Plan (TMP) would be prepared and approved in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.

As outlined in the regulatory framework described in Section 2.2, Alternative 1 would comply with the provisions set forth under CCR Title 8 (California Department of Industrial Relations, 2024) and the California Occupational Safety and Health Administration (Cal/OSHA) (California Department of Industrial Relations, 2023) regulations. Under the Cal/OSHA regulations, the contractor would be required to create a Fire Prevention Plan that identifies potential fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems that can control a fire involving them. A training program would inform employees of the fire hazards of the materials and processes to which they are exposed. The contractor would review with each worker upon initial assignment those parts of the Fire Prevention Plan that the employee must know to protect the worker in the event of an emergency. The written plan would be kept in the workplace and made available for employee review.

For these reasons, the demand for fire protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities. Therefore, impacts associated with fire protection and emergency response services would be less than significant during construction activities.

6.3.1.3 Maintenance and Storage Facilities

MSF Base Design

Operation of the MSF Base Design would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF Base Design would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 2.2 Regulatory and Policy Framework, Alternative 1 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 90 and Metro Transit Service Bureau officers would provide emergency response services to the MSF Base Design. The Metro Emergency Response Plan would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations by adhering to the requirements of the NFPA 101, CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection and emergency response services would be less than significant during operation and construction activities.

MSF Design Option 1

Operation of the MSF Design Option 1 would include the maintenance, cleaning, and storage of monorail vehicles. Operation of the MSF Design Option 1 would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF Design Option 1 and would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 2.2 Regulatory and Policy Framework, Alternative 1 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 81 and Metro Transit Service Bureau officers would respond. The Metro Emergency Response Plan would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. MSF Design Option 1 would comply with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF Design Option 1 location by adhering to the requirements of NFPA 101, CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

Electric Bus MSF

Operation of the proposed Electric Bus MSF would include the maintenance, cleaning, and storage of electric bus vehicles. In accordance with NFPA 855 Standard for the Installation of Stationary Energy Storage Systems (NFPA, 2023d), areas where batteries are charged would be well ventilated to the outside to ensure that the maximum hydrogen/air mixture that may be generated during charging is held below the lower explosive limits. Operation of the proposed Electric Bus MSF would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction staging areas would be located within a commercial area and would result in temporary lane and/or roadway closures along Cotner Avenue and Pico Boulevard, which may affect fire service response times.

The construction and operation of the Electric Bus MSF Design would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 2.2 Regulatory and Policy Framework, Alternative 1 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 37 and Metro Transit Service Bureau officers would respond. The Metro Emergency Response Plan would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. The Electric Bus MSF would comply with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the Electric Bus MSF by adhering to the requirements of NFPA 101, NFPA 855, the CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

6.3.2 Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection?

6.3.2.1 Operational Impact

Potential impacts would occur if Alternative 1 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Alternative 1 would introduce Project elements to the existing setting (i.e., aerial guideway and stations, supporting columns, retaining walls, and I-405 on- and off-ramps improvements). The height of the proposed aerial guideway and clearance between supporting columns would be sufficient to maintain access for police vehicle crossings. At signalized intersections, left-turning traffic would be maintained. Alternative 1 would therefore not result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Therefore, police protection response times are anticipated to remain at acceptable levels, and no new or physically altered police protection would not be required for the operation of Alternative 1.

During operations, police services would be provided by the LAPD and LASD under Metro's existing contract service agreements with the agencies. Metro has contracted the LASD and the LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Because Alternative 1 is within the jurisdiction of the City of Los Angeles, the LAPD would be the first responders for Alternative 1 in the event of an emergency requiring police protection. The first-response facilities for Alternative 1 would include the following:

- Van Nuys Community Station located approximately 1.30 miles east of the northern segment of Alternative 1 at 6240 Sylmar Avenue, Van Nuys CA 91401
- West Los Angeles Community Station located 0.31 mile southwest of the southern portion of Alternative 1 at 1663 Butler Avenue, Los Angeles, CA 90025

During operation of Alternative 1, there would be low potential increase in the demand for police protection services from incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. Alternative 1 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's TSOs and contract security personnel. Metro's TSOs are Metro's own security team and are deployed to specific locations with high frequencies of public-safety issues. TSOs enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system. Additionally, Metro deploys trained contract personnel on Metro's buses, bus stops, trains, and stations to provide customer support. Metro ambassadors are unarmed and travel the system or are present at stations to promote safety for riders and operators. While not acting as security officers or replacing security officers, they provide a visible presence and support riders by connecting them with resources they may need such as providing directions or connecting them to other agencies and services as appropriated or warranted. They also help Metro to respond to issues more quickly by reporting maintenance, cleanliness, or safety concerns directly to the appropriate Metro department. The purpose of this multi-agency approach is to achieve higher visibility, enhanced response time, and improved customer experience, and to deploy specifically trained officers who engage patrons with special needs at stations and within train vehicles. In addition, the UCLA PD would provide support police services at the UCLA bus station. Therefore, Alternative 1 would have less than significant operational impacts related to unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

6.3.2.2 Construction Impact

Alternative 1 does not include any housing component that would increase population compared to the existing conditions as well as adopted regional planned forecasts (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]). However, construction of Alternative 1 would increase daytime and nighttime worker populations, which has the potential to increase the need for police services.

Police service agencies in the area — including the LAPD, LASD, UCLA PD, and CHP — allocate funding from tax revenues to maintain adequate staffing levels and response times. The operation of Alternative 1 would not require the construction of new or expanded police facilities, as existing service capacity is anticipated to accommodate any potential changes in demand.

During construction, relevant police service agencies would review Health and Safety Plans for Alternative 1, which include safety measures such as nighttime lighting, clear signage, and pedestrian detour routes. Agencies may also assess fees to support police protection services as needed.

Additionally, as discussed in *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), Metro standard practices require that lane and roadway closures be scheduled to minimize disruptions, with a Transportation Management Plan (TMP) prepared and approved in coordination with local police departments prior to construction. The contractor would coordinate with first responders and emergency service providers to minimize any impacts on emergency response. For these reasons, construction of Alternative 1 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

6.3.2.3 Maintenance and Storage Facilities

MSF Base Design

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF Base Design would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF Base Design would not require the need for new or physically altered police protection services.

During construction and operation of the MSF Base Design, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. For Alternative 1, the MSF would be aerial, so this would add to the security of the site. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF. For these reasons, construction and operation of the MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

MSF Design Option 1

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. Potential impacts would occur if the MSF Design Option 1 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF Design Option 1 would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF Design Option 1 would not require the need for new or physically altered police protection services.

During construction and operation of the MSF Design Option 1, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. For Alternative 1, the MSF Design Option 1 would be aerial, so this would add to the security of the site. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant

police service agencies would review Health and Safety Plans for the MSF Design Option 1. For these reasons, construction and operation of the MSF Design Option 1 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

Electric Bus MSF

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the Electric Bus MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The Electric Bus MSF would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the Electric Bus MSF would not require the need for new or physically altered police protection services.

During construction and operation of the Electric Bus MSF, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the Electric Bus MSF. For these reasons, construction and operation of the Electric Bus MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

6.3.3 Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan??

6.3.3.1 Operational Impact

As shown on Figure 6-13, the County of Los Angeles identifies I-405 and Sepulveda Boulevard as disaster routes (City of Los Angeles, 2023). Alternative 1 would introduce the aerial guideway and its support columns and bent columns within the median and adjacent to I-405 and has the potential to interfere with the implementation of an emergency response or evacuation plan. However, I-405 would be expanded so the roadway width and configuration would be kept accessible to emergency vehicles and fire equipment. Additionally, in the areas where Alternative 1 would affect Sepulveda Boulevard, the height of the proposed aerial guideway and clearance between supporting columns would be sufficient to maintain access to motor vehicles and would not impede the movement of emergency vehicles and fire equipment. At signalized intersections, left-turning traffic would be maintained. Reconfigurations of the roadway on Sepulveda Boulevard and the I-405 on- and off-ramps would be kept accessible to emergency vehicles and fire equipment. As required by law, Alternative 1 would be designed in compliance with applicable codes set forth by the California Fire Code standards and the County of Los Angeles and City of Los Angeles regarding emergency vehicle access. Compliance to these design criteria would ensure that sufficient ingress and egress routes would be provided at all station areas, thereby reducing impacts related to the physical interference with an emergency response or evacuation plan

Alternative 1 would comply with NFPA 130 Section 9.1 (NFPA, 2023b) and further reduce the aerial guideway's potential physical interference with an emergency response or evacuation plan. Under NFPA 130 Section 9.1, the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for emergencies that could involve Alternative 1. Participating agencies would be invited to assist with the preparations of the *Emergency Procedure Plan*. Such coordination efforts with emergency services personnel including fire, police, and EMS would be agreed upon through third-party agreements or Memoranda of Understanding to ensure that Alternative 1 would not physically interfere with or substantially impair an adopted emergency response or evacuation plan. Therefore, operations would not physically interfere with an emergency response plan or emergency evacuation plans.

In addition, the *All-Hazards Mitigation Plan* (AHMP) for the County of Los Angeles (CoLA CEO, 2020) and the *Local Hazard Mitigation Plan* (LHMP) for the City of Los Angeles (City of Los Angeles, 2018) address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and the City of Los Angeles, including Alternative 1, which would adhere to these plans.

For the reasons previously mentioned, Alternative 1 would not physically interfere with an emergency response plan or emergency evacuation plans during operations. Additionally, with adherence of existing regulations, such as applicable fire code regulations, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles, would result in a less than significant impact during operation.

6.3.3.2 Construction Impact

As required by existing regulations, Alternative 1 would provide adequate access for emergency vehicles and equipment during construction activities. As shown on Figure 6-13, the County of Los Angeles identifies I-405 and Sepulveda Boulevard as disaster routes. Temporary short-term construction impacts on I-405 and Sepulveda Boulevard would occur for Alternative 1. Construction activities would necessitate roadway improvements to provide sufficient space for the guideway, stations, TPPS sites, and construction staging yards. Roadway improvements within I-405 and Sepulveda Boulevard would result in a temporary and intermittent reduction of the number of lanes or temporary closure of roadways. Temporary lane and/or roadway closures, increased truck traffic, and other roadway effects could temporarily interfere physically with an emergency response plan or emergency evacuation plans and therefore result in a significant impact.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under mitigation measure (MM) TRA-4 Metro standard practices require that lane and/or roadway closures are scheduled to minimize disruptions and that a Transportation Management Plan (TMP) shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Implementation of MM TRA-4 would reduce the impacts related to the physical interference with an emergency response plan or emergency evacuation plans to less than significant.

Additionally, as outlined in the regulatory framework described in Section 2.2, Alternative 1 would comply with the provisions set forth under the CCR Title 8 and Cal/OSHA. Under Cal/OSHA (California Department of Industrial Relations, 2023), the contractor would create an Emergency Action Plan that

would cover designated actions that employers and employees must take to ensure employee safety from fire and other emergencies. The following elements, at a minimum, would be included in the plan:

- Procedures for emergency evacuation, including type of evacuation and exit route assignments
- Procedures to be followed by employees who remain to operate critical plant operations before they evacuate
- Procedures to account for all employees after emergency evacuation has been completed
- Procedures to be followed by employees performing rescue or medical duties
- The preferred means of reporting fires and other emergencies
- Names or regular job titles of persons or departments who can be contacted for further information or explanation of duties under the plan

Adherence to existing laws, regulations, preparedness plans, and implementation of the TMP under MM TRA-4 would ensure that Alternative 1 would provide adequate access for emergency vehicles and not impede an adopted emergency response plan or emergency evacuation plan (City of Los Angeles, 2023). Therefore, construction of Alternative 1 would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant with mitigation.

6.3.3.3 Maintenance and Storage Facilities

MSF Base Design

As required by law, the proposed maintenance and storage facility (MSF) Base Design during operation would be required to provide adequate access for emergency vehicles during operational activities. Additionally, the proposed MSF Base Design would comply with applicable state, county, and city fire code regulations outlined in Section 2 during the design and implementation of the MSF Base Design, including: fire protection systems and equipment, fire suppression and sprinkler systems, general safety precautions, and equipped with fire hydrants. In addition, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and the City of Los Angeles, including the proposed MSF Base Design. With adherence of existing regulations, the proposed MSF Base Design would result in a less than significant impact during operational activities.

As required by existing regulations, the proposed MSF Base Design would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed MSF Base Design due to roadway and infrastructure improvements could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways and therefore result in a potentially significant impact to emergency vehicle access and movement. Any such impacts would be limited to the construction period of the proposed MSF Base Design and would affect only adjacent streets. As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under MM TRA-4 MSF Base Design shall implement a TMP to ensure safe and efficient traffic flow in the area during project construction including the development of detour routes and notification procedures. The nearest local first

responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.

Adherence to existing regulations and implementation of the TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that the proposed MSF Base Design would provide adequate access for emergency vehicles and the impact would be less than significant during construction activities with mitigation.

MSF Design Option 1

As required by law, the proposed MSF Design Option 1 would be required to provide adequate access for emergency vehicles during operational activities. Additionally, during the design and implementation, the proposed MSF Design Option 1 would comply with applicable federal, state, county, and city fire code regulations as outlined in Section 2 including: fire protection systems and equipment, fire suppression and sprinkler systems, general safety precautions, and equipped with fire hydrants. In addition, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and the City of Los Angeles, including the proposed MSF Design Option 1. With adherence of existing regulations, the proposed MSF Design Option 1 would result in a less than significant impact during operational activities.

As required by existing regulations, the proposed MSF Design Option 1 would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed MSF Design Option 1 because of roadway and infrastructure improvements could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways, resulting in a potentially significant impact to emergency vehicle access and movement. Any such impacts would be limited to the construction period of the proposed MSF Design Option 1 and would affect only adjacent streets. Furthermore, MM SAF-1 (Section 6.4.2) ensures that emergency response teams for the City of Los Angeles, including the fire departments and police departments, would be notified of any lane closures during construction.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), a TMP to ensure safe and efficient traffic flow in the area during project construction (MM TRA-4), including the proposed MSF Design Option 1. The TMP would address short-term traffic circulation and access effects during the proposed MSF Design Option 1 construction. Specifically, the TMP shall include the elements to reduce traveler and emergency responder delays and enhance safety during the proposed MSF Design Option 1 construction.

Adherence to existing regulations and implementation of the TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that the proposed MSF Design Option 1 would provide adequate access for emergency vehicles and the impact would be less than significant during construction activities.

Electric Bus MSF

As required by law, the proposed Electric Bus MSF would be required to provide adequate access for emergency vehicles during operational activities. Additionally, during the design and implementation of the proposed Electric Bus MSF, the Electric Bus MSF would comply with applicable federal, state, county,

and city fire code regulations outlined in Section 2, including: fire protection systems and equipment, fire suppression and sprinkler systems, and general safety precautions; it would also be equipped with fire hydrants. In addition, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles address procedures for large-scale emergency situations, such as natural disasters and technological incidents, and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and the City of Los Angeles, including the proposed Electric Bus MSF. With adherence of existing regulations, the proposed Electric Bus MSF would result in a less than significant impact related to emergency response plans during operational activities.

As required by existing regulations, the proposed Electric Bus MSF would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed Electric Bus MSF because of roadway and infrastructure improvements could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways and result in a potentially significant impact to emergency vehicle access and movement. Any such impacts would be limited to the construction period of the proposed Electric Bus MSF and would affect only adjacent streets.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under MM TRA-4, a TMP shall be implemented in coordination with first responders and emergency service providers to minimize impacts on emergency response. Coordination efforts shall include the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The design builder shall notify the nearest local first responders, as appropriate, of traffic control plans during construction to coordinate emergency response routing.

Adherence to existing regulations and implementation of the TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that the proposed Electric Bus MSF would provide adequate access for emergency vehicles and the impact would be less than significant during construction activities.

6.3.4 Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

6.3.4.1 Operational Impact

Operational activities associated with the implementation of Alternative 1 would occur within the Wildfire Hazard Zone shown on Figure 6-11, which CAL FIRE has designated as VHFHSZ. The areas surrounding Sepulveda Pass in the Sepulveda Mountains consist of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions — combined with the region's characteristic Mediterranean climate — result in large areas of dry vegetation and provide fuel for wildland fires. Additionally, these areas include an elevated slope and height above sea level, and steepness of land that can increase the spread of fire by influencing a fire's intensity, direction, and rate of spread.

Alternative 1 would be located within the Sepulveda Pass at the base of the Santa Monica Mountains within the median of I-405 and/or the landscaped areas adjacent to I-405. While Alternative 1 would be located within an VHFHSZ zone, a majority of the project elements and aerial guideway would be located in existing paved areas within I-405. Alternative 1 would install three TPSSs within the VHFHSZ (Figure 6-7) that would be located north of the proposed Getty Center Station, east of the intersection

between Promontory Road and Sepulveda Boulevard, and north of the Skirball Center Drive Overpass. A TPSS is an electrical substation that converts electric power to an appropriate voltage to power the proposed monorail. Equipment malfunction associated with the TPSSs could create sparks and could potentially ignite the fuel sources at the undeveloped areas in the Sepulveda Mountains. Therefore, Alternative 1 could exacerbate a wildfire and the likelihood for the transit patrons occupying Alternative 1 to be exposed to pollutant concentrations. Project measure (PM) SAF-1 (Section 6.4.1) would ensure that Alternative 1 would reduce wildfire risks through Metro's compliance with all regulations of the California Health and Safety Code Sections 13000 et seq. and the LAMC pertaining to fire protection systems during operations. Additionally, if and when a wildfire would occur in the Santa Monica Mountains due to the TPSSs, Metro would suspend operations of Alternative 1. Provisions under NFPA 130 would require the Alternative 1 operator to develop a passenger evacuation protocol under emergency circumstances where assistance is required. Implementing these measures would reduce the risk of exposing Alternative 1 transit users to pollutant concentrations.

Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1 (Section 6.4.1) for Alternative 1 would ensure that impacts to wildfire risks would be less than significant.

6.3.4.2 Construction Impact

Construction activities associated with the implementation of Alternative 1 would occur within the Wildfire Hazard Zone shown on Figure 6-11, which has the potential for wildfires. Construction activities associated with this portion of the guideway would primarily be located within the I-405 median. However, areas between the southbound I-405 Getty off-ramp and Skirball Center Drive and the proposed Getty Center Station would be located in undeveloped areas with existing dry vegetation.

Construction activities and staging areas would be located at the base of the mountain range within the landscaped areas adjacent to I-405, which includes an elevated slope and height above sea level, and steepness of land that can increase the spread of fire by influencing a fire's intensity, direction, and rate of spread. The areas surrounding the proposed alignment and station comprise undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions — combined with the region's characteristic Mediterranean climate — result in large areas of dry vegetation and provide fuel for wildland fires. Additionally, low humidity levels allow the fuels surrounding the construction of the proposed alignment, station, and TPSS sites to become dry and more prone to catching fire and burning more quickly than when humidity levels are high (NPS, 2017).

Ignition sources during construction of Alternative 1 would include surface-level or aboveground welding activities and hot exhaust from a vehicle or motorized equipment parked on dry grass; additionally welding during high winds could send sparks traveling through the air to land on and ignite dry grass. Construction activities occurring within the landscaped areas of Sepulveda Pass could exacerbate the potential risk of wildfire due to the existing slope, prevailing winds, and other factors such as fuel sources associated with construction activities, equipment, and worker vehicles by adding to ignition sources within the area if not properly controlled. Wildfire ignition from construction activity could increase the risk of exposing project occupants to pollutants to the potentially susceptible wildfire hazard area and would therefore result in a potentially significant impact.

To reduce the impacts related to wildfires, Alternative 1 would implement MM SAF-1 and MM SAF-2 (Section 7.4.2). MM SAF-1 and MM SAF-2 provide construction-related protocols that would curtail work under red-flag warning days and maintain and monitor potential sources of fuel and ignition in order to reduce impacts related to exacerbating wildfire risks to a less than significant level. Additionally, in the

event of a wildfire in the Santa Monica Mountains, the construction contractor would halt construction activities if the wildfires posed a threat to human health. Implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire (due to slope, prevailing winds, and other factors that exacerbate wildfire risks) would be less than significant with mitigation.

6.3.4.3 Maintenance and Storage Facilities

MSF Base Design

The MSF Base Design would not be located on land designated as an LRA or VHFHSZ and would not have potential to cause wildfires as shown on Figure 6-11. The closest areas designated as a State Responsibility Area (SRA) or land classified as VHFHSZ are located approximately 4 miles south of the MSF Base Design. Therefore, the operation and construction of the MSF Base Design would not intensify slope, prevailing winds, and other factors, or exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. No impact would occur.

MSF Design Option 1

The MSF Design Option 1 would not be located on land designated as an LRA or VHFHSZ and would not have the potential to cause wildfires as shown on Figure 6-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4 miles south of the MSF Design Option 1. Therefore, the operation and construction of the MSF Design Option 1 would not intensify slope, prevailing winds, and other factors, or exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. No impact would occur.

Electric Bus MSF

The proposed Electric Bus MSF would not be located on land designated as an LRA or VHFHSZ and would not have the potential to cause wildfires as shown on Figure 6-11. The closest areas designated as an LRA, or land classified as VHFHSZ are located approximately 3.1 miles north of the proposed Electric Bus MSF. Therefore, the operation and construction of the proposed Electric Bus MSF would not intensify slope, prevailing winds, and other factors, or exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. No impact would occur.

6.3.5 Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

6.3.5.1 Operational Impact

Operation of Alternative 1 would require the maintenance of roads, fuel breaks, emergency water sources, and other utilities associated with infrastructure to support project elements, including the proposed alignment, stations, and TPSS sites. Operational activities associated with the implementation of Alternative 1 would occur within the Wildfire Hazard Zone, which CAL FIRE has designated as VHFHSZ.

While Alternative 1 would be located within an VHFHSZ zone, a majority of the project elements and aerial guideway would be located in existing paved areas within I-405. Alternative 1 would install three

TPSSs within the VHFHSZ (Figure 6-7) that would be located north of the proposed Getty Center Station, east of the intersection between Promontory Road and Sepulveda Boulevard, and north of the Skirball Center Drive Overpass. A TPSS is an electrical substation that would convert electric power to an appropriate voltage to power the proposed monorail. Equipment malfunction associated with the TPSSs could create sparks and could potentially ignite the fuel sources at the undeveloped areas in the Sepulveda Mountains.

PM SAF-1 (Section 6.4.1) would ensure that Alternative 1 would reduce wildfire risks through Metro's compliance with all regulations of the California Health and Safety Code Sections 13000 et seq. and the LAMC pertaining to fire protection systems during operations. Compliance with all state laws, plans, policies, and regulations regarding fire prevention and suppression, as well as compliance with PM SAF-1 (Section 6.4.1), would ensure that the impact associated with fire risk would be less than significant during operational activities.

6.3.5.2 Construction Impact

Construction of Alternative 1 would require the installation of roads, fuel breaks, emergency water sources, and other utilities associated with infrastructure to support project elements, including the proposed alignment, Getty Center Station, and TPSS sites. Ignition sources during construction of Alternative 1 would include surface-level or aboveground welding activities and hot exhaust from a vehicle or motorized equipment parked on dry grass; additionally, welding during high winds could send sparks traveling through the air to land on and ignite dry grass. Construction activities occurring within the landscaped areas of Sepulveda Pass could exacerbate the potential risk of wildfire due to the construction activities, equipment, and worker vehicles by adding to ignition sources within the area if not properly controlled. Wildfire ignition from construction activity could exacerbate a wildfire that may result in temporary and potentially significant impacts to the environment.

To reduce the impacts related to wildfires, Alternative 1 would implement MM SAF-1 and MM SAF-2 (Section 6.4.2). MM SAF-1 and MM SAF-2 provide construction-related protocols that would curtail work under red-flag warning days and maintain and monitor potential sources of fuel and ignition. to reduce impacts related to exacerbating wildfire risks to a less than significant level. The implementation of MM SAF-1 and MM SAF-2. would ensure that the impacts associated with fire risks would be less than significant during construction activities with mitigation.

6.3.5.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 6-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4 miles south of the MSF Base Design. The proposed MSF Base Design would wash and maintain monorail vehicles and require installation of associated infrastructure. Therefore, the operation and construction of the MSF Base Design would not require the installation or maintenance of associated infrastructure that would exacerbate wildfire risks or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

MSF Design Option 1

The proposed MSF Design Option 1 would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 6-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4 miles south of the proposed MSF Design Option 1. The proposed MSF Design Option 1 would wash and maintain monorail vehicles and require

installation of associated infrastructure. Therefore, the operation and construction of the MSF Design Option 1 would not require the installation or maintenance of associated infrastructure that would exacerbate wildfire risks or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

Electric Bus MSF

The proposed Electric Bus MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 6-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 3.1 miles north of the proposed Electric Bus MSF. The proposed Electric Bus MSF would wash and maintain monorail vehicles and require installation of associated infrastructure. Therefore, the operation and construction of the Electric Bus MSF would not require the installation or maintenance of associated infrastructure that would exacerbate wildfire risks or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

6.3.6 Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

6.3.6.1 Operational Impact

The discussions on exposure of people or structures to flooding as a result of runoff or drainage changes are in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c). The discussion on exposure of people or structures to landslides is in the *Sepulveda Transit Corridor Project Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report* (Metro, 2025d). The remainder of this discussion analyzes post-fire slope instability.

As shown on Figure 6-11, Alternative 1 would traverse the Santa Monica Mountains, which CAL FIRE has partially designated as a Wildfire Hazard Zone with a classification of VHFHSZ. The elevated guideway would be partially located within the median of I-405 in the Wildfire Hazard Zone. However, the proposed Getty Center Station and the aerial guideway between the southbound I-405 Getty Center Drive off-ramp and Skirball Center Drive would traverse above the toe of the Santa Monica Mountains. As shown on Figure 6-12, this segment of the Santa Monica Mountains has historically experienced wildfires, including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire. The 2025 Palisades Fire was located outside of the Resource Study Area and would not impact the infrastructure related to Alternative 3 (CAL FIRE, 2025). The 2019 Getty Fire burned approximately 745 acres in the Santa Monica Mountains and started near the southbound I-405 Getty Center Drive off-ramp where portions of the Alternative 1 guideway is proposed (CAL FIRE, 2019; LAFD, 2019). The wildfire burned on the west side of Sepulveda Boulevard and I-405 in the Sepulveda Pass canyon. The 2025 Palisades Fire was outside of the Resource Study Area and would not impact the infrastructure related to Alternative 1 (CAL FIRE, 2025a). Alternative 1 would be located within the median of I-405 and would not propose to build any infrastructure in the 2025 Sepulveda Fire or the 2017 Skirball Fire burn area. Therefore, Alternative 1 would have no impact on post-fire slope instability as a result of the 2025 Sepulveda Fire (CAL FIRE, 2025b) or the 2017 Skirball fire (CAL FIRE, 2017).

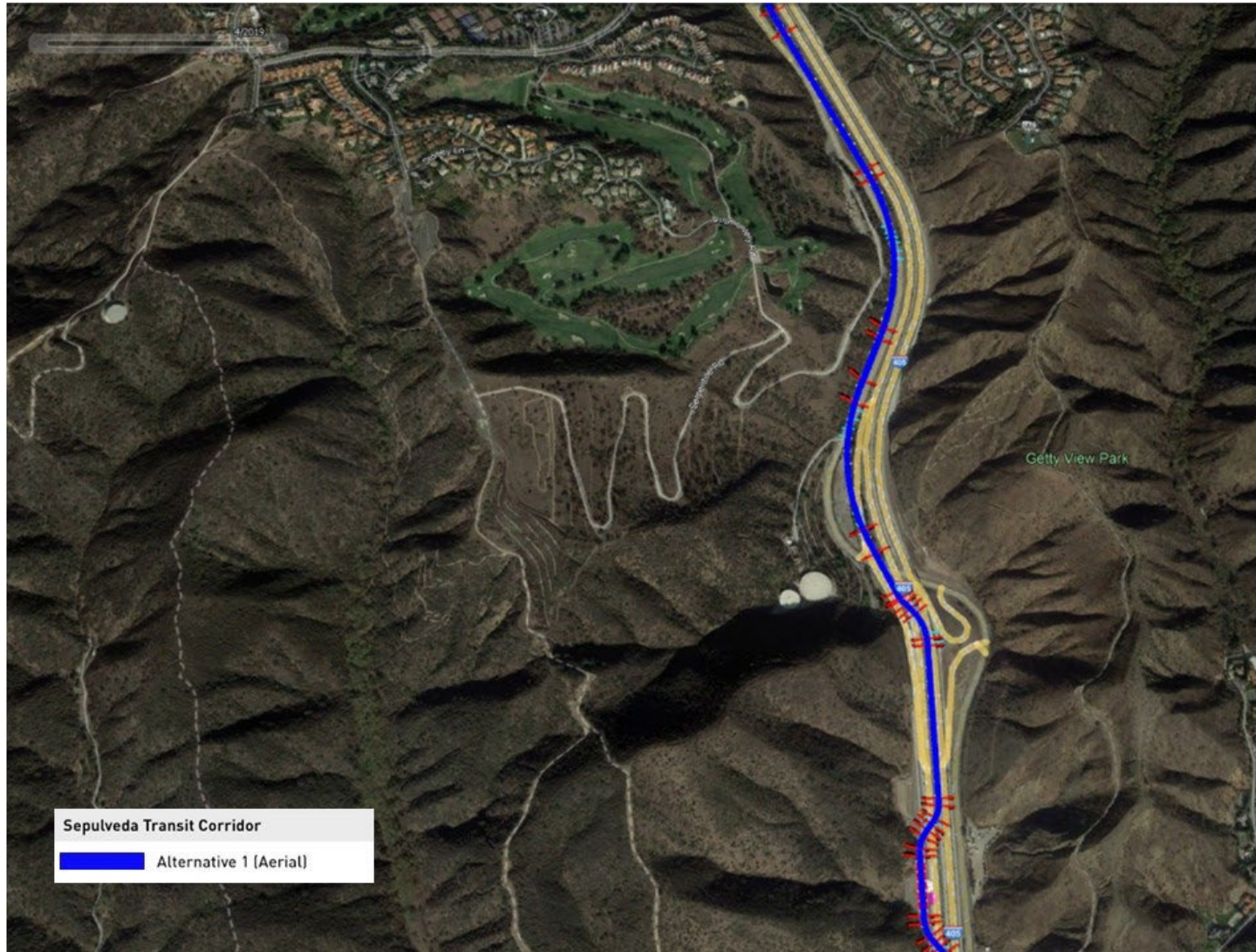
There is a high risk of downslope landslides due to loss of root reinforcement after loss of vegetation during a wildfire. The loss of root reinforcement may last for several years after a wildfire, depending on the fire regime, plant's resistivity, and their regrowth rate (Abdollahi and Vahedifard, 2023).

While the Getty Fire occurred in 2019, existing post-wildfire ground instabilities from the Getty Fire have the potential to impact proposed infrastructure related to Alternative 1 in the Affected Areas. A

comparative analysis utilizing Google Earth satellite imagery was conducted to visualize and assess vegetation within the Sepulveda Pass prior to the Getty Fire in April 2019 (Figure 6-14), approximately a month after the Getty Fire in November 2019 (Figure 6-15), and the existing conditions in 2024 (Figure 6-16). The areas surrounding the Sepulveda Pass consist of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions — combined with the characteristic of the region’s Mediterranean climate — result in large areas of dry vegetation. Prior to the Getty Fire in April 2019 (Figure 6-14), the Sepulveda Pass appears to have a sparse amount of vegetation. Following the Getty Fire, Figure 6-15 reveals the wildfire’s burn marks accompanied by the absence of vegetation spanning from the foothill to the ridge and beyond the hillside where Alternative 1 would be located. Figure 6-16 shows the current regrowth of vegetation, similar and even more robust than what was shown in April 2019, that would reinforce the hillside’s slope stability following the Getty Fire.

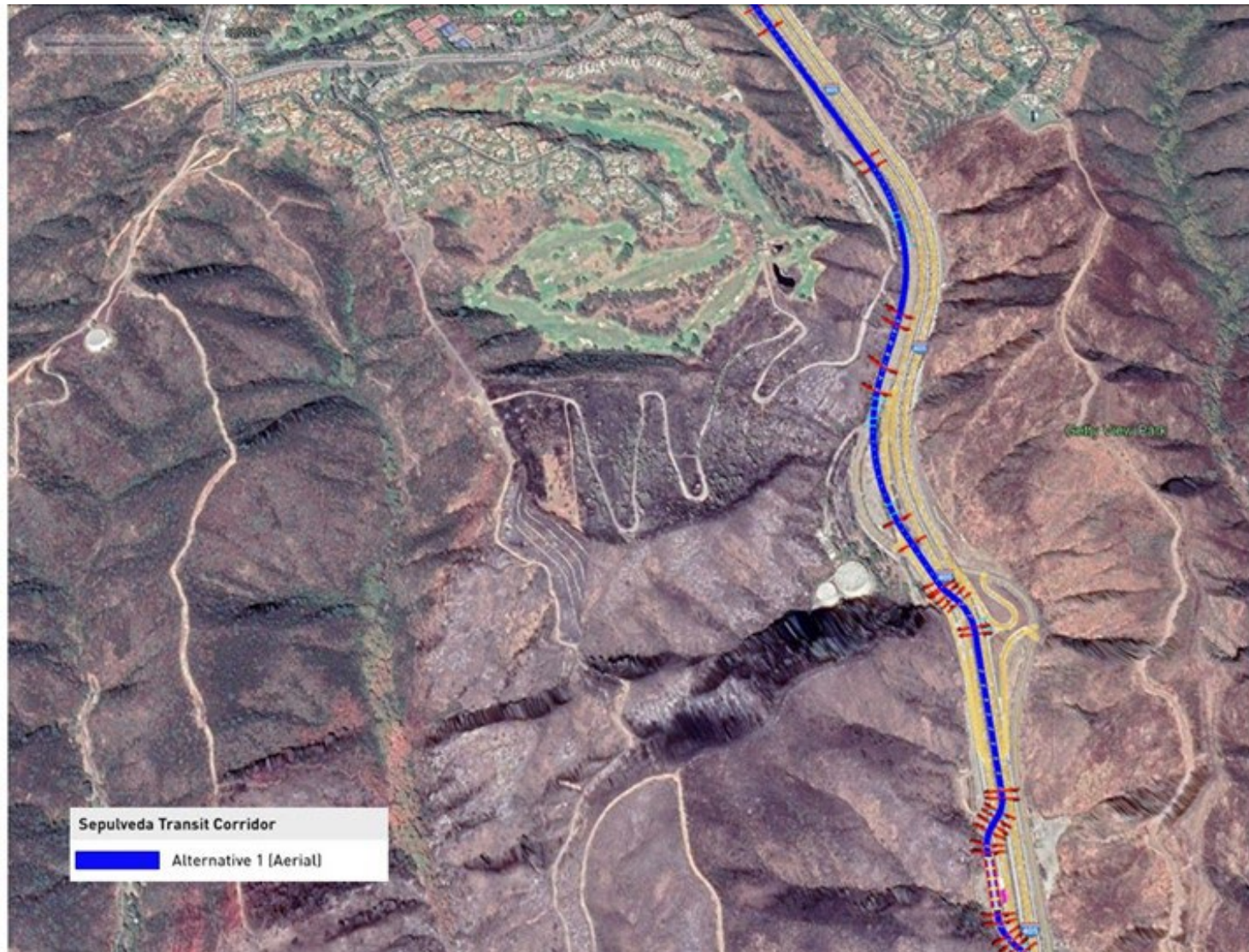
Design of the aerial guideway would be consistent with American Society of Civil Engineers (ASCE) 21 Automated People Mover Standards requirements (ASCE, 2021) and the design of the proposed Getty Center Station would be consistent with the CBC. Provisions from these standards require site-specific geotechnical evaluation during the final design phase and would include specific structural engineering recommendations. The foundation type for the aerial guideway and proposed Getty Center Station would be determined as part of the required geotechnical investigation conducted during the final design phase and would ensure that the potential for post-fire ground instabilities would not cause potential for significant impacts. Alternative 1 would adhere to existing regulations and provisions listed in the ASCE, CBC, and equivalent design criteria such as the Metro Rail Design Criteria. Therefore, the potential impacts related to Alternative 1’s exposure of people or structures to significant risks — including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes — would be less than significant during operations.

Figure 6-14. Alternative 1: Sepulveda Pass Prior to the October 2019 Getty Fire (April 2019)



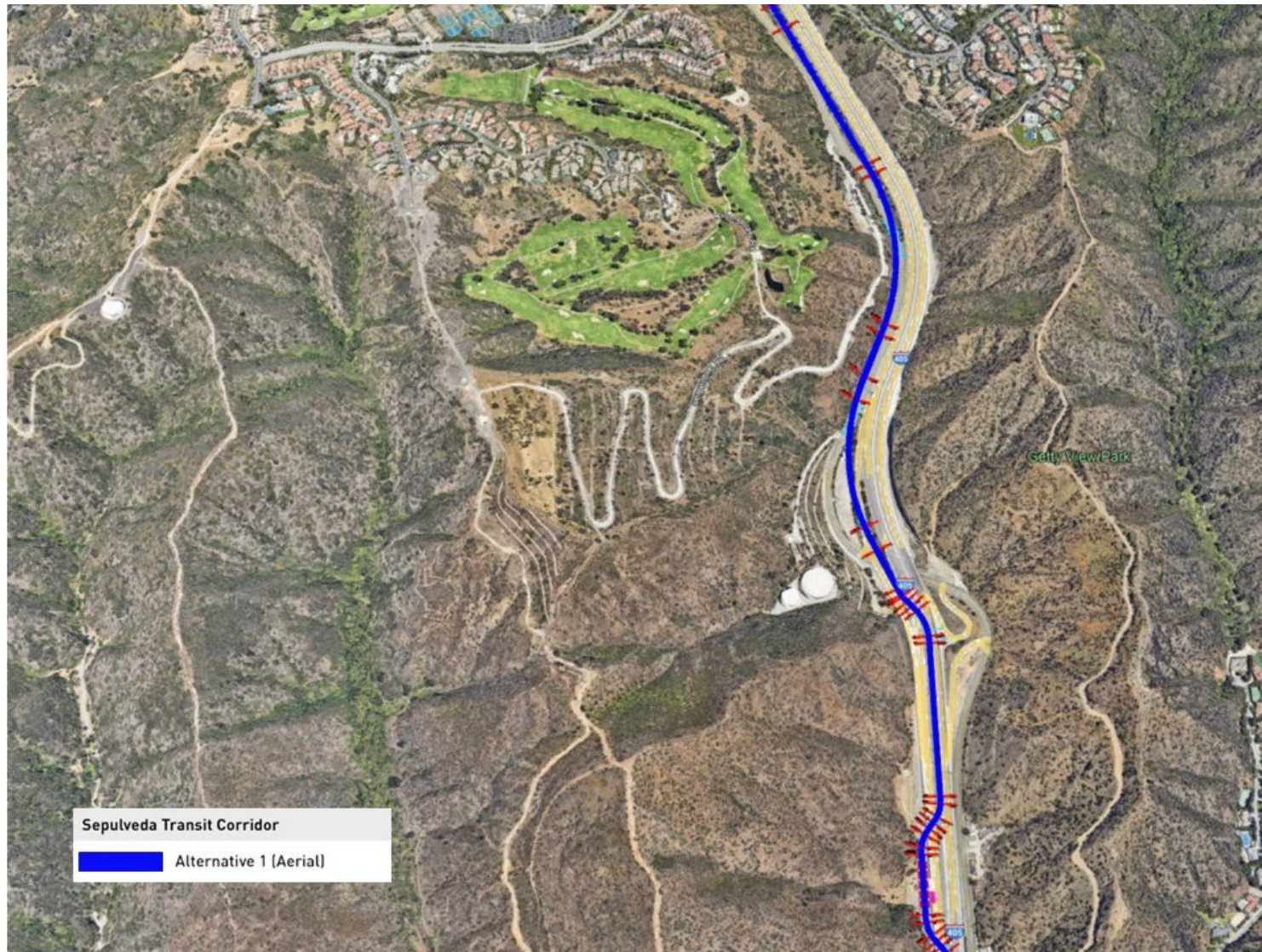
Source: Google Earth, 2024

Figure 6-15. Alternative 1: Sepulveda Pass Following the October 2019 Getty Fire (November 2019)



Source: Google Earth, 2024

Figure 6-16. Alternative 1: Sepulveda Pass Following the October 2019 Getty Fire (Existing 2024)



Source: Google Earth, 2024

6.3.6.2 Construction Impact

The discussion on risks related to runoff and drainage is described in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c). The discussion on risk related to flooding and landslides is described in the *Sepulveda Transit Corridor Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report* (Metro, 2025d). The remainder of this discussion analyzes post-fire slope instability.

During construction, to address potential post-wildfire ground instabilities, Alternative 1 would implement project design features and would implement a Stormwater Pollution Prevention Plan (SWPPP). As described in further detail in *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c), regulatory framework set forth by the State Water Resources Control Board (SWRCB) would require Alternative 1 to prepare and submit a construction SWPPP to comply with the National Pollutant Discharge Elimination System Construction General Permit. A construction SWPPP must be submitted to the SWRCB prior to construction and adhered to during construction. The construction SWPPP would identify the best management practices (BMP) that would be in place prior to the start of construction activities and during construction. BMPs categories would include erosion control, sediment control, non-stormwater management, and materials management BMPs. Although specific temporary construction-related BMPs would be selected at the time of SWPPP preparation, potential BMPs to address post-fire wild instability would likely include fiber rolls, bonded-fiber matrix hydroseeding, erosion control mats or blankets, mulching, nature-based soil stabilization, soil stabilization. Such BMPs would manage erosion during significant rainfall events. The construction of Alternative 1 would include the implementation of BMPs and would not create additional runoff, post-fire slope instability, or drainage changes within the Wildfire Hazard Zone. Alternative 1 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. Therefore, impacts would be less than significant.

6.3.6.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 6-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4 miles south of the MSF Base Design. The MSF Base Design would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

MSF Design Option 1

The proposed MSF Design Option 1 would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 6-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4 miles south of the proposed MSF Design Option 1. The MSF Design Option 1 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

Electric Bus MSF

The proposed Electric Bus MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 6-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 3.1 miles north of the proposed Electric Bus MSF. The Electric Bus MSF would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

6.4 Project and Mitigation Measures

6.4.1 Operation

Alternative 1 would implement the following project measure to ensure that impacts to wildfire and fire risks remain less than significant during operation activities.

PM SAF-1 *The Project shall comply with all regulations of California Health and Safety Code Sections 13000 et seq. and City of Los Angeles Municipal Code pertaining to fire protection systems, such as the adequate provision of smoke alarms, fire extinguishers, building access, emergency response notification systems (master alarm system), fire flows, hydrant pressure and spacing, and relevant building codes relating to fire suppression and defensible space.*

6.4.2 Construction

Alternative 1 would implement the following mitigation measures to ensure that impacts to the emergency response plan or emergency evacuation plan, wildfire and fire risks remain less than significant during construction activities.

MM SAF-1 *Curtail above ground construction and maintenance activities requiring spark-producing equipment during high-risk wildfire periods in applicable areas. Applicable areas would be areas in the Santa Monica Mountain Range that CAL FIRE designates as a wildfire zone and is populated with dried vegetation or other material that could ignite. Construction and maintenance activities utilizing motorized equipment shall be curtailed during red-flag warning days and other high-risk periods characterized by relative humidity of 15 percent or less combined with and windy conditions consisting of frequent gusts at 25 miles per hour or greater for at least 3 hours in a 12 hour period.*

MM SAF-2 *During construction of the Project, all staging areas, welding areas, or areas slated for development that use spark-producing equipment shall be cleared of dried vegetation or other material that could ignite. Any construction equipment that includes a spark arrestor shall be monitored to ensure the spark arrestor is in good working order. All vehicles and crews working on the Project shall have access to functional fire extinguishers at all times.*

6.4.3 Impacts After Mitigation

Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1, for Alternative 1 would ensure that impacts associated with wildfire and fire risks would be less than significant during operational activities.

Implementation of MM SAF-1 and MM SAF-2 (Section 6.4.2) would ensure that the impacts associated with wildfire and fire risks would be less than significant during construction activities.

Adherence to existing regulations and implementation of the TMP (MM TRA-4; refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that Alternative 1 would provide adequate access for emergency vehicles. The impact would be less than significant during construction activities for Alternative 1.

7 ALTERNATIVE 3

7.1 Alternative Description

Alternative 3 is an aerial monorail alignment that would run along the Interstate 405 (I-405) corridor and would include seven aerial monorail transit (MRT) stations and an underground tunnel alignment between the Getty Center and Wilshire Boulevard with two underground stations. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 16.1 miles, with 12.5 miles of aerial guideway and 3.6 miles of underground configuration.

The seven aerial and two underground MRT stations would be as follows:

1. Metro E Line Expo/Sepulveda Station (aerial)
2. Santa Monica Boulevard Station (aerial)
3. Wilshire Boulevard/Metro D Line Station (underground)
4. UCLA Gateway Plaza Station (underground)
5. Getty Center Station (aerial)
6. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
7. Metro G Line Sepulveda Station (aerial)
8. Sherman Way Station (aerial)
9. Van Nuys Metrolink Station (aerial)

7.1.1 Operating Characteristics

7.1.1.1 Alignment

As shown on Figure 7-1, from its southern terminus at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 3 would generally follow I-405 to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, except for an underground segment between Wilshire Boulevard and the Getty Center.

The proposed southern terminus station would be located west of the existing Metro E Line Expo/Sepulveda Station, east of I-405 between Pico Boulevard and Exposition Boulevard. Tail tracks would extend just south of the station adjacent to the eastbound Interstate 10 to northbound I-405 connector over Exposition Boulevard. North of the Metro E Line Expo/Sepulveda Station, a storage track would be located off of the main alignment north of Pico Boulevard between I-405 and Cotner Avenue. The alignment would continue north along the east side of I-405 until just south of Santa Monica Boulevard, where a proposed station would be located between the I-405 northbound travel lanes and Cotner Avenue. The alignment would cross over the northbound and southbound freeway lanes north of Santa Monica Boulevard and travel along the west side of I-405. Once adjacent to the U.S. Department of Veterans Affairs (VA) Hospital site, the alignment would cross back over the I-405 lanes and Sepulveda Boulevard, before entering an underground tunnel south of the Federal Building parking lot.

Figure 7-1. Alternative 3: Alignment



Source: LASRE, 2024; HTA, 2024

The alignment would proceed east underground and turn north under Veteran Avenue toward the proposed Wilshire Boulevard/Metro D Line Station located under the University of California, Los Angeles (UCLA) Lot 36 on the east side of Veteran Avenue north of Wilshire Boulevard. North of this station, the underground alignment would curve northeast parallel to Weyburn Avenue before curving north and traveling underneath Westwood Plaza at Le Conte Avenue. The alignment would follow Westwood Plaza until the underground UCLA Gateway Plaza Station in front of the Luskin Conference

Center. The alignment would then continue north under the UCLA campus until Sunset Boulevard, where the tunnel would curve northwest for approximately 2 miles to rejoin I-405.

The Alternative 3 alignment would transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal located at the northern end of the Leo Baeck Temple parking lot. The alignment would cross over Sepulveda Boulevard and the I-405 lanes to the proposed Getty Center Station on the west side of I-405, just north of the Getty Center tram station. The alignment would return to the median for a short distance before curving back to the west side of I-405 south of the Sepulveda Boulevard undercrossing north of the Getty Center Drive interchange. After crossing over Bel Air Crest Road and Skirball Center Drive, the alignment would again return to the median and run under the Mulholland Drive Bridge, then continue north within the I-405 median to descend into the San Fernando Valley (Valley).

Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and replace an existing segment of Dickens Street adjacent to I-405, just south of Ventura Boulevard. Immediately north of the Ventura Boulevard Station, the alignment would cross over the northbound I-405 to U.S. Highway 101 (US-101) connector and continue north between the connector and the I-405 northbound travel lanes. The alignment would continue north along the east side of I-405 — crossing over US-101 and the Los Angeles River — to a proposed station on the east side of I-405 near the Metro G Line Busway. A new at-grade station on the Metro G Line would be constructed for Alternative 3 adjacent to the proposed station. These proposed stations are shown on the Metro G Line inset area on Figure 7-1.

The alignment would then continue north along the east side of I-405 to the proposed Sherman Way Station. The station would be located inside the I-405 northbound loop off-ramp to Sherman Way. North of the station, the alignment would continue along the eastern edge of I-405, then curve to the southeast parallel to the LOSSAN rail corridor. The alignment would run elevated along Raymer Street east of Sepulveda Boulevard and cross over Van Nuys Boulevard to the proposed terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. Overhead utilities along Raymer Street would be undergrounded where they would conflict with the guideway or its supporting columns. Tail tracks would be located southeast of this terminus station.

7.1.1.2 Guideway Characteristics

Alternative 3 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Alternative 3 would operate on aerial and underground guideways with dual-beam configurations. Northbound and southbound trains would travel on parallel beams either in the same tunnel or supported by a single-column or straddle-bent aerial structure. Figure 7-2 shows a typical cross-section of the aerial monorail guideway.

Diagram illustrating the cross-section of a guideway structure, showing various components and dimensions:

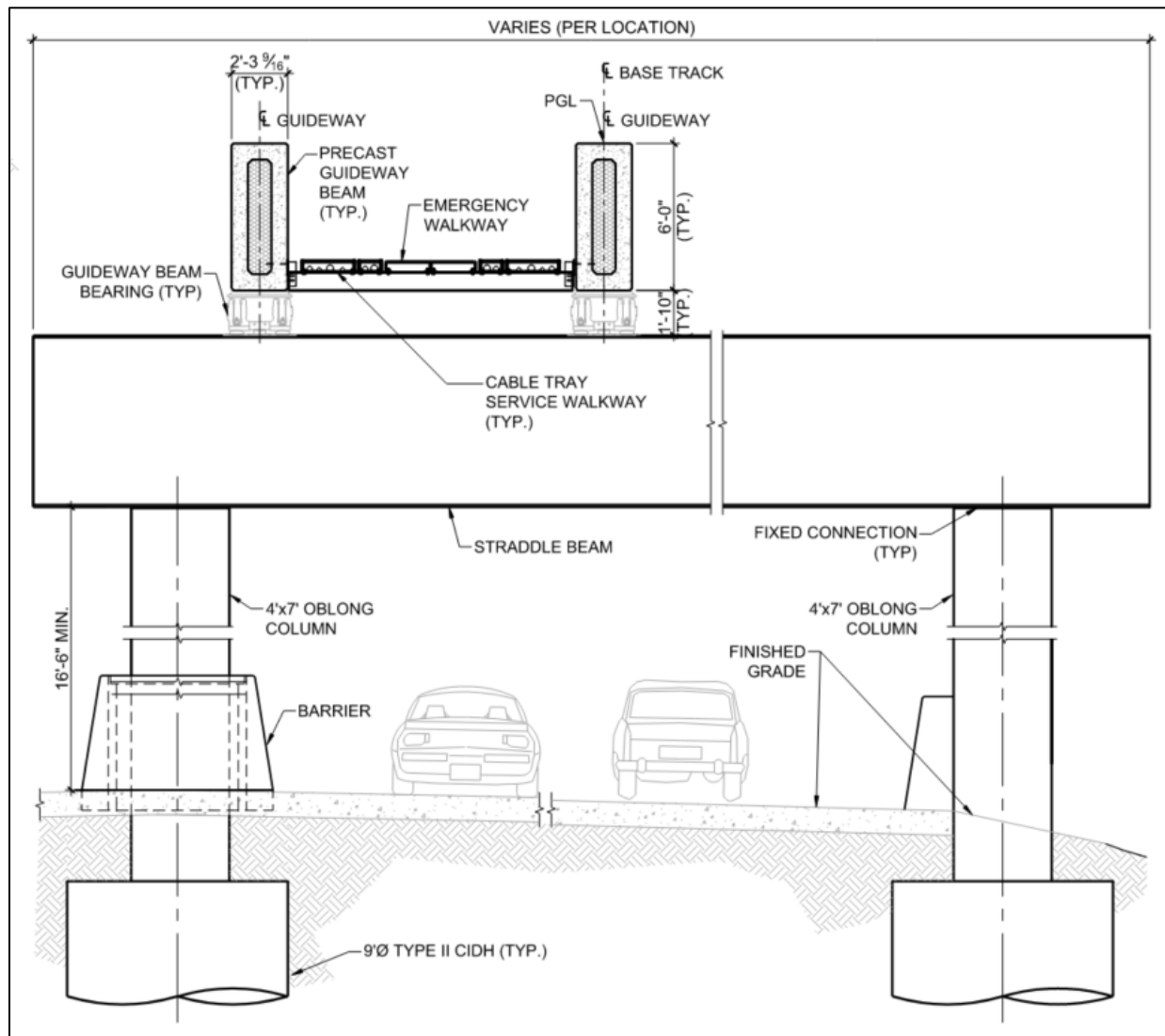
- GUIDEWAY** (Top Left)
- GUIDEWAY BASE TRACK** (Top Right)
- 14'-0" MIN. @ TANGENT FRAMES**
- 14'-4" MIN. @ CURVED FRAMES**
- 3'-0" (TYP.)** (Left and Right)
- 2'-3⁹/₁₆" (TYP.)** (Width of Precast Guideway Beam)
- PRECAST GUIDEWAY BEAM (TYP.)**
- EMERGENCY WALKWAY**
- COLUMN** (Center)
- PGL** (Point of Gravity Line)
- GUIDEWAY BEAM BEARING (TYP.)**
- CABLE TRAY AND SERVICE WALKWAY (TYP.)**
- R1'-0"** (Radius of the guideway base track)
- 6'Ø COLUMN** (Main vertical support)
- 8'Ø TYPE II CIDH** (Bottom support structure)
- FINISHED GRADE** (Ground level)
- 16'-6" TO 32' (MIN. CLEARANCE - SEE NOTE 4)** (Total height from finished grade to the top of the guideway)
- 6'-0"** (Height of the guideway structure above the base track)
- 1'-10"** (Height of the guideway structure above the base track)
- 3'-0"** (Height of the guideway structure above the base track)
- 4'-6"** (Height of the guideway structure above the base track)

On a typical guideway section (i.e., not at a station), guide beams would rest on 20-foot-wide column caps (i.e., the structure connecting the columns and the guide beams), with typical spans (i.e., the

distance between columns) ranging from 70 to 190 feet. The bottom of the column caps would typically be between 16.5 feet and 32 feet above ground level.

Over certain segments of roadway and freeway facilities, a straddle-bent configuration, as shown on Figure 7-3, consisting of two concrete columns constructed outside of the underlying roadway would be used to support the guide beams and column cap. Typical spans for these structures would range between 65 and 70 feet. A minimum 16.5-foot clearance would be maintained between the underlying roadway and the bottom of the column caps.

Figure 7-3. Typical Monorail Straddle-Bent Cross-Section



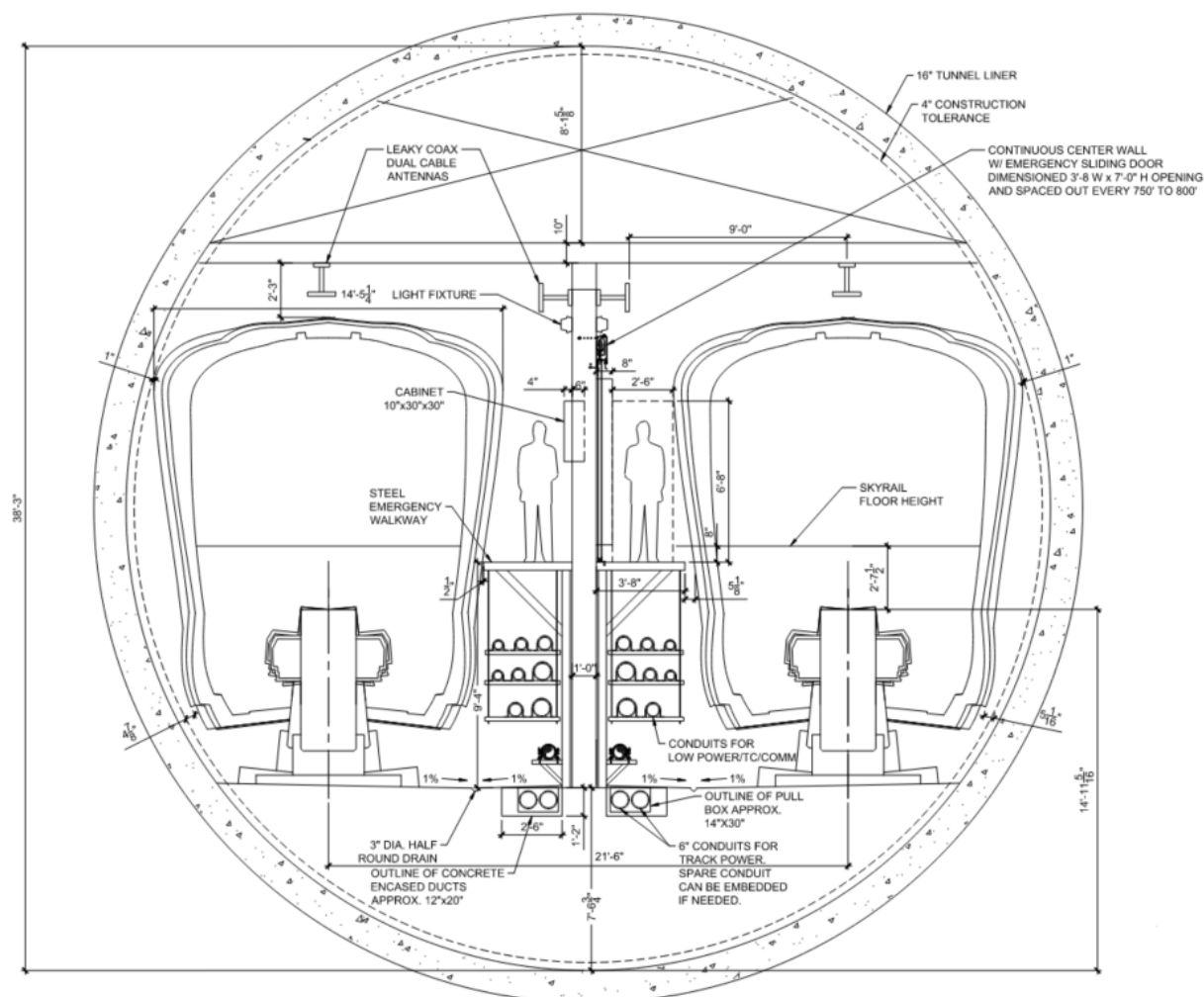
Source: LASRE, 2024

Structural support columns would vary in size and arrangement by alignment location. Columns would be 6 feet in diameter along main alignment segments adjacent to I-405 and be 4 feet wide by 6 feet long in the I-405 median. Straddle-bent columns would be 4 feet wide by 7 feet long. At stations, six rows of dual 5-foot by-8-foot columns would support the aerial guideway. Beam switch locations and long-span structures would also utilize different sized columns, with dual 5-foot columns supporting switch

locations and either 9-foot- or 10-foot-diameter columns supporting long-span structures. Crash protection barriers would be used to protect the columns. All columns would have a cast-in-drilled-hole (CIDH) pile foundation extending 1 foot in diameter beyond the column width with varying depths for appropriate geotechnical considerations and structural support.

For underground sections, a single 40-foot-diameter tunnel would be needed to accommodate dual-beam configuration. The tunnel would be divided by a 1-foot-thick center wall dividing two compartments with a 14.5-foot-wide space for trains and a 4-foot-wide emergency evacuation walkway. The center wall would include emergency sliding doors placed every 750 to 800 feet. A plenum within the crown of the tunnel, measuring 8 feet tall from the top of the tunnel, would allow for air circulation and ventilation. Figure 7-4 illustrates these components at a typical cross-section of the underground monorail guideway.

Figure 7-4. Typical Underground Monorail Guideway Cross-Section



Source: LASRE, 2024

7.1.1.3 Vehicle Technology

Alternative 3 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Rubber tires would sit both atop and

on each side of the guide beam to provide traction and guide the train. Trains would be automated and powered by power rails mounted to the guide beam, with planned peak-period headways of 166 seconds and off-peak-period headways of 5 minutes. Monorail trains could consist of up to eight cars. Alternative 3 would have a maximum operating speed of 56 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations.

Monorail train cars would be 10.5 feet wide, with two double doors on each side. End cars would be 46.1 feet long with a design capacity of 97 passengers, and intermediate cars would be 35.8 feet long and have a design capacity of 90 passengers.

7.1.1.4 Stations

Alternative 3 would include seven aerial and two underground MRT stations with platforms approximately 320 feet long. Aerial stations would be elevated 50 feet to 75 feet above the ground level, and underground stations would be 80 feet to 110 feet underneath the existing ground level. The Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Ventura Boulevard/Sepulveda Boulevard, Sherman Way, and Van Nuys Metrolink Stations would be center-platform stations where passengers would travel up to a shared platform that would serve both directions of travel. The Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, Getty Center, and Metro G Line Sepulveda Stations would be side-platform stations where passengers would select and travel up or down to station platforms depending on their direction of travel. Each station, regardless of whether it has side or center platforms, would include a concourse level prior to reaching the train platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse.

Aerial station platforms would be approximately 320 feet long and would be supported by six rows of dual 5-foot by- 8-foot columns. The platforms would be covered, but not enclosed. Side-platform stations would be 61.5 feet wide to accommodate two 13-foot-wide station platforms with a 35.5-foot-wide intermediate gap for side-by-side trains. Center-platform stations would be 49 feet wide, with a 25-foot-wide center platform.

Underground side platforms would be 320 feet long and 26 feet wide, separated by a distance of 31.5 feet for side-by-side trains.

Monorail stations would include automatic, bi-parting fixed doors along the edges of station platforms. These doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This aerial station would be located near the existing Metro E Line Expo/Sepulveda Station, just east of I-405 between Pico Boulevard and Exposition Boulevard.
- A transit plaza and station entrance would be located on the east side of the station.
- An off-street passenger pick-up/drop-off loop would be located south of Pico Boulevard west of Cotner Avenue.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Metro E Line Expo/Sepulveda Station within the fare paid zone.

- Passengers would be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces. No additional automobile parking would be provided at the proposed station.

Santa Monica Boulevard Station

- This aerial station would be located just south of Santa Monica Boulevard, between the I-405 northbound travel lanes and Cotner Avenue.
- Station entrances would be located on the southeast and southwest corners of Santa Monica Boulevard and Cotner Avenue. The entrance on the southeast corner of the intersection would be connected to the station concourse level via an elevated pedestrian walkway spanning Cotner Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located under UCLA Lot 36 on the east side of Veteran Avenue north of Wilshire Boulevard.
- A station entrance would be located on the northeast corner of the intersection of Veteran Avenue and Wilshire Boulevard.
- An underground pedestrian walkway would connect the concourse level of the proposed station to the Metro D Line Westwood/UCLA Station using a knock-out panel provided in the Metro D Line Station box. This connection would occur within the fare paid zone.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located beneath Gateway Plaza.
- Station entrances would be located on the northern end and southeastern end of the plaza.
- No dedicated station parking would be provided at this station.

Getty Center Station

- This aerial station would be located on the west side of I-405 near the Getty Center, approximately 1,000 feet north of the Getty Center tram station.
- An elevated pedestrian walkway would connect the proposed station's concourse level with the Getty Center tram station. The proposed connection would occur outside the fare paid zone.
- An entrance to the walkway above the Getty Center's parking lot would be the proposed station's only entrance.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This aerial station would be located east of I-405, just south of Ventura Boulevard.
- A transit plaza, including two station entrances, would be located on the east side of the station. The plaza would require the closure of a 0.1-mile segment of Dickens Street between Sepulveda

Boulevard and Ventura Boulevard, with a passenger pick-up/drop-off loop and bus stops provided south of the station, off Sepulveda Boulevard.

- No dedicated station parking would be provided at this station.

Metro G Line Sepulveda Station

- This aerial station would be located near the Metro G Line Sepulveda Station, between I-405 and the Metro G Line Busway.
- Entrances to the MRT station would be located on both sides of the new proposed Metro G Line bus rapid transit (BRT) station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the proposed new Metro G Line BRT station outside of the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located inside the I-405 northbound loop off-ramp to Sherman Way.
- A station entrance would be located on the north side of Sherman Way, directly across the street from the I-405 northbound off-ramp to Sherman Way East.
- An on-street passenger pick-up/drop-off area would be provided on the north side of Sherman Way west of Firmament Avenue.
- No dedicated station parking would be provided at this station.

Van Nuys Metrolink Station

- This aerial station would be located on the east side of Van Nuys Boulevard, just south of the LOSSAN rail corridor, incorporating the site of the current Amtrak ticket office.
- A station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A second entrance would be located to the north of the LOSSAN rail corridor with an elevated pedestrian walkway connecting to both the concourse level of the proposed station and the platform of the Van Nuys Metrolink/Amtrak Station.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 180 parking spaces would be relocated north of the LOSSAN rail corridor. Metrolink parking would not be available to Metro transit riders.

7.1.1.5 Station-to-Station Travel Times

Table 7-1 presents the station-to-station distance and travel times for Alternative 3. The travel times includes both running time and dwelling time. The travel times differ between northbound and southbound trips because of grade differentials and operational considerations at end-of-line stations.

Table 7-1. Alternative 3: Station-to-Station Travel Times and Station Dwell Times

| From Station | To Station | Distance (miles) | Northbound Station-to-Station Travel Time (seconds) | Southbound Station-to-Station Travel Time (seconds) | Dwell Time (seconds) |
|---------------------------------------|------------------------|------------------|---|---|----------------------|
| <i>Metro E Line Station</i> | | | | | 30 |
| Metro E Line | Santa Monica Boulevard | 0.9 | 123 | 97 | — |
| <i>Santa Monica Boulevard Station</i> | | | | | 30 |
| Santa Monica Boulevard | Wilshire/Metro D Line | 1.1 | 192 | 194 | — |
| <i>Wilshire/Metro D Line Station</i> | | | | | 30 |
| Wilshire/Metro D Line | UCLA Gateway Plaza | 0.9 | 138 | 133 | — |
| <i>UCLA Gateway Plaza Station</i> | | | | | 30 |
| UCLA Gateway Plaza | Getty Center | 2.6 | 295 | 284 | — |
| <i>Getty Center Station</i> | | | | | 30 |
| Getty Center | Ventura Boulevard | 4.7 | 414 | 424 | — |
| <i>Ventura Boulevard Station</i> | | | | | 30 |
| Ventura Boulevard | Metro G Line | 2.0 | 179 | 187 | — |
| <i>Metro G Line Station</i> | | | | | 30 |
| Metro G Line | Sherman Way | 1.5 | 134 | 133 | — |
| <i>Sherman Way Station</i> | | | | | 30 |
| Sherman Way | Van Nuys Metrolink | 2.4 | 284 | 279 | — |
| <i>Van Nuys Metrolink Station</i> | | | | | 30 |

Source: LASRE, 2024

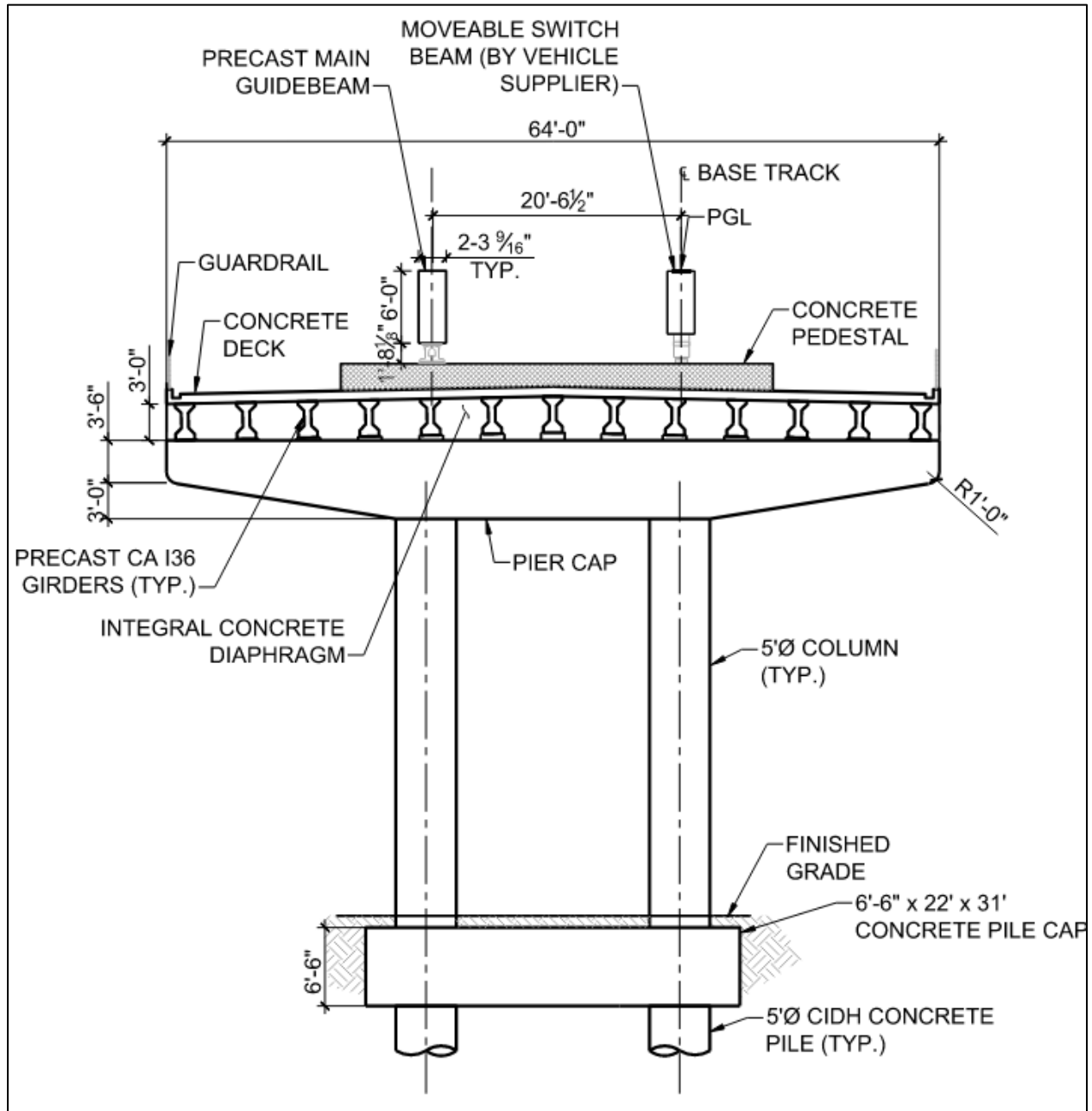
— = no data

7.1.1.6 Special Trackwork

Alternative 3 would include five pairs of beam switches to enable trains to cross over and reverse direction on the opposite beam. All beam switches would be located on aerial portions of the alignment of Alternative 3. From south to north, the first pair of beam switches would be located just north of the Metro E Line Expo/Sepulveda Station. A second pair of beam switches would be located on the west side of I-405, directly adjacent to the VA Hospital site, near the Wilshire Boulevard/Metro D Line Station. A third pair of beam switches would be located in the Sepulveda Pass just south of Mountaingate Drive and Sepulveda Boulevard. A fourth pair of beam switches would be located south of the Metro G Line Station between the I-405 northbound lanes and the Metro G Line Busway. The final pair would be located near the Van Nuys Metrolink Station.

At beam switch locations, the typical cross-section of the guideway would increase in column and column cap width. The column cap width at these locations would be 64 feet, with dual 5-foot-diameter columns. Underground pile caps for additional structural support would also be required at these locations. Figure 7-5 shows a typical cross-section of the monorail beam switch.

Figure 7-5. Typical Monorail Beam Switch Cross-Section



Source: LASRE, 2024

7.1.1.7 Maintenance and Storage Facility

MSF Base Design

In the maintenance and storage facility (MSF) Base Design for Alternative 3, the MSF would be located on City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. The MSF Base Design site would be approximately 18 acres and would be designed to accommodate a fleet of 208 monorail vehicles. The site would be bounded by the LOSSAN rail corridor

to the north, Saticoy Street to the south, and property lines extending north of Tyrone and Hazeltine Avenues to the east and west, respectively.

Monorail trains would access the site from the main alignment's northern tail tracks at the northwest corner of the site. Trains would travel parallel to the LOSSAN rail corridor before curving southeast to maintenance facilities and storage tracks. The guideway would remain in an aerial configuration within the MSF Base Design, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- Traction power substation (TPSS)
- Maintenance-of-way (MOW) building
- Parking area for employees

MSF Design Option 1

In the MSF Design Option 1, the MSF would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor. The MSF Design Option 1 site would be approximately 26 acres and would be designed to accommodate a fleet of 224 monorail vehicles. The site would be bounded by I-405 to the west, Stagg Street to the south, the LOSSAN rail corridor to the north, and Orion Avenue and Raymer Street to the east. The monorail guideway would travel along the northern edge of the site.

Monorail trains would access the site from the monorail guideway east of Sepulveda Boulevard, requiring additional property east of Sepulveda Boulevard and north of Raymer Street. From the northeast corner of the site, trains would travel parallel to the LOSSAN rail corridor before turning south to maintenance facilities and storage tracks parallel to I-405. The guideway would remain in an aerial configuration within the MSF Design Option 1, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- TPSS
- MOW building
- Parking area for employees

Figure 7-6 shows the locations of the MSF Base Design and MSF Design Option 1 for Alternative 3.

Figure 7-6. Alternative 3: Maintenance and Storage Facility Options


Source: LASRE, 2024; HTA, 2024

7.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. A TPSS on a site of approximately 8,000 square feet would be located approximately every 1 mile along the alignment. Table 7-2 lists the TPSS locations proposed for Alternative 3.

Figure 7-7 shows the TPSS locations along the Alternative 3 alignment.

Table 7-2. Alternative 3: Traction Power Substation Locations

| TPSS No. | TPSS Location Description | Configuration |
|----------|--|-------------------------------------|
| 1 | TPSS 1 would be located east of I-405, just south of Exposition Boulevard and the monorail guideway tail tracks. | At-grade |
| 2 | TPSS 2 would be located east of I-405 and Sepulveda Boulevard, just north of the Getty Center Station. | At-grade |
| 3 | TPSS 3 would be located west of I-405, just east of the intersection between Promontory Road and Sepulveda Boulevard. | At-grade |
| 4 | TPSS 4 would be located between I-405 and Sepulveda Boulevard, just north of the Skirball Center Drive Overpass. | At-grade |
| 5 | TPSS 5 would be located east of I-405, just south of Ventura Boulevard Station, between Sepulveda Boulevard and Dickens Street. | At-grade |
| 6 | TPSS 6 would be located east of I-405, just south of the Metro G Line Sepulveda Station. | At-grade |
| 7 | TPSS 7 would be located east of I-405, just east of the Sherman Way Station, inside the I-405 Northbound Loop Off-Ramp to Sherman Way westbound. | At-grade |
| 8 | TPSS 8 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor. | At-grade |
| 9 | TPSS 9 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor. | At-grade (within MSF Design Option) |
| 10 | TPSS 10 would be located between Van Nuys Boulevard and Raymer Street, south of the LOSSAN rail corridor. | At-grade |
| 11 | TPSS 11 would be located south of the LOSSAN rail corridor, between Tyrone Avenue and Hazeltine Avenue. | At-grade (within MSF Base Design) |
| 12 | TPSS 12 would be located southwest of Veteran Avenue at Wellworth Avenue. | Underground |
| 13 | TPSS 13 would be located within the Wilshire Boulevard/Metro D Line Station. | Underground (adjacent to station) |
| 14 | TPSS 14 would be located underneath UCLA Gateway Plaza. | Underground (adjacent to station) |

Source: LASRE, 2024; HTA, 2024

Figure 7-7. Alternative 3: Traction Power Substation Locations


Source: LASRE, 2024; HTA, 2024

7.1.1.9 Roadway Configuration Changes

Table 7-3 lists the roadway changes necessary to accommodate the guideway of Alternative 3. Figure 7-8 shows the location of these roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, except for the I-405 configuration changes, which occur throughout the corridor.

Table 7-3. Alternative 3: Roadway Changes

| Location | From | To | Description of Change |
|---|--|---|---|
| Cotner Avenue | Nebraska Avenue | Santa Monica Boulevard | Roadway realignment to accommodate aerial guideway columns |
| Beloit Avenue | Massachusetts Avenue | Ohio Avenue | Roadway narrowing to accommodate aerial guideway columns |
| Sepulveda Boulevard | Getty Center Drive | Not Applicable | Southbound right turn lane to Getty Center Drive shortened to accommodate aerial guideway columns |
| I-405 Northbound On-Ramp and Off-Ramp at Sepulveda Boulevard near I-405 Exit 59 | Sepulveda Boulevard near I-405 Northbound Exit 59 | Sepulveda Boulevard/I-405 Undercrossing (near Getty Center) | Ramp realignment to accommodate aerial guideway columns and I-405 widening |
| Sepulveda Boulevard | I-405 Southbound Skirball Center Drive Ramps (north of Mountaingate Drive) | Skirball Center Drive | Roadway realignment into existing hillside to accommodate aerial guideway columns and I-405 widening |
| I-405 Northbound On-Ramp at Mulholland Drive | Mulholland Drive | Not Applicable | Roadway realignment into the existing hillside between the Mulholland Drive Bridge pier and abutment to accommodate aerial guideway columns and I-405 widening |
| Dickens Street | Sepulveda Boulevard | Ventura Boulevard | Permanent removal of street for Ventura Boulevard Station construction Pick-up/drop-off area would be provided along Sepulveda Boulevard at the truncated Dickens Street |
| Sherman Way | Haskell Avenue | Firmament Avenue | Median improvements, passenger drop-off and pick-up areas, and bus pads within existing travel lanes |
| Raymer Street | Sepulveda Boulevard | Van Nuys Boulevard | Curb extensions and narrowing of roadway width to accommodate aerial guideway columns |
| I-405 | Sepulveda Boulevard Northbound Off-Ramp (Getty Center Drive interchange) | Sepulveda Boulevard Northbound On-Ramp (Getty Center Drive interchange) | I-405 widening to accommodate aerial guideway columns in the median |
| I-405 | Skirball Center Drive | U.S. Highway 101 | I-405 widening to accommodate aerial guideway columns in the median |

Source: LASRE, 2024; HTA, 2024

Figure 7-8. Alternative 3: Roadway Changes


Source: LASRE, 2024; HTA, 2024

In addition to the changes made to accommodate the guideway, as listed in Table 7-3, roadways and sidewalks near stations would be reconstructed, which would result in modifications to curb ramps and driveways.

7.1.1.10 Ventilation Facilities

For ventilation of the monorail's underground portion, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between

stations. Vents would be located at the southern portal near the Federal Building parking lot, Wilshire/Metro D Line Station, UCLA Gateway Plaza Station, and at the northern portal near the Leo Baeck Temple parking lot. Emergency ventilation fans would be located at the UCLA Gateway Plaza Station and at the northern and southern tunnel portals.

7.1.1.11 Fire/Life Safety – Emergency Egress

Continuous emergency evacuation walkways would be provided along the guideway. Walkways along the alignment's aerial portions would typically consist of structural steel frames anchored to the guideway beams to support non-slip walkway panels. The walkways would be located between the two guideway beams for most of the aerial alignment; however, where the beams split apart, such as entering center-platform stations, short portions of the walkway would be located on the outside of the beams. For the underground portion of Alternative 3, 3.5-foot-wide emergency evacuation walkways would be located on both sides of the beams. Access to tunnel segments for first responders would be through stations.

7.1.2 Construction Activities

Construction activities for Alternative 3 would include constructing the aerial guideway and stations, underground tunnel and stations, and ancillary facilities, and widening I-405. Construction of the transit facilities through substantial completion is expected to have a duration of 8½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

Aerial guideway construction would begin at the southern and northern ends of the alignment and connect in the middle. Constructing the guideway would require a combination of freeway and local street lane closures throughout the working limits to provide sufficient work area. The first stage of I-405 widening would include a narrowing of adjacent freeway lanes to a minimum width of 11 feet (which would eliminate shoulders) and placing K-rail on the outside edge of the travel lanes to create outside work areas. Within these outside work zones, retaining walls, drainage, and outer pavement widenings would be constructed to allow for I-405 widening. The reconstruction of on- and off-ramps would be the final stage of I-405 widening.

A median work zone along I-405 for the length of the alignment would be required for erection of the guideway structure. In the median work zone, demolition of existing median and drainage infrastructure would be followed by the installation of new K-rails and installation of guideway structural components, which would include full directional freeway closures when guideway beams must be transported into the median work areas during late-night hours. Additional night and weekend directional closures would be required for installation of long-span structures over the I-405 travel lanes where the guideway would transition from the median.

Aerial station construction is anticipated to last the duration of construction activities for Alternative 3 and would include the following general sequence of construction:

- Site clearing
- Utility relocation
- Construction fencing and rough grading
- CIDH pile drilling and installation
- Elevator pit excavation
- Soil and material removal

- Pile cap and pier column construction
- Concourse level and platform level falsework and cast-in-place structural concrete
- Guideway beam installation
- Elevator and escalator installation
- Completion of remaining concrete elements such as pedestrian bridges
- Architectural finishes and mechanical, electrical, and plumbing installation

Underground stations, including the Wilshire Boulevard/Metro D Line Station and the UCLA Gateway Plaza Station, would use a “cut-and-cover” construction method whereby the station structure would be constructed within a trench excavated from the surface that is covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic.

A tunnel boring machine (TBM) would be used to construct the underground segment of the guideway. The TBM would be launched from a staging area on Veteran Avenue south of Wilshire Boulevard, and head north toward an exit portal location north of Leo Baeck Temple. The southern portion of the tunnel between Wilshire Boulevard and the Bel Air Country Club would be at a depth between 80 to 110 feet from the surface to the top of the tunnel. The UCLA Gateway Plaza Station would be constructed using cut-and-cover methods. Through the Santa Monica Mountains, the tunnel would range between 30 to 300 feet deep.

Alternative 3 would require construction of a concrete casting facility for columns and beams associated with the elevated guideway. A specific site has not been identified; however, it is expected that the facility would be located on industrially zoned land adjacent to a truck route in either the Antelope Valley or Riverside County. When a site is identified, the contractor would obtain all permits and approvals necessary from the relevant jurisdiction, the appropriate air quality management entity, and other regulatory entities.

TPSS construction would require additional lane closures. Large equipment, including transformers, rectifiers, and switchgears would be delivered and installed through prefabricated modules where possible in at-grade TPSSs. The installation of transformers would require temporary lane closures on Exposition Boulevard, Beloit Avenue, and the I-405 northbound on-ramp at Burbank Boulevard.

Table 7-4 and Figure 7-9 show the potential construction staging areas for Alternative 3. Staging areas would provide the necessary space for the following activities:

- Contractors’ equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

Table 7-4. Alternative 3: Construction Staging Locations

| No. | Location Description |
|-----|---|
| 1 | Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405 |
| 2 | South of Dowlen Drive and east of Greater LA Fisher House |
| 3 | Federal Building Parking Lot |
| 4 | Kinross Recreation Center and UCLA Lot 36 |
| 5 | North end of the Leo Baeck Temple Parking Lot (tunnel boring machine retrieval) |
| 6 | At 1400 North Sepulveda Boulevard |
| 7 | At 1760 North Sepulveda Boulevard |
| 8 | East of I-405 and north of Mulholland Drive Bridge |
| 9 | Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101 |
| 10 | ElectroRent Building south of G Line Busway, east of I-405 |
| 11 | Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard |
| 12 | Along Cabrito Road east of Van Nuys Boulevard |

Source: LASRE, 2024; HTA, 2024

Figure 7-9. Alternative 3: Construction Staging Locations



Source: LASRE, 2024; HTA, 2024

7.2 Existing Conditions

7.2.1 Fire Services

For the purposes of fire services, the Affected Area is defined as the Resource Study Area (RSA), which has the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes fire services. For the purposes of fire services, the Affected Area is defined as the

RSA. Figure 7-10 shows the fire stations in the RSA and Table 7-5 lists the addresses. While the City of Santa Monica exists within the RSA, Alternative 3 would be located within the City of Los Angeles where the Los Angeles Fire Department (LAFD) would provide essential emergency and non-emergency services.

7.2.1.1 City of Los Angeles Fire Department

The LAFD is the Authority Having Jurisdiction (AHJ) and has primary responsibility for fire and emergency services response within the City of Los Angeles. LAFD has 3,434 uniformed personnel and 381 non-uniformed support staff (LAFD, 2023a). The organization is composed of four bureaus, 14 battalions and 106 fire stations (LAFD, 2022a). A professionally trained staff of 1,018 uniformed firefighters are always on duty at 106 neighborhood fire stations located across the LAFD 469-square-mile jurisdiction (LAFD, 2023a).

The LAFD has a sophisticated mix of apparatus that includes the following (LAFD, 2022a):

- 98 Type I engines
- 93 advanced life support (ALS) ambulances
- 43 basic life support ambulances
- 43 truck/light forces
- 16 brush patrols
- 9 airport units
- 7 helicopters
- 6 urban search and rescue companies
- 6 Type III engines
- 5 fire boats
- 5 mental health therapeutic vans
- 5 dozers/loaders
- 4 hazardous materials squads
- 5 swiftwater rescue teams
- 4 advanced provider response units
- 4 fast response vehicles
- 4 foam tenders
- 1 sobriety emergency response unit
- 1 heavy rescue

The LAFD services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. The LAFD provides fire protection and emergency services to the City of Los Angeles's population with 499,622 number of incidents in 2022 and 470,274 number of incidents in 2021 (LAFD, 2022a). The LAFD provides fire services for Alternative 3. Table 7-5 lists and Figure 7-10 shows the location of the fire stations within and near Alternative 3.

7.2.1.2 Los Angeles County Fire Department

The LAFD would be the primary provider of fire and emergency services within the RSA. While the Los Angeles County Fire Department (LACFD) is the AHJ within the unincorporated areas of Los Angeles County, which includes the VA property, LAFD would service the VA due to proximity. LAFD Station 37 is located 0.19 miles from the VA while the nearest LACFD is located in West Hollywood, 3.54 miles from the Alternative 3 alignment. Under the California Disaster and Civil Defense Master Mutual Aid

Agreement (California Governor's Office of Emergency Services, 2003), the City of Los Angeles would provide essential emergency and non-emergency services to the VA under mutual aid.

For the purposes of fire services, the Affected Area is defined as the RSA. Figure 7-10 shows the fire stations within and near the RSA. The cities of Santa Monica, Culver City, and Beverly Hills have their own municipal fire departments that provide fire protection services within their respective jurisdictions. Under mutual aid, fire and police stations operating outside the City of Los Angeles and County of Los Angeles would provide essential emergency and non-emergency services to the RSA.

Table 7-5. Alternative 3: Fire Station Locations Within and Near the Resource Study Area

| Fire Station | Address | Approximate Distance ^a to Fire Station (miles) | Compass Direction |
|--|---|--|----------------------|
| Station 37 | 1090 Veteran Avenue, Los Angeles, CA 90024 | Underground | West |
| Station 88 | 5101 Sepulveda Boulevard, Sherman Oaks, CA 91403 | 0.14 | East |
| Station 81 | 14355 Arminta Street, Panorama City, CA 91402 | 0.16 | North |
| Station 59 | 11505 Olympic Boulevard, Los Angeles, CA 90064 | 0.33 | West |
| Station 90 | 7921 Woodley Avenue, Van Nuys, CA 91406 | 0.65 | West |
| Station 71 | 107 South Beverly Glen Boulevard, Los Angeles, CA 90024 | 0.72 | East |
| Station 109 | 16500 Mulholland Drive, Los Angeles, CA 90049 | 1.05 | West |
| Station 92 | 10556 West Pico Boulevard, Los Angeles, CA 90064 | 1.09 | Southeast |
| Station 39 | 14415 Sylvan Street, Van Nuys, CA 91401 | 1.25 | East |
| Station 19 | 12229 Sunset Boulevard, Los Angeles, CA 90049 | 1.65 | Northwest |
| Station 83 | 4960 Balboa Boulevard, Encino, CA 91436 | 1.76 | West |
| Station 99 | 14145 Mulholland Drive, Sherman Oaks, CA 91423 | 1.84 | East |
| Station 62 | 11970 Venice Boulevard, Los Angeles, CA 90066 | 1.99 | Northeast |
| Station 100 | 6751 Louise Avenue, Lake Balboa, CA 91406 | 2.07 | West |
| Station 102 | 13200 Burbank Boulevard, Sherman Oaks, CA 91401 | 2.66 | East |
| Station 58 | 1556 South Robertson Boulevard, Los Angeles, CA 90035 | 3.09 | East |
| Station 43 | 3690 Motor Avenue, Los Angeles, CA 90034 | 2.0 | Southeast |
| Station 78 | 4041 Whitsett Avenue, Studio City, CA 91604 | 3.55 | East |
| Station 108 | 12520 Mulholland Drive, Los Angeles, CA 90210 | 3.95 | East |
| <i>City of Santa Monica Fire Department^b</i> | | | |
| Station 1 | 1337 7th Street, Santa Monica, CA 90401 | 3.26 | Southwest |
| Station 2 | 222 Hollister Avenue, Santa Monica, CA 90405 | 3.46 | Southwest |
| Station 3 | 1302 19th Street, Santa Monica, CA 90404 | 2.36 | Southwest |
| Station 4 | 2500 Michigan Avenue, Santa Monica, CA 90404 | 1.9 | Southwest |
| Station 5 | 2450 Ashland Avenue, Santa Monica, CA 90405 | 1.76 | Southwest |
| Station 7 | 1100 Pacific Coast Highway, Santa Monica, CA 90403 | 3.9 | Southwest |
| <i>City of Beverly Hills Fire Department^b</i> | | | |
| Station 1 | 445 North Rexford Drive, Beverly Hills, CA 90210 | 2.7 | East |
| Station 2 | 1100 Coldwater Canyon Drive, Beverly Hills, CA 90210 | 2.59 | Northeast |
| Station 3 | 180 South Doheny Drive, Beverly Hills, CA 90211 | 3.41 | East |
| <i>City of Culver City Fire Department^b</i> | | | |
| Station 1 | 9600 Culver Boulevard, Culver City, CA 90232 | 2.4 | East |
| Station 2 | 11252 Washington Boulevard, Culver City, CA 90230 | 2.27 | South |

Source: LAFD, 2023b

^aApproximate Distance = nearest point of project element to fire station.

^bDuring the construction or operation phase, the Los Angeles Fire Department and Los Angeles County Fire Department would be the primary responders since Alternative 3 would be located within the City of Los Angeles and the U.S. Department of Veterans Affairs property, which is located in an unincorporated area of Los Angeles County. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), these agencies would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

Fire prevention, fire suppression, and life safety services activities are governed by the Safety Element of the *City of Los Angeles's General Plan*, as well as the Fire Code of the City of Los Angeles Municipal Code (LAMC). The Safety Element and Fire Code serve as guides to City of Los Angeles departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles.



Figure 7-10. Alternative 3: Fire and Police Station Locations Within and Near the Resource Study Area



Source: LAFD, 2023b; LAPD, 2021, 2023d; HTA, 2024

More than 85 percent of the LAFD's daily emergency responses are related to emergency medical services (EMS). The LAFD transports on average more than 500 people every day to local hospitals (LAFD, 2023a). The LAFD average operational response time for EMS was 7 minutes 31 seconds in 2022 (LAFD, 2022b). Critical ALS incidents include the most critical types of incidents, such as those that may result in death or serious physical injury. The ALS response team includes two firefighter/paramedics (LAFD, 2023d). The LAFD average operational response time for critical ALS was 6 minutes 29 seconds in 2022 (LAFD, 2022b). Structure fire incidents are incident types indicating that a building or structure is reported to be actively burning (LAFD, 2023a). The LAFD average operational response time for structure fire incidents was 6 minutes 20 seconds in 2022 (LAFD, 2022b). The LAFD average operational response time for non-emergency medical services (Non-EMS) was 7 minutes 22 seconds in 2022 (LAFD, 2022b). The average operational response times for the station near Alternative 3 are listed in Table 7-6.

Table 7-6. Alternative 3: Average Operational Response Times Per Fire Station

| Fire Station | EMS | Non-EMS | Critical ALS | Structure Fire |
|--------------|--------------|--------------|--------------|----------------|
| Station 19 | 8 min 48 sec | 8 min 22 sec | 7 min 14 sec | 7 min 0 sec |
| Station 37 | 7 min 14 sec | 6 min 32 sec | 6 min 4 sec | 5 min 24 sec |
| Station 39 | 7 min 17 sec | 7 min 0 sec | 6 min 10 sec | 5 min 14 sec |
| Station 58 | 7 min 16 sec | 7 min 7 sec | 6 min 5 sec | 5 min 17 sec |
| Station 43 | 5 min 18 sec | 5 min 12 sec | 6 min 22 sec | 5 min 32 sec |
| Station 59 | 7 min 5 sec | 6 min 31 sec | 6 min 7 sec | 5 min 29 sec |
| Station 62 | 7 min 26 sec | 7 min 20 sec | 6 min 17 sec | 6 min 25 sec |
| Station 71 | 7 min 27 sec | 8 min 4 sec | 6 min 26 sec | 8 min 4 sec |
| Station 78 | 7 min 11 sec | 7 min 16 sec | 6 min 8 sec | 6 min 29 sec |
| Station 81 | 7 min 30 sec | 7 min 17 sec | 6 min 22 sec | 5 min 29 sec |
| Station 83 | 7 min 2 sec | 7 min 1 sec | 6 min 1 sec | 5 min 7 sec |
| Station 88 | 6 min 32 sec | 6 min 28 sec | 6 min 8 sec | 5 min 17 sec |
| Station 90 | 7 min 26 sec | 7 min 13 sec | 6 min 28 sec | 6 min 16 sec |
| Station 92 | 8 min 2 sec | 7 min 2 sec | 6 min 31 sec | 5 min 9 sec |
| Station 99 | 7 min 24 sec | 8 min 4 sec | 6 min 32 sec | 6 min 35 sec |
| Station 100 | 6 min 35 sec | 6 min 20 sec | 6 min 2 sec | 5 min 29 sec |
| Station 102 | 6 min 30 sec | 6 min 26 sec | 5 min 31 sec | 5 min 4 sec |
| Station 108 | 9 min 24 sec | 9 min 10 sec | 8 min 35 sec | 11 min 6 sec |
| Station 109 | 9 min 14 sec | 9 min 10 sec | 8 min 4 sec | 9 min 4 sec |

Source: LAFD, 2023d, 2023e, 2023f, 2023g, 2023h, 2023i, 2023j, 2023k, 2023l, 2023m, 2023n, 2023o, 2023p, 2023q, 2023r, 2023s, 2023t, 2023u

min = minutes
sec = seconds

7.2.2 Police Services

For the purposes of police services, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes police services. Figure 7-10 shows and lists the addresses for police stations in the RSA. While the City of Santa Monica exists within the RSA, Alternative 3 would be located within the City of Los Angeles where the Los Angeles Police Department (LAPD) and Los Angeles County Sheriff's Department (LASD) would provide essential emergency and non-emergency services. The University of California, Los Angeles Police Department (UCLA PD), Veterans Affairs Police Department, (VAPD) California Highway Patrol (CHP), and Federal Protective Services (FPS) would patrol and provide services on their respective jurisdictions or properties. Metro

system-wide crime statistics from the latest *Monthly Update on Public Safety Attachment C – Total Crime Summary – August 2023* (Metro, 2023) are as follows:

- 2,088 annual crimes against persons between September 2022 and August 2023.
- 747 annual crimes against property between September 2022 and August 2023.
- 1,295 annual crimes against society between September 2022 and August 2023.

Table 7-7. Alternative 3: Police Station Locations

| Police Station | Address | Approximate Distance ^a to Police Station | Compass Direction |
|--|---|---|-------------------|
| LAPD Van Nuys Community Station | 6240 Sylmar Avenue Van Nuys, CA 91401 | 1.3 miles | South |
| LAPD West Los Angeles Community Station | 1663 Butler Avenue Los Angeles, CA 90025 | 0.3 mile | Southwest |
| UCLA Police Department | 601 Westwood Plaza Los Angeles, CA 90095 | 0.02 mile | West |
| LASD West Hollywood Station | 780 North San Vicente Boulevard West Hollywood, CA 90069 | 3.6 miles | East |
| LASD Transit Services Bureau | One Gateway Plaza (Metro Headquarters) Los Angeles, CA 90012 | 12.2 miles | East |
| VAPD | 11301 Wilshire Boulevard Building 236 West Los Angeles, CA 90073 | 0.1 mile | West |
| CHP West Los Angeles Area Station | 6300 Bristol Parkway Culver City, CA 90230 | 4.5 miles | South |
| CHP West Valley Area | 5825 De Soto Avenue Woodland Hills, CA 91367 | 7.0 miles | West |
| City of Santa Monica Police Department ^b | 333 Olympic Drive Santa Monica, CA 90401 | 3.4 miles | Southwest |
| City of Beverly Hills Police Department ^b | 464 North Rexford Drive Beverly Hills, CA 90210 | 2.6 miles | Northeast |
| City of Culver City Police Department ^b | 4040 Duquesne Avenue Culver City, CA 90232 | 2.5 miles | South |

Source: LAPD, 2023a, 2023b; LASD, 2024; CHP, 2023a, 2023b

^aApproximate Distance = nearest point of project element to police station.

^bUnder the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), this agency would provide essential emergency and non-emergency services to the RSA under mutual aid only.

7.2.2.1 Federal Protective Services

The FPS is a federal law enforcement agency that provides security and law enforcement to federally owned and leased facilities. The Federal Building houses the Los Angeles Federal Bureau of Investigations (FBI) field office.

The FBI field offices investigate domestic terrorism, cyber-crime, civil rights, organized crime and drugs, violent crimes, and major offenders by working collaboratively with other federal, state, local law enforcement and intelligence agencies.

7.2.2.2 Los Angeles County Sheriff's Department

The LASD is a law enforcement agency that serves Los Angeles County. The LASD West Hollywood Station patrols the unincorporated areas of Los Angeles County including the VA complex west of I-405, in the RSA. The LASD holds jurisdictional responsibilities over 4,084 square miles and to over 10 million Los Angeles area residents. LASD provides general law enforcement and security-related services to 42 contract cities, 140 unincorporated communities, 38 superior courts, ten community colleges, and county parks.

Table 7-8. Alternative 3: Sheriff Station Locations

| Sheriff Station | Address |
|-------------------------|---|
| West Hollywood Station | 780 North San Vicente Boulevard, West Hollywood, CA 90069 |
| Transit Services Bureau | One Gateway Plaza (Metro Headquarters), Los Angeles, CA 90012 |

Source: LASD, 2024

The LASD is part of a three department law enforcement provider team, with LAPD and Long Beach Police Department. Metro contracts with the LASD to provide law enforcement for all Metro transit systems and property outside the City of Los Angeles and City of Long Beach. LASD security personnel and deputies patrol the transit system routes and stations. LASD is responsible for general law enforcement for the passengers and property of the Metro rail lines and buses operated by Metro. LASD is responsible for all crimes or incidents occurring on originating, or continuing from trains, passenger stations, facilities, property, or Metro owned and operated vehicle parking areas of the Metro transit system. In addition to providing patrol and investigative services, the LASD offers a broad range of support services, including Neighborhood Watch coordination, community education programs, drug prevention education for school children, and homeland security. A key crime-prevention program run by the LASD is the Community/Law Enforcement Partnership Program. As part of this program, LASD helps communities mobilize and organize against gangs, drugs, and violence by working through schools, community-based organizations, local businesses, churches, residents, and local governments.

Table 7-9. Alternative 3: Sheriff Staffing Levels

| Sheriff Station | Sworn Officers | Population Served |
|-------------------------|----------------|-------------------|
| West Hollywood Station | 142 | 37,069 |
| Transit Services Bureau | 259 | Not Applicable |

Source: LASD, 2020

7.2.2.3 Los Angeles Police Department

The LAPD provides police protection services within the jurisdictional boundaries of the City of Los Angeles (LAPD, 2023d). The LAPD serves the City of Los Angeles population in a 468-square-mile jurisdiction (LAPD, 2021). The LAPD is divided into four bureaus: Central, South, Valley, and West. The Valley Bureau contains seven community police stations: Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley. The West Bureau contains five community police stations: Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire (LAPD, 2023a).

Alternative 3 would be located in the Valley Bureau and the West Bureau. The LAPD's Van Nuys Community Station and the West Los Angeles Community Station would provide law enforcement services to Alternative 3 (LAPD, 2023b). Table 7-7 and Figure 7-10 identify the police stations that would serve Alternative 3.

The Van Nuys Community Police Station provides police services to the Sherman Oaks and Van Nuys neighborhoods, an area of 30 square miles with over 325,000 residents, and is under the jurisdiction of the Valley Bureau (LAPD, 2023b).

West Los Angeles officers protect and serve people within the station’s boundaries of 65.14 square miles and 748 street miles, bordering the Cities of Beverly Hills, Culver City, and Santa Monica, Los Angeles County, and the Pacific Ocean. West Los Angeles is under the jurisdiction of the West Bureau. In comparison to the other 17 community police stations, West Los Angeles is responsible for the largest number of square miles (LAPD, 2023b). The West Los Angeles Community Police Station provides service to a diverse residential population that exceeds 228,000 people. Throughout the day, the business and residential population swells to approximately 500,000 people (LAPD, 2023b). The increase is due to those who either pursue knowledge and skills training at educational and professional institutes, including UCLA, and those who work or visit the neighborhoods of West Los Angeles.

The LAPD traditionally has used crime trends, per-capita approach, minimum-employment levels, authorized/budgeted levels, and least-commonly, workload-based models to make staffing decisions (LAPD, 2023b). LAPD is staffed with 9,100 sworn personnel. However, 10,000 sworn personnel are approved, and the LAPD is hiring and recruiting to restore the LAPD to 9,500 sworn personnel (LAPD, 2023b). Table 7-10 shows the LAPD staffing level of sworn officers at the Van Nuys Community Station and the West Los Angeles Community Station.

Table 7-10. Alternative 3: Police Staffing Levels

| Police Station | Captain | Lieutenant | Sergeant | Detective | Police Officer | Total Sworn Officers |
|------------------------------------|---------|------------|----------|-----------|----------------|----------------------|
| Van Nuys Community Station | 2 | 5 | 30 | 33 | 155 | 225 |
| West Los Angeles Community Station | 2 | 5 | 24 | 24 | 181 | 236 |

Source: LAPD, 2023b, 2023e

In 2022, the LAPD received 828,411 calls for service, a decrease of 7.5 percent compared to 2021, which had a total of 895,757 calls. In addition, in 2022, the LAPD made 331,139 stops, a decrease of 22.9 percent compared to 2021 of 429,348 stops (LAPD, 2023c). The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD. Generally, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, increases. However, because several other factors also contribute to the resultant crime rate, such as police presence, crime-prevention measures, and ongoing legislation/funding, the potential for increased crime rates is not necessarily directly proportional to increase in land use activity.

In addition to crime rates, the LAPD’s operational statistics are also analyzed in terms of response times. Table 7-11 identifies the LAPD’s response times for emergency to non-emergency calls. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are often in a mobile state; hence, the actual distance between a headquarters facility and the project site is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time.

Table 7-11. Alternative 3: Los Angeles Police Department Response Times

| Name | Emergency Code 3 | Urgent/Emergency Code 2 | Non-Emergency Non-Coded |
|------------------------------------|------------------|-------------------------|-------------------------|
| <i>Station Response Time</i> | | | |
| Van Nuys Community Station | 5 min 30 sec | 19 min 54 sec | 53 min 0 sec |
| West Los Angeles Community Station | 7 min 36 sec | 23 min 36 sec | 51 min 36 sec |
| <i>Bureau Response Time</i> | | | |
| Valley Bureau | 6 min 36 sec | 21 min 42 sec | 50 min 42 sec |
| West Bureau | 6 min 6 sec | 23 min 6 sec | 56 min 18 sec |
| <i>City Response Time</i> | | | |
| City of Los Angeles | 6 min 30 sec | 24 min 12 sec | 57 min 12 sec |

Source: LAPD, 2023b

min = minutes

sec = seconds

Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. If the LAPD continues to hold the contract after the implementation of Alternative 3, an exploratory committee would be established to assess and evaluate potential future deployments and threat assessments (LAPD, 2023b). In addition, the Santa Monica Police Department (SMPD)'s Professional Services Division is also available to provide police services for special events and activities, such as at the Getty Museum located at 1200 Getty Center Drive, Los Angeles, CA 90049, and at the Skirball Cultural Center located at 2701 North Sepulveda Boulevard, Los Angeles, CA 90049 (SMPD, 2023).

7.2.2.4 California Highway Patrol

The RSA is within the CHP West Los Angeles Area. The CHP provides road and highway traffic law enforcement throughout the state. The CHP West Los Angeles Area Station houses 102 uniformed and 10 civilian employees in concert with agency partners to provide traffic law enforcement and address traffic safety concerns, while promoting educational programs along I-405, I-10, and US-101. The West Valley Area office has a patrol area of approximately 400 square miles that includes portions of the City of Los Angeles and San Fernando Valley. The West Los Angeles Area Station CHP is composed of 102 uniformed and 10 civilian employees (CHP, 2023a, 2023b).

7.2.2.5 Veterans Affairs Police Department

The VAPD oversees the West Los Angeles Medical Center, Downtown Los Angeles Outpatient Patient Clinic, Sepulveda Medical Center, and outer Community-Based Outpatient Clinics. VAPD officers have the authority to enforce federal laws on department properties and make arrests on warrants.

7.2.2.6 University of California, Los Angeles Police Department

The UCLA PD is dedicated to providing a safe and secure environment for teaching, research, and public service. With 66 sworn officers, 41 professional staff, 15 security services, and 5 public-safety aides, the UCLA PD is linked to city, state, and federal criminal justice agencies to prevent and apprehend criminal suspects. The UCLA PD patrols, responds to calls for services, and investigates, educates, and implements preventive strategies.

The Police Community Services Division with the UCLA PD consists of an EMS that is staffed by employees who respond to life support medical emergencies and provide medical services. This Police

Community Services Division also has the responsibilities of public information, media relations, and campus/external relations.

The Operations Bureau of the UCLA PD consists of the General Management, Patrol, and Investigations Divisions. The Patrol Division includes the Motor Program, Bicycle Team, Special Events Sergeant, and Field Training Officer Programs. The Investigations Division includes the Detectives, Threat Management, Property & Evidence, and Crime Analysis/Clearly Units.

The Administrative Bureau of the UCLA PD provides general management direction, and consists of the Personnel and Training Unit, the Communications Center, and the Police Community Services Division. The Police Community Services Division — which consists of EMS, the Crime-Prevention Unit, and the Crime Analysis/Clearly Unit — is tasked with public information and media relations, as well as campus and external relations.

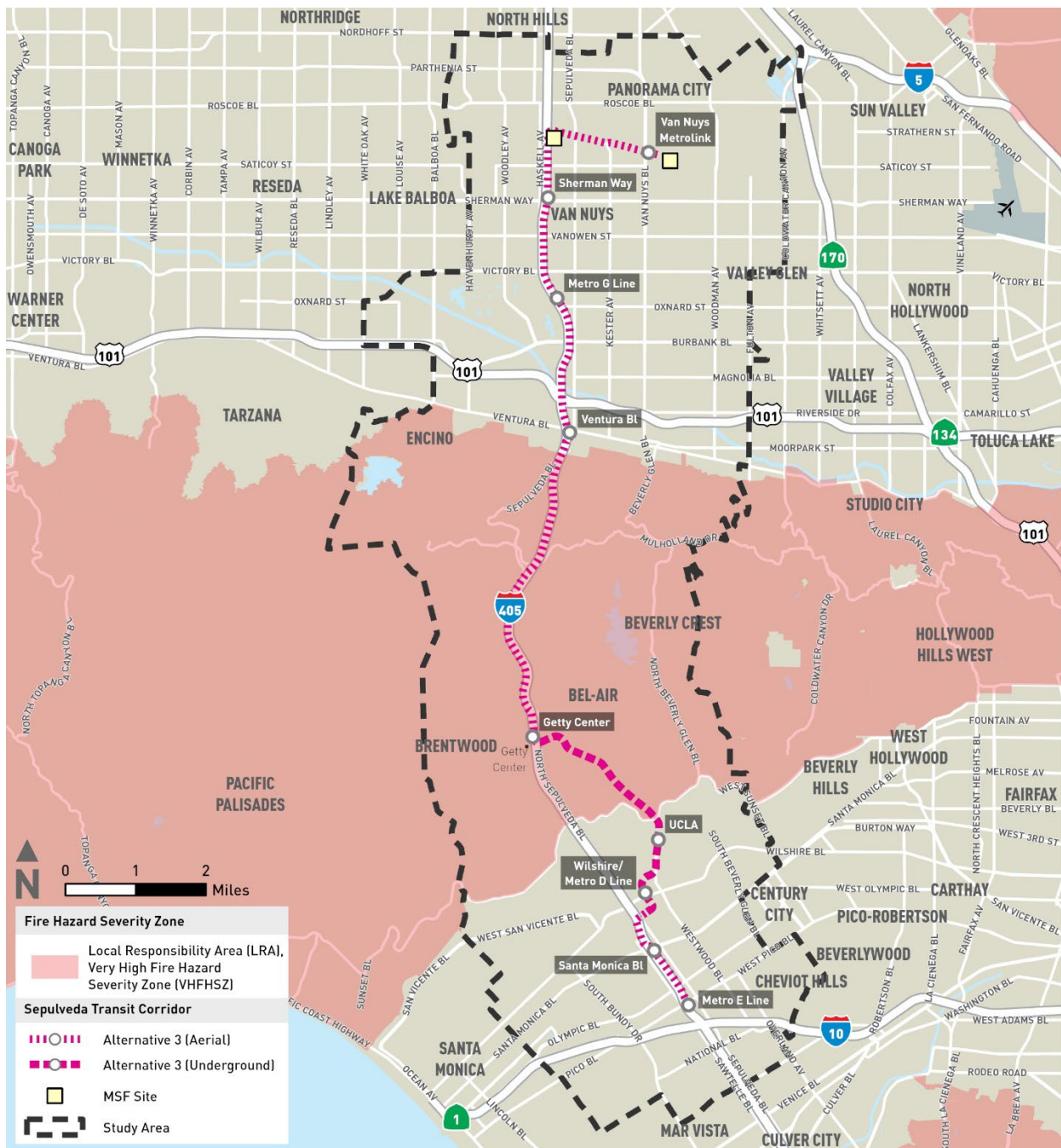
7.2.2.7 Santa Monica Police Department

While the City of Santa Monica exists within the RSA Alternative 3 would be outside of the Santa Monica city boundaries and would therefore rely on services primarily from the LAPD, LASD, and UCLA PD. The SMPD provides its services through 401 employees and an annual budget of \$100.6 million (FY 2022 through 2023) (City of Santa Monica, 2022). One deputy police chief, four lieutenants, one senior administrative analyst, and one executive assistant report directly to the police chief.

7.2.3 Wildfire

For the purposes of wildfire, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Wildfire is any uncontrolled fire spreading through vegetative fuels that threatens to destroy life, property, or resources. Wildfire sparked by combustible vegetation could result in unplanned, uncontrolled, and unpredictable wildfire. Wildfire behavior is based on three primary factors: topography, weather, and fuels. As shown on Figure 7-11, Alternative 3 would traverse an area recommended by the California Department of Forestry and Fire Protection (CAL FIRE) and designated by the Local Responsibility Area (LRA) as a Very High Fire Hazard Severity Zone (VHFHSZ). Mapping of the areas, referred to as VHFHSZ, are based on data and models of potential fuels over a 30-year to 50-year time horizon and their associated expected fire behavior and burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings (CAL FIRE, 2011). The effects of wildfire include the direct health impacts of smoke and fire, as well destruction of property. Figure 6-12Figure 7-12 illustrates historic fires that have occurred since 2017 including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b).

Figure 7-11. Alternative 3: Wildfire Hazard Zone



Source: CAL FIRE, 2011; HTA, 2024

Figure 7-12. Alternative 3: Historical Wildfires


Source: CAL FIRE, 2025; HTA, 2025

Undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions — and the characteristic of the region’s Mediterranean climate — result in large areas of dry vegetation that provide fuel for wildland fires. A fuel’s moisture level, chemical makeup, and density determine the degree of flammability. The moisture defines how quickly a fire can spread and how intense or hot a fire might become. High moisture content slows the burning process. A fuel’s chemical makeup determines how readily a fire will burn. For example, some plants, shrubs, and trees contain oils or resins that enhance faster and more intense burning. The physical density of the fuel source also influences flammability. For example, if fuel sources are compacted where air cannot circulate easily, the fuel source will not burn as quickly (NPS, 2017).

7.2.3.1 Weather

Weather conditions such as wind, temperature, and humidity are contributing factors to fire behavior. Wind can bring oxygen to the fire and push the fire toward new fuel sources. The temperature of a fuel influences the ignition of the fire. Combustible fuel sources will ignite more easily at high temperatures than at low temperatures. Low humidity levels allow the fuels to become dry and more prone to catching fire, and fuel burns more quickly than when humidity levels are high. A red-flag warning means warm temperatures, very low humidities, and stronger winds are expected to combine to produce an increased risk of fire danger (NPS, 2017).

7.2.3.2 Topography

Topography describes land shape including descriptions of elevation, slope, and aspect. The elevation is the height above sea level, the slope is the steepness of the land, and aspect is the direction of a slope. These topographic features can help or hinder the spread of fire and can influence a fire’s intensity, direction, and rate of spread. Elevation, slope, and aspect are also important to consider in order to determine how hot and dry a given area would be. Higher elevations could be drier with colder temperatures compared to the lower elevations. In addition, north-facing slopes would be slower to heat up or dry out (NPS, 2017). Fires burning in flat or gently sloping areas tend to burn more slowly and spread in wider ellipses than fires on steep slopes.

7.2.4 Disaster Routes

For the purposes of disaster routes, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Disaster routes play a primary role in disaster response and recovery. During a disaster and immediately following, disaster routes are used to transport emergency equipment, supplies, and personnel into an Affected Area. Disaster routes are also utilized by fire, EMS, and others involved with public safety for life saving measures. Disaster routes have priority for clearing, repairing and restoration over all other roads. A number of disaster routes identified by the County of Los Angeles serve the RSA where Alternative 3 would be located. Figure 7-13 shows the locations of the disaster routes.



Figure 7-13. Alternative 3: Disaster Routes



Source: LADPW, 2022; HTA, 2024

7.3 Environmental Impacts

7.3.1 Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?

7.3.1.1 Operational Impact

The LAFD would be the primary provider of fire and emergency services within the Alternative 3 RSA. While the LACFD is the AHJ for the VA, which is an unincorporated area of Los Angeles County, LAFD would service the VA under mutual aid. Table 7-5 identifies the fire stations as potential first responders to Alternative 3. The implementation of Alternative 3 is not anticipated to generate or directly increase population growth to create new demands on fire services, although some indirect concentration of growth may occur around some station areas due to the new transit access. The population growth is accommodated through the Southern California Association of Governments regional growth projections (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]).

Potential impacts would occur if Alternative 3 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Alternative 3 would introduce Project elements to the existing setting (i.e., aerial guideway and stations, supporting columns, retaining walls, and I-405 on- and off-ramps improvements). The height of the proposed aerial guideway and clearance between supporting columns would be sufficient to maintain access for fire and emergency vehicle crossings. At signalized intersections, left-turning traffic would be maintained. Alternative 3 would therefore not result in adverse physical impacts that would impart delays to fire and emergency services. Therefore, fire protection response times are anticipated to remain at acceptable levels, and no new or physically altered fire protection facilities are expected to be required for the operation of Alternative 3.

During operation of Alternative 3, there would be a low potential for increased demand on fire responses services due to incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. The City of Los Angeles has a duty under the California Constitution to provide adequate fire and emergency service (Cal. Const., art. XIII, § 35, subd. (a)(2)). Funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD would evaluate staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained.

The proposed alignment and stations would be designed in accordance with National Fire Protection Association (NFPA) 130 to ensure life safety from fire and fire protection requirements at all locations. The provisions under these fire protection requirements ensure stations, trainways, emergency ventilation systems, vehicles, emergency procedures, communications, and control systems are designed and constructed to ensure life safety from fire. Train vehicles would be built using vehicle specifications to minimize fire hazards that include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensures that response times are maintained at

acceptable levels. Operation of the Alternative 3 alignment and stations would not impact fire protection response times because those segments would not affect emergency vehicles traveling on surface streets and within the I-405 right-of-way (ROW). Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 3.

Adequate fire flows would be required by the fire code prior to construction. Sufficient water supply and hose systems would be provided protection to suppress fire hazards for all project elements. Stations would be equipped with a fire alarm control system in each station facility, conforming to NFPA 72 (NFPA, 2022) and California Code of Regulations (CCR) Title 24 (International Code Council Incorporated, 2023b) and meeting Americans with Disabilities Act requirements, as well as signaling and fire detection systems, fire alarm panels, and sprinkler systems in accordance with NFPA 130.

While fires are not anticipated, there is the potential that a fire could occur at a station, along the aerial or tunnel alignment, or at a TPSS location. In any emergency situation, fire department personnel from LAFD would respond, and the fire station to respond would be dependent on the location of the emergency along the alignment. Furthermore, Alternative 3 would be designed in compliance with applicable codes. Under NFPA 130 Section 9.1 (NFPA, 2023b), the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for emergencies that could involve the system. Participating agencies would be invited to assist with the preparations of the *Emergency Procedure Plan*. The emergency response agencies would review and approve the *Emergency Procedure Plan*. Metro would therefore create Alternative 3's *Emergency Procedure Plan* and ensure it is reviewed and approved by the LAFD. Under the provisions of NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire. The risk of fire-related injury would be minimized within the station locations and along the alignment by adhering to the requirements of the NFPA 130 and Los Angeles City Fire Code or design equivalent.

Although Alternative 1 could lead to a slight increase in the need for fire protection services (e.g., due to emergencies at stations or monorail vehicles), Alternative 1 would adhere to relevant building, safety, and fire codes during its design and construction. Compliance with these codes would ensure that the layout, infrastructure, and operational elements of Alternative 1 do not create unacceptable fire risks and do not impede fire service emergency response efforts. Fire protection response times would remain within acceptable levels. As a result, operation of Alternative 3 would have a less than significant impact with respect to fire protection services.

7.3.1.2 Construction Impact

Construction of Alternative 3 would potentially temporarily increase demands on fire protection and EMS responses as a result of new workers' construction equipment, and construction materials in the RSA as well as periodic construction-related street closures or detours. Specifically, temporary lane closures on adjacent streets and within the I-405 ROW would occur for construction of the proposed aerial alignment, stations, TPSS sites, and construction staging areas. Delays resulting from the temporary lane closures would result in a significant impact. As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under Mitigation Measure (MM) TRA-4, a Transportation Management Plan (TMP) would be prepared and approved in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.

As outlined in the regulatory framework described in Section 2.2, Alternative 3 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and the California Occupational Safety and Health Administration (Cal/OSHA) (California Department of Industrial Relations, 2023) regulations. Under the Cal/OSHA regulations, the contractor would be required to create a Fire Prevention Plan that identifies potential fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems that can control a fire involving them. A training program would inform employees of the fire hazards of the materials and processes to which they are exposed. The contractor would review with each worker upon initial assignment those parts of the Fire Prevention Plan that the employee must know to protect the worker in the event of an emergency. The written plan would be kept in the workplace and made available for employee review.

For these reasons, the demand for fire protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities. Therefore, impacts associated with fire protection and emergency response services would be less than significant during construction activities.

7.3.1.3 Maintenance and Storage Facilities

MSF Base Design

Operation of the MSF Base Design would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF Base Design would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 2.2 Regulatory and Policy Framework, Alternative 3 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 90 and Metro Transit Service Bureau officers would respond to the MSF Base Design. The *Emergency Procedure Plan* would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations by adhering to the requirements of the NFPA 101, CBC, the Los Angeles City Fire Code, or design equivalent. Therefore, impacts associated with fire protection and emergency response services would be less than significant during operation and construction activities.

MSF Design Option 1

Operation of the proposed MSF Design Option 1 would include the maintenance, cleaning, and storage of monorail vehicles. Operation of the proposed MSF Design Option 1 would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF Design Option 1 would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 2.2 Regulatory and Policy Framework, Alternative 3 would comply with the provisions set forth under the CCR Title 8 (California

Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. In any emergency situation, fire department personnel from LAFD Station 81 and Metro Transit Service Bureau officers would respond. Under the provisions of NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations by adhering to the requirements of NFPA 101, the CBC, and the Los Angeles City Fire Code or design equivalent. Therefore, impacts associated with fire protection and emergency response services would be less than significant during operation and construction activities.

7.3.2 Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection?

7.3.2.1 Operational Impact

Potential impacts would occur if Alternative 3 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Alternative 3 would introduce Project elements to the existing setting (i.e., aerial guideway and stations, supporting columns, retaining walls, and I-405 on- and off-ramps improvements). The height of the proposed aerial guideway and clearance between supporting columns would be sufficient to maintain access for fire and emergency vehicle crossings. At signalized intersections, left-turning traffic would be maintained. Alternative 3 would therefore not result in adverse physical impacts that would impart delays to police protection. Therefore, fire protection response times are anticipated to remain at acceptable levels, and no new or physically altered police protection facilities are expected to be required for the operation of Alternative 3.

During operations, police services would be provided by the LAPD and LASD under Metro's contract service agreements with the agencies. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Because Alternative 3 would be within the jurisdiction of the City of Los Angeles, the LAPD would be the first responders for the Alternative 3 alignment in the event of an emergency requiring police protection. The first-response facilities for Alternative 3 would include the following:

- Van Nuys Community Station, located approximately 1.30 miles east of the northern segment of Alternative 3 at 6240 Sylmar Avenue, Van Nuys CA 91401
- West Los Angeles Community Station, located 0.31 mile southwest of the southern portion of Alternative 3 at 1663 Butler Avenue, Los Angeles, CA 90025

During operation of Alternative 3, there would be low potential increase in the demand for police protection services from incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. Alternative 3 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's TSOs and contract security personnel. Metro's TSOs are Metro's own security team and are deployed to specific locations with high frequencies of public safety issues. TSOs enforce the Metro

Code of Conduct, ensuring riders follow the rules and norms of the system. Additionally, Metro deploys trained contract personnel on Metro's buses, bus stops, trains, and stations to provide customer support. Metro ambassadors are unarmed and travel the system or are present at stations to promote safety for riders and operators. While not acting as security officers or replacing security officers, they provide a visible presence and support riders by connecting them with resources they may need such as providing directions or connecting them to other agencies and services as appropriated or warranted. They also help Metro to respond to issues more quickly by reporting maintenance, cleanliness, or safety concerns directly to the appropriate Metro department. The purpose of this multi-agency approach is to achieve higher visibility, enhanced response time, and improved customer experience, and to deploy specifically trained officers who engage patrons with special needs at stations and within train vehicles. In addition, the UCLA PD would provide support police services at the UCLA bus station. Therefore, Alternative 3 would have less than significant operational impacts related to unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

7.3.2.2 Construction Impact

Alternative 3 does not include any housing component that would increase population compared to the existing conditions as well as adopted regional planned forecasts (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]). However, construction of Alternative 3 would increase daytime and nighttime worker populations, which has the potential to increase the need for police services.

Police service agencies in the area — including the LAPD, LASD, UCLA PD, and CHP — allocate funding from tax revenues to maintain adequate staffing levels and response times. The operation of Alternative 3 would not require the construction of new or expanded police facilities, as existing service capacity is anticipated to accommodate any potential changes in demand.

During construction, relevant police service agencies would review Health and Safety Plans for Alternative 3, which include safety measures such as nighttime lighting, clear signage, and pedestrian detour routes. Agencies may also assess fees to support police protection services as needed. Additionally, as discussed in *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), Metro standard practices require that lane and roadway closures be scheduled to minimize disruptions, with a Transportation Management Plan (TMP) prepared and approved in coordination with local police departments prior to construction. The contractor would coordinate with first responders and emergency service providers to minimize any impacts on emergency response. For these reasons, construction of Alternative 1 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

7.3.2.3 Maintenance and Storage Facilities

MSF Base Design

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. Potential impacts would occur if the MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF Base Design would not require modifications to the adjacent roadways during construction or

operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF Base Design would not require the need for new or physically altered police protection services.

During construction and operation of the MSF Base Design, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. For Alternative 3, the MSF would be aerial, which would add to the security of the site. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF. For these reasons, construction and operation of the MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

MSF Design Option 1

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. Potential impacts would occur if the MSF Design Option 1 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF Design Option 1 would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF Design Option 1 would not require the need for new or physically altered police protection services.

During construction and operation of the MSF Design Option 1, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. For Alternative 3, the MSF Design Option 1 would be aerial, which would add to the security of the site. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF Design Option 1. For these reasons, construction and operation of the MSF Design Option 1 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

7.3.3 Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

7.3.3.1 Operational Impact

As shown on Figure 7-13, the County of Los Angeles identifies I-405 and Sepulveda Boulevard as disaster routes (City of Los Angeles, 2023). Alternative 3 would introduce the aerial guideway and its support columns and bent columns within the median and adjacent to I-405 and has the potential to interfere with the implementation of emergency response or evacuation plan. However, I-405 would be expanded so that the roadway width and configuration would be kept accessible to emergency vehicles and fire equipment. Additionally, in the areas where Alternative 3 would affect Sepulveda Boulevard, the height of the proposed aerial guideway and clearance between supporting columns would be sufficient to maintain access to motor vehicles and would not impede the movement of emergency vehicles and fire equipment. At signalized intersections, left-turning traffic would be maintained.

Reconfigurations of the roadway on Sepulveda Boulevard and the I-405 on- and off-ramps would be kept accessible to emergency vehicles and fire equipment. As required by law, Alternative 3 would be designed in compliance with applicable codes set forth by the California Fire Code standards and the County of Los Angeles and City of Los Angeles regarding emergency vehicle access. Compliance to these design criteria would ensure that sufficient ingress and egress routes would be provided at all station areas. Thereby reducing impacts related to the physical interference with an emergency response or evacuation plan.

Alternative 3 would comply with NFPA 130 Section 9.1 (NFPA, 2023b) and further reduce the aerial guideway's potential physical interference with an emergency response or evacuation plan. Under NFPA 130 Section 9.1, the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for emergencies that could involve Alternative 3. Participating agencies would be invited to assist with the preparations of the *Emergency Procedure Plan*. Such coordination efforts with emergency services personnel including fire, police, and EMS would be agreed upon through third-party agreements or Memoranda of Understanding to ensure that Alternative 3 would not physically interfere with or substantially impair an adopted emergency response or evacuation plan. Therefore, operations would not physically interfere with an emergency response plan or emergency evacuation plans.

In addition, the *All-Hazards Mitigation Plan* (AHMP) for the County of Los Angeles (CoLA CEO, 2020) and the *Local Hazard Mitigation Plan* (LHMP) for the City of Los Angeles (City of Los Angeles, 2018) address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and City of Los Angeles including Alternative 3.

For the reasons previously mentioned, Alternative 3 would not physically interfere with an emergency response plan or emergency evacuation plans during operations. Additionally, adherence to existing regulations, such as applicable fire code regulations, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles, would result in a less than significant impact during operational activities.

7.3.3.2 Construction Impact

As required by existing regulations, Alternative 3 would be required to provide adequate access for emergency vehicles and equipment during construction activities. As shown on Figure 7-13, the County of Los Angeles identifies I-405 and Sepulveda Boulevard as disaster routes. Temporary short-term construction impacts on I-405 and Sepulveda Boulevard would occur for Alternative 3. Construction activities would necessitate roadway improvements to provide sufficient space for the guideway, stations, TPPS sites, and construction staging yards. Roadway improvements within I-405 and Sepulveda Boulevard would result in a temporary and intermittent reduction of the number of lanes or temporary closure of roadways. Temporary lane and/or roadway closures, increased truck traffic, and other roadway effects that could temporarily interfere physically with an emergency response plan or emergency evacuation plans and therefore result in a significant impact

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (2025b), under MM TRA-4, a TMP shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.

Implementation of MM TRA-4 would reduce the impacts related to the physical interference with an emergency response plan or emergency evacuation plans to less than significant.

Additionally, as outlined in the regulatory framework described in Section 2.2, Alternative 3 would comply with the provisions set forth under the CCR Title 8 and Cal/OSHA. Under Cal/OSHA (California Department of Industrial Relations, 2023), the contractor would create an Emergency Action Plan that would cover designated actions that employers and employees must take to ensure employee safety from fire and other emergencies. The following elements, at a minimum, would be included in the plan:

- Procedures for emergency evacuation, including type of evacuation and exit route assignments
- Procedures to be followed by employees who remain to operate critical plant operations before they evacuate
- Procedures to account for all employees after emergency evacuation has been completed
- Procedures to be followed by employees performing rescue or medical duties
- The preferred means of reporting fires and other emergencies
- Names or regular job titles of persons or departments who can be contacted for further information or explanation of duties under the plan

Adherence to existing regulations and implementation of the TMP under MM TRA-4 would ensure that Alternative 3 would provide adequate access for emergency vehicles and not conflict with an adopted emergency response plan or emergency evacuation plan (City of Los Angeles, 2023). Therefore, construction of Alternative 3 would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant with mitigation.

7.3.3.3 Maintenance and Storage Facilities

MSF Base Design

As required by law, the proposed MSF Base Design during operation would be required to provide adequate access for emergency vehicles during operational activities. Additionally, the proposed MSF Base Design would comply with applicable state, county, and city fire code regulations outlined in Section 2 during the design and implementation of MSF Base Design, including fire protection systems and equipment, fire suppression and sprinkler systems, general safety precautions, and equipped with fire hydrants. In addition, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and the City of Los Angeles, including the proposed MSF Base Design. With adherence of existing regulations, the proposed MSF Base Design would result in a less than significant impact during operational activities.

As required by existing regulations, the proposed MSF Base Design would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed MSF Base Design due to roadway and infrastructure improvements could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways. Any such impacts would be limited to the construction period of the proposed MSF Base Design and would affect only adjacent streets.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (2025b), under MM TRA-4, a TMP shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.

Adherence to existing regulations and implementation of the TMP (MM TRA-4; refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that the proposed MSF Base Design would provide adequate access for emergency vehicles and the impact would be less than significant during construction activities with mitigation.

MSF Design Option 1

As required by law, the proposed MSF Design Option 1 during operation would be required to provide adequate access for emergency vehicles during operational activities. Additionally, the proposed MSF Design Option 1 would comply with applicable federal, state, county, and city fire code regulations outlined in Section 2 during the design and implementation of project elements including: fire protection systems and equipment, fire suppression and sprinkler systems, general safety precautions, and equipped with fire hydrants. In addition, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and the City of Los Angeles, including the proposed MSF Design Option 1. With adherence of existing regulations, the proposed MSF Design Option 1 would result in a less than significant impact during operational activities.

As required by existing regulations, the proposed MSF Design Option 1 would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed MSF Design Option 1 due to roadway and infrastructure improvements could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways. Any such impacts would be limited to the construction period of the proposed MSF Design Option 1 and would affect only adjacent streets.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under MM TRA-4 a, TMP shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.

Adherence to existing regulations and implementation of the TMP (MM TRA-4; refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [2025b]) would ensure that the proposed MSF Design Option 1 would provide adequate access for emergency vehicles and the impact would be less than significant during construction activities with mitigation.

7.3.4 Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

7.3.4.1 Operational Impact

Operational activities associated with the implementation of Alternative 1 would occur within the Wildfire Hazard Zone shown on Figure 7-11, which CAL FIRE has designated as VHFHSZ. The areas surrounding the Sepulveda Pass in the Sepulveda Mountains consist of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions — combined with the characteristic of the region’s Mediterranean climate — result in large areas of dry vegetation and provide fuel for wildland fires. Additionally, these areas include an elevated slope and height above sea level, and steepness of land that can increase the spread of fire by influencing a fire’s intensity, direction, and rate of spread.

Alternative 3 would be located within the Sepulveda Pass at the base of the Santa Monica Mountains within the median of I-405 and/or the landscaped areas adjacent to I-405. While Alternative 3 would be located within an VHFHSZ zone, a majority of the project elements and aerial guideway would be located in existing paved areas within I-405. Alternative 3 would install three TPSSs within the VHFHSZ (Figure 7-7) which are located north of the Getty Center Station, east of the intersection between Promontory Road and Sepulveda Boulevard, and north of the Skirball Center Drive Overpass. A TPSS is an electrical substation that would convert electric power to an appropriate voltage to power the proposed monorail. Equipment malfunction associated with the TPSSs could create sparks and could potentially ignite the fuel sources at the undeveloped areas in the Sepulveda Mountains. Alternative 3 could exacerbate a wildfire and the likelihood for the transit patrons occupying Alternative 3 to be exposed to pollutant concentrations. The increase likelihood of wildfire and pollutant concentrations would therefore constitute as a potentially significant impact. Project measure (PM) SAF-1 (Section 7.4.1) would ensure that Alternative 3 would reduce wildfire risks through Metro’s compliance with all regulations of the California Health and Safety Code Sections 13000 et seq. and the LAMC pertaining to fire protection systems during operations. Additionally, if and when a wildfire would occur in the Santa Mountains due to the TPSSs, Metro would suspend operations of Alternative 3 to reduce impacts related to the exposure of pollutants.

Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1 for Alternative 3 would minimize impacts associated with wildfire risks and would ensure that impacts to wildfire risks would be less than significant.

7.3.4.2 Construction Impact

Construction activities associated with the implementation of Alternative 1 would occur within the Wildfire Hazard Zone shown on Figure 7-11, which has the potential for wildfires. Construction activities associated with this portion of the guideway would primarily be located within the I-405 median. However, areas between the southbound I-405 Getty off-ramp and Skirball Center Drive and the Getty Center Station would be located in or adjacent to undeveloped areas with existing dry vegetation.

Construction activities and staging areas would be located at the base of the mountain range within the landscaped areas adjacent to I-405, which includes an elevated slope and height above sea level, and steepness of land, which can increase the spread of fire by influencing a fire’s intensity, direction, and rate of spread. The areas surrounding the guideway and Getty Center Station consists of undeveloped

land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions, combined with the characteristic of the region's Mediterranean climate, could result in large areas of dry vegetation and provide fuel for wildland fires. Additionally, low humidity levels would allow the fuels surrounding the construction of the guideway and Getty Center Station to become dry and more prone to catching fire and burning more quickly than when humidity levels are high (NPS, 2017).

Potential ignition sources include surface-level or aboveground welding activities and hot exhaust from a vehicle or motorized equipment parked on dry grass or welding during high winds, which could send sparks traveling through the air and land and ignite dry grass.

Construction activities occurring within the landscaped areas of Sepulveda Pass could exacerbate the potential risk of wildfire due to the ignition sources previously described coupled with the existing slope, prevailing winds, and such risks are heightened within the area if vegetation the serve as fuel are not properly controlled. Wildfire ignition from construction activity could increase the risk of exposure to pollutants to the potentially susceptible wildfire hazard area and would therefore result in a potentially significant impact.

To reduce the impacts related to wildfires, Alternative 3 would implement MM SAF-1 and MM SAF-2 (Section 7.4.2). MM SAF-1 and MM SAF-2 provide construction-related protocols that would curtail work under red-flag warning days and maintain and monitor potential sources of fuel and ignition. to reduce impacts related to exacerbating wildfire risks to a less than significant level. In the event of a wildfire in the Santa Monica Mountains, the construction contractor would halt construction activities that pose a threat to human health.

The implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to slope, prevailing winds, and other factors, exacerbate wildfire risks would be less than significant with mitigation.

7.3.4.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 7-11. The closest areas designated as a State Responsibility Area (SRA) or land classified as VHFHSZ are located approximately 4 miles south of the MSF Base Design. Therefore, the operation and construction of the MSF Base Design would not intensify slope, prevailing winds, and other factors, or exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, and no impact would occur.

MSF Design Option 1

The proposed MSF Design Option 1 would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 7-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4 miles south of the proposed MSF Design Option 1. Therefore, the operation and construction of the proposed MSF Design Option 1 would not intensify slope, prevailing winds, and other factors, or exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, and no impact would occur.

7.3.5 Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

7.3.5.1 Operational Impact

Operation of Alternative 3 would require the maintenance of roads, fuel breaks, emergency water sources, and other utilities associated with infrastructure to support project elements including the proposed alignment, stations, and TPSS sites. Operational activities associated with the implementation of Alternative 3 would occur within the Wildfire Hazard Zone, which CAL FIRE has designated as VHFHSZ.

Alternative 3 would be located within the Sepulveda Pass at the base of the Santa Monica Mountains within the median of I-405 and/or the landscaped areas adjacent to I-405. While Alternative 3 would be located within an VHFHSZ zone, a majority of the project elements and aerial guideway would be located in existing paved areas within I-405. Alternative 3 would install three TPSSs within the VHFHSZ (Figure 7-7) which are located north of the Getty Center Station, east of the intersection between Promontory Road and Sepulveda Boulevard, and north of the Skirball Center Drive Overpass. A TPSS is an electrical substation that would convert electric power to an appropriate voltage to power the proposed monorail. Equipment malfunction associated with the TPSSs could create sparks and could potentially ignite the fuel sources at the undeveloped areas in the Sepulveda Mountains.

PM SAF-1 (Section 7.4.1) would ensure that Alternative 3 would reduce wildfire risks through Metro's compliance with all regulations of the California Health and Safety Code Sections 13000 et seq. and the LAMC pertaining to fire protection systems during operations. Compliance with all state laws, plans, policies, and regulations regarding fire prevention and suppression, as well as compliance with PM SAF-1 would ensure that the impact associated with fire risk would be less than significant during operational activities.

7.3.5.2 Construction Impact

Alternative 3 would include construction of an aerial monorail with an underground segment between Getty Center Drive and Wilshire Boulevard and would require the installation of roads, fuel breaks, emergency water sources, and other utilities associated with infrastructure to support project elements, including the proposed alignment, stations, and TPSS sites.

Construction activities and staging areas would be located at the base of the mountain range within the landscaped areas adjacent to I-405, which includes an elevated slope and height above sea level, and steepness of land, which can increase the spread of fire by influencing a fire's intensity, direction, and rate of spread. The areas surrounding the guideway and Getty Center Station consists of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. Potential ignition sources include surface-level or aboveground welding activities and hot exhaust from a vehicle or motorized equipment parked on dry grass or welding during high winds, which could send sparks traveling through the air and land and ignite dry grass.

Construction activities occurring within the landscaped areas of Sepulveda Pass could exacerbate the potential risk of wildfire due to the ignition sources previously described. Wildfire ignition from construction activity could exacerbate a wildfire that may result in temporary and potentially significant impacts to the environment.

To reduce the impacts related to wildfires, Alternative 3 would implement MM SAF-1 and MM SAF-2 (Section 7.4.2). MM SAF-1 and MM SAF-2 provide construction-related protocols that would curtail work under red-flag warning days and maintain and monitor potential sources of fuel and ignition to reduce impacts related to exacerbating wildfire risks to a less than significant level. In addition, the implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with fire risks would be less than significant during construction activities with mitigation.

7.3.5.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 7-11. The closest areas designated as an SRA or land classified as VHFHSZ is located approximately 4 miles south of the MSF Base Design. The proposed MSF Base Design would wash and maintain monorail vehicles and require installation of associated infrastructure. Therefore, the operation and construction of the MSF Base Design would not require the installation or maintenance of associated infrastructure that would exacerbate wildfire risks or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

MSF Design Option 1

The proposed MSF Design Option 1 would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 7-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4 miles south of the MSF Design Option 1. The proposed MSF Design Option 1 would wash and maintain monorail vehicles and require installation of associated infrastructure. Therefore, the operation and construction of the MSF Design Option 1 would not require the installation or maintenance of associated infrastructure that would exacerbate wildfire risks or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

7.3.6 Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

7.3.6.1 Operational Impact

The discussions on exposure of people or structures to flooding as a result of runoff or drainage changes are in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c). The discussion on exposure of people or structures to landslides is in the *Sepulveda Transit Corridor Project Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report* (Metro, 2025d). The remainder of this discussion analyzes post-fire slope instability.

As shown on Figure 7-11, Alternative 3 would traverse the Santa Monica Mountains, which CAL FIRE has partially designated as a Wildfire Hazard Zone with a classification of VHFHSZ. The elevated guideway would be partially located within the median of I-405 in the Wildfire Hazard Zone. However, the Getty Center Station and the aerial guideway between the southbound I-405 Getty Center Drive off-ramp and Skirball Center Drive would traverse above the toe of the Santa Monica Mountains. As shown on Figure 7-12, this segment of the Santa Monica Mountains has historically experienced wildfires, including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire. The 2025 Palisades Fire was located outside of the Resource Study Area and would not impact the infrastructure related to Alternative 3 (CAL FIRE, 2025). The 2019 Getty Fire burned approximately 745

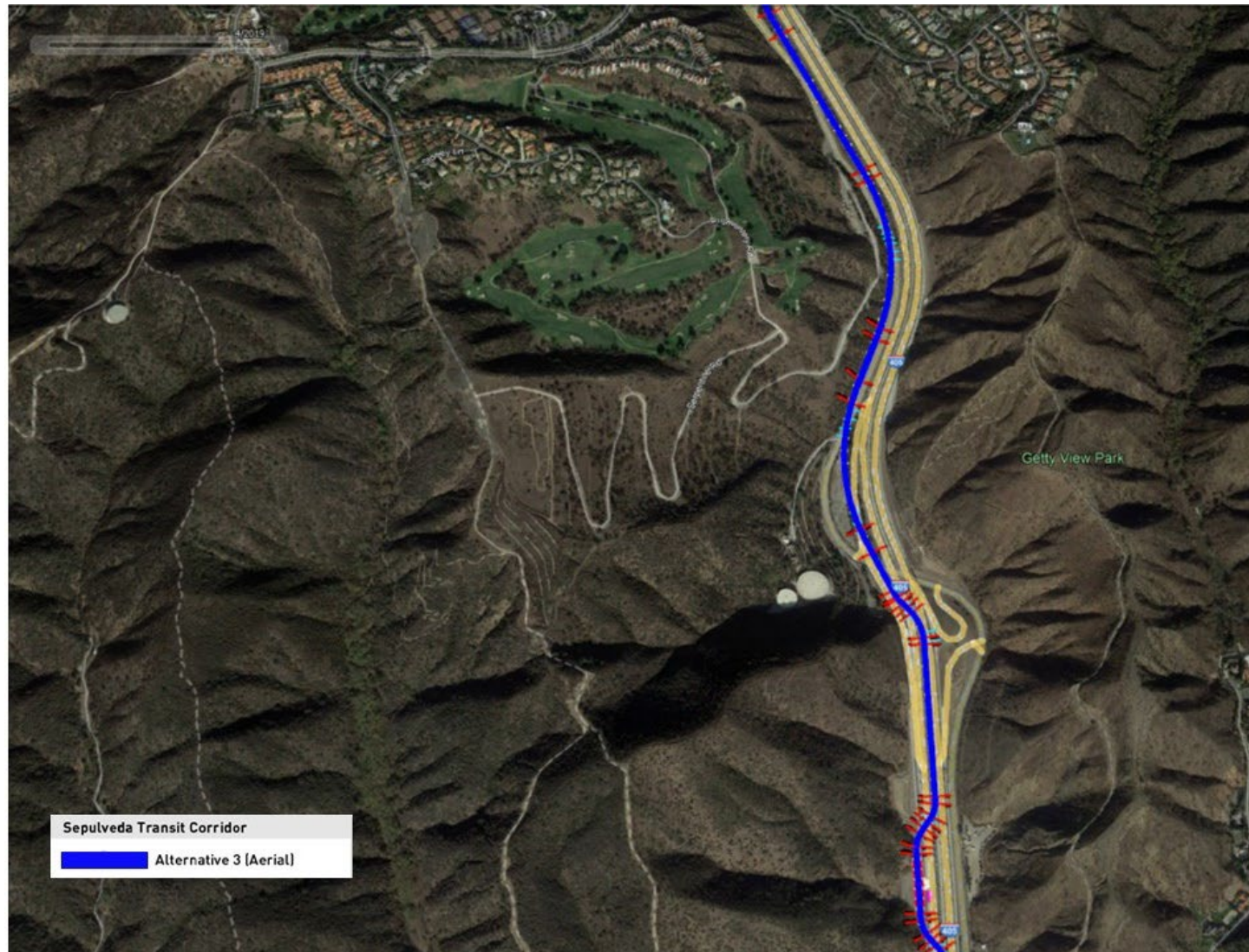
acres in the Santa Monica Mountains and started near the southbound I-405 Getty Center Drive off-ramp where portions of the Alternative 3 guideway are proposed (CAL FIRE, 2019; LAFD, 2019). The Getty Fire burned on the west side of Sepulveda Boulevard and I-405 in the Sepulveda Pass canyon. The 2025 Palisades Fire was outside of the Resource Study Area and would not impact the infrastructure related to Alternative 3 (CAL FIRE, 2025a). Alternative 3 would be located within the I-405 ROW and would not propose to build any infrastructure where the 2025 Sepulveda Fire was located. Therefore, Alternative 3 would have no impact on post-fire slope instability as a result of the 2025 Palisades Fire (CAL FIRE, 2025a) or the 2025 Sepulveda Fire (CAL FIRE, 2025b).

There is a high likelihood of downslope landslides due to loss of root reinforcement after loss of vegetation during a wildfire. The loss of root reinforcement may last for several years after a wildfire, depending on the fire regime, plant resistivity, and their regrowth rate (Abdollahi and Vahedifard, 2023).

While Getty Fire occurred in 2019, existing post-wildfire ground instabilities from the Getty Fire have the potential to impact proposed infrastructure related to Alternative 3 in the Affected Areas. A comparative analysis utilizing Google Earth satellite imagery was conducted to visualize and assess vegetation within the Sepulveda Pass prior to the Getty Fire in April 2019 (Figure 7-14), approximately a month after the Getty Fire in November 2019 (Figure 7-15), and the existing conditions in 2024 (Figure 7-16). The areas surrounding the Sepulveda Pass consist of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions — combined with the characteristic of the region's Mediterranean climate — result in large areas of dry vegetation. Prior to the Getty Fire in April 2019 (Figure 7-14), the Sepulveda Pass appears to have sparse amount of vegetation. Following the Getty Fire, Figure 7-15 reveals the wildfire's burn marks accompanied by the absence of vegetation spanning from the foothill to the ridge and beyond the hillside where Alternative 3 would be located. Figure 7-16 shows the current regrowth of vegetation, similar and even more robust than what was shown in April 2019, that would reinforce the hillside's slope stability following the Getty Fire.

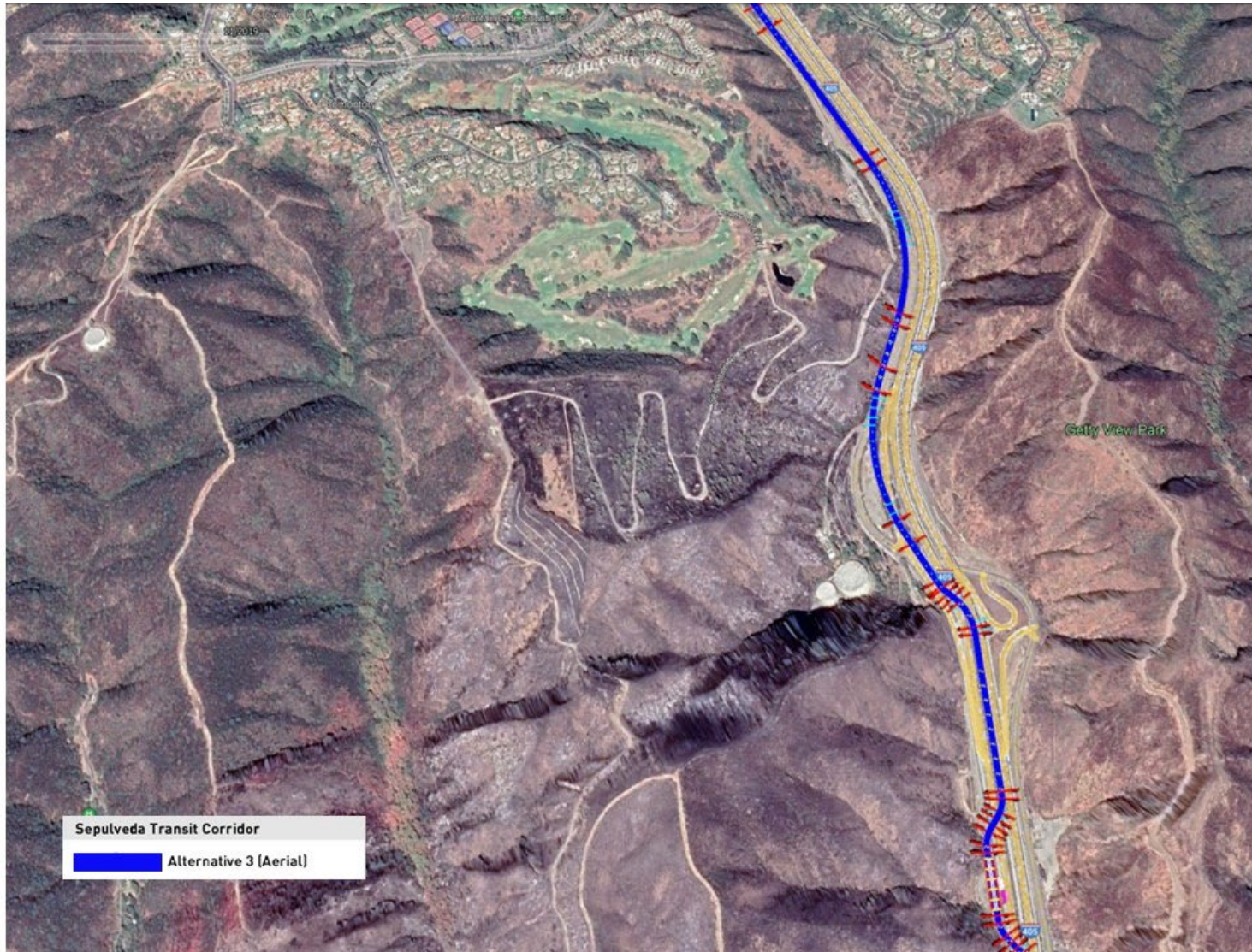
The Alternative 3 tunnel portal would be located within the areas where the 2017 Skirball Fire occurred. Prior to the Skirball Fire in April 2017 (Figure 7-17), the Sepulveda Pass appears to have sparse amount of vegetation. Following the Skirball Fire, Figure 7-18 reveals the wildfire's burn marks accompanied by the absence of vegetation where the Alternative 3 transition portal would be located. Figure 7-19 shows the current regrowth of vegetation, similar and even more robust than what was shown in April 2017, that would reinforce the hillside's slope stability following the Skirball Fire.

Figure 7-14. Alternative 3: Sepulveda Pass Prior to the October 2019 Getty Fire (April 2019)



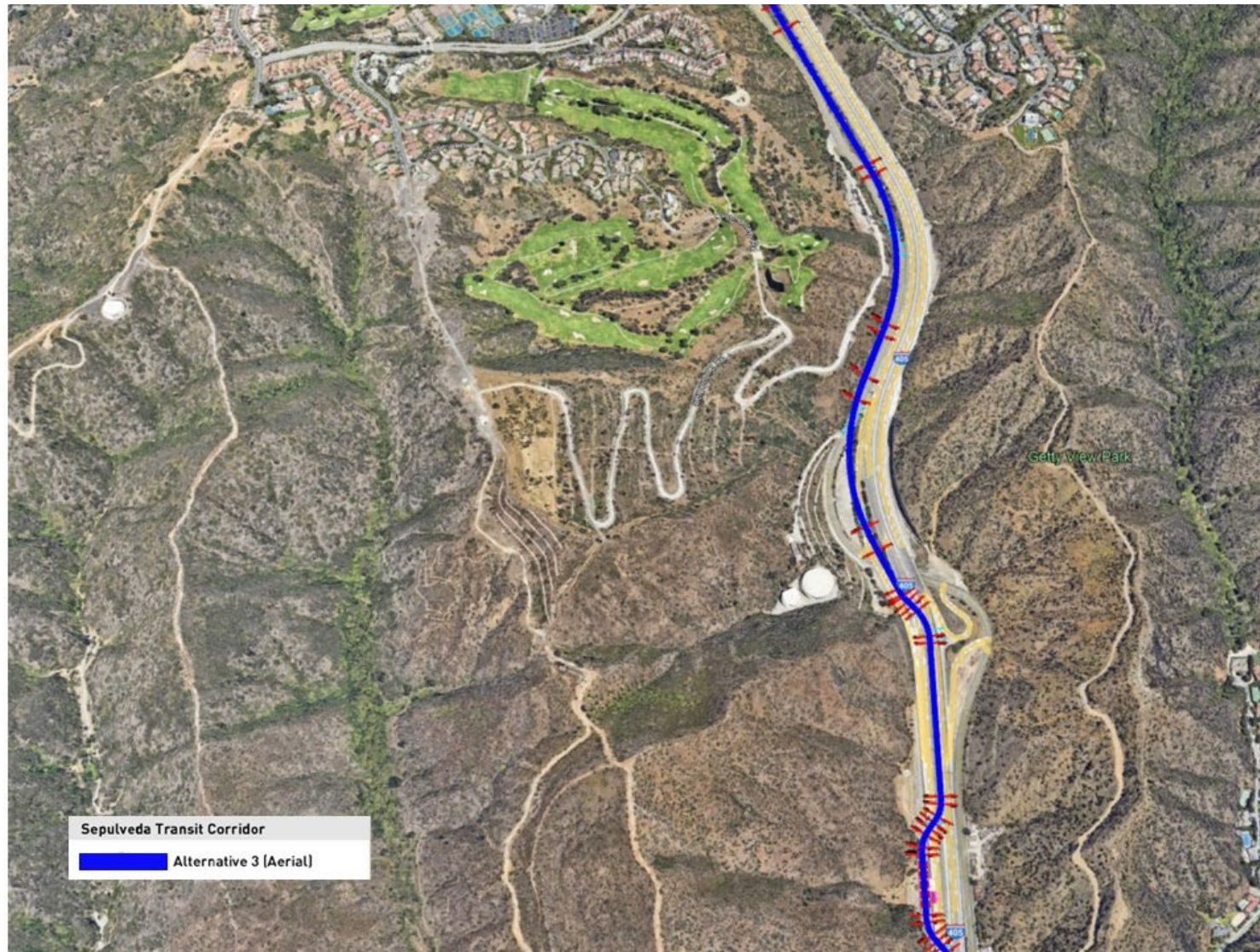
Source: Google Earth, 2024

Figure 7-15. Alternative 3: Sepulveda Pass Following the October 2019 Getty Fire (November 2019)



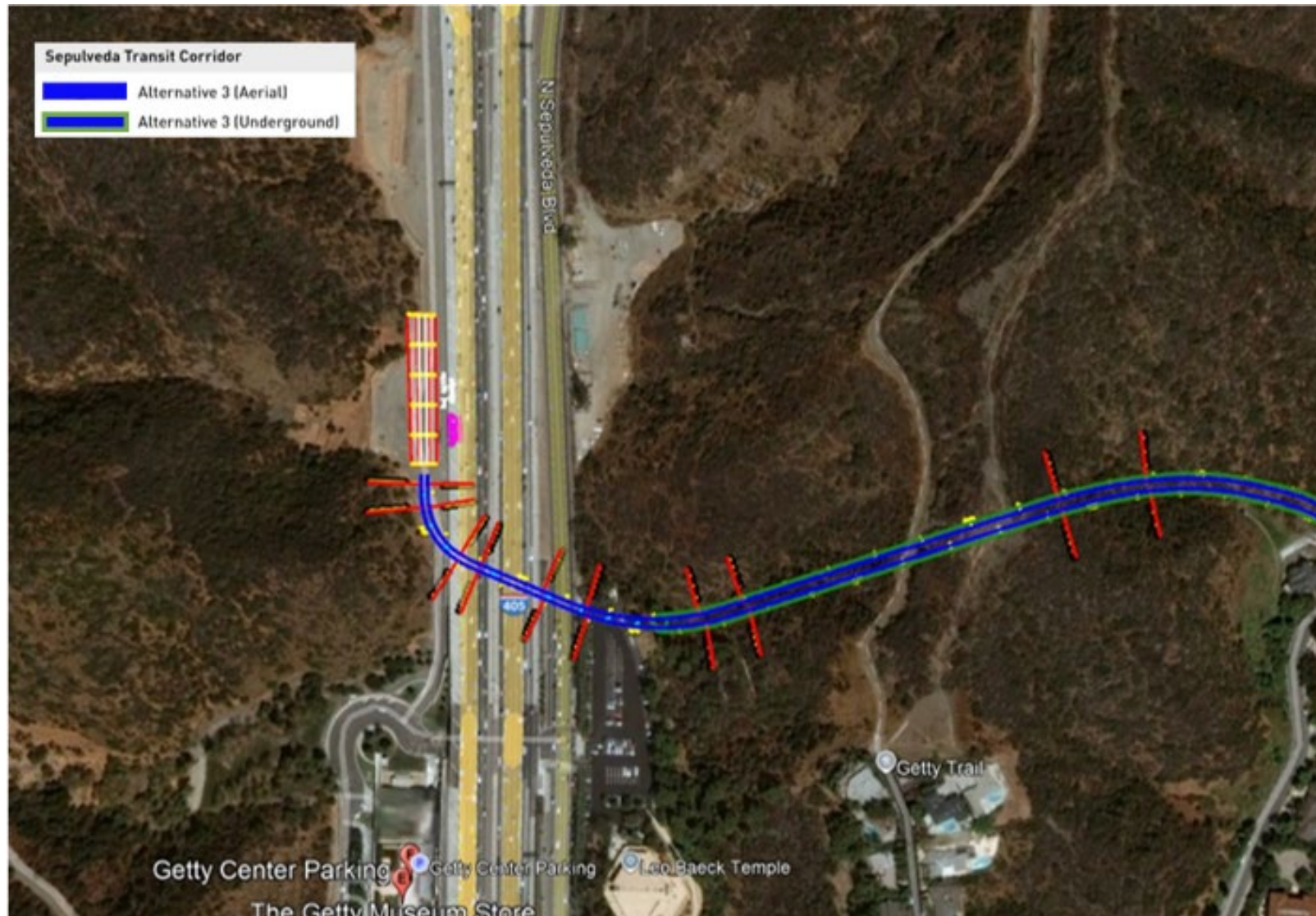
Source: Google Earth, 2024

Figure 7-16. Alternative 3: Sepulveda Pass Following the October 2019 Getty Fire (Existing 2024)



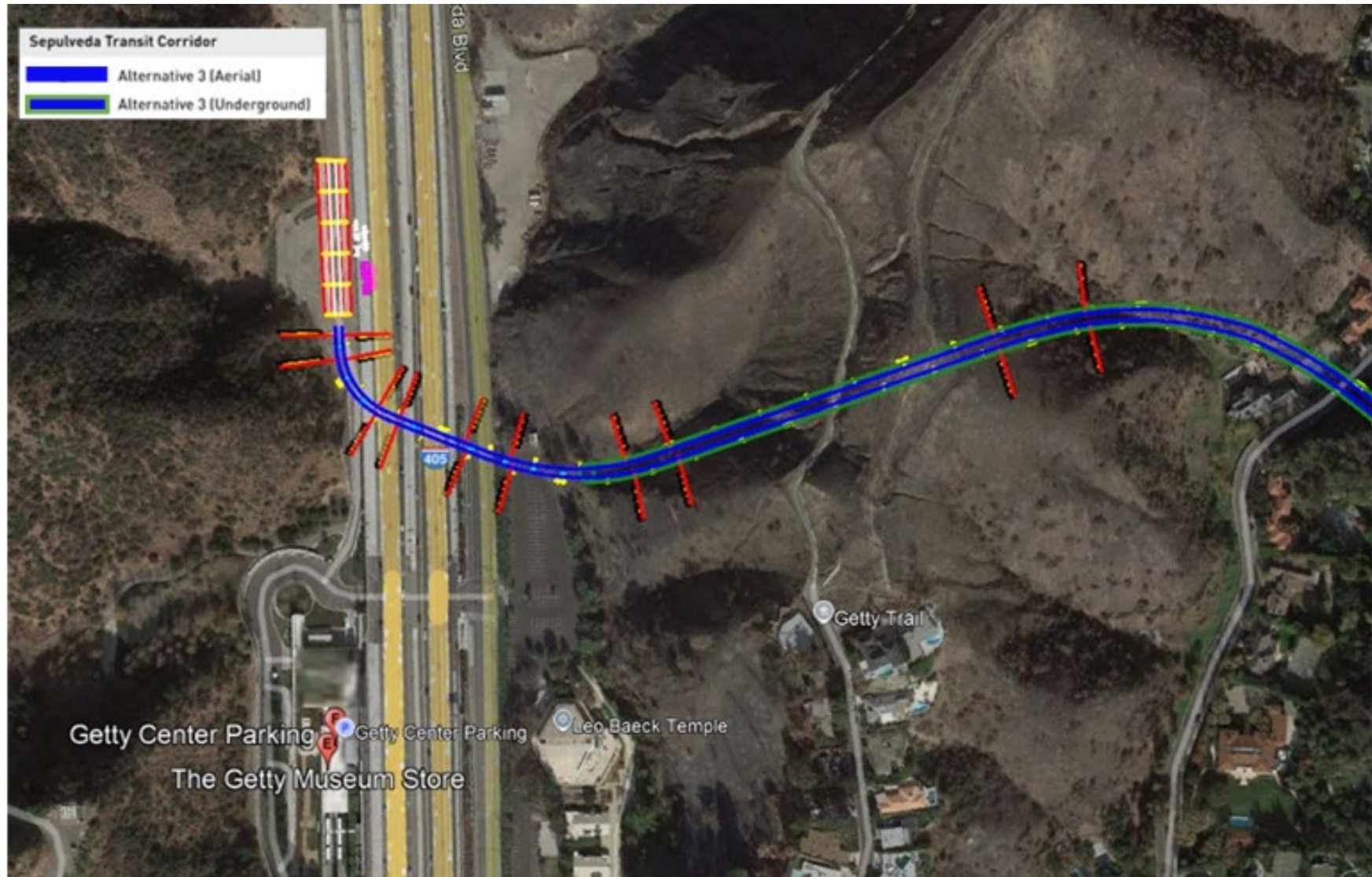
Source: Google Earth, 2024

Figure 7-17. Alternative 3: Sepulveda Pass Prior to the December 2017 Skirball Fire (August 2018)



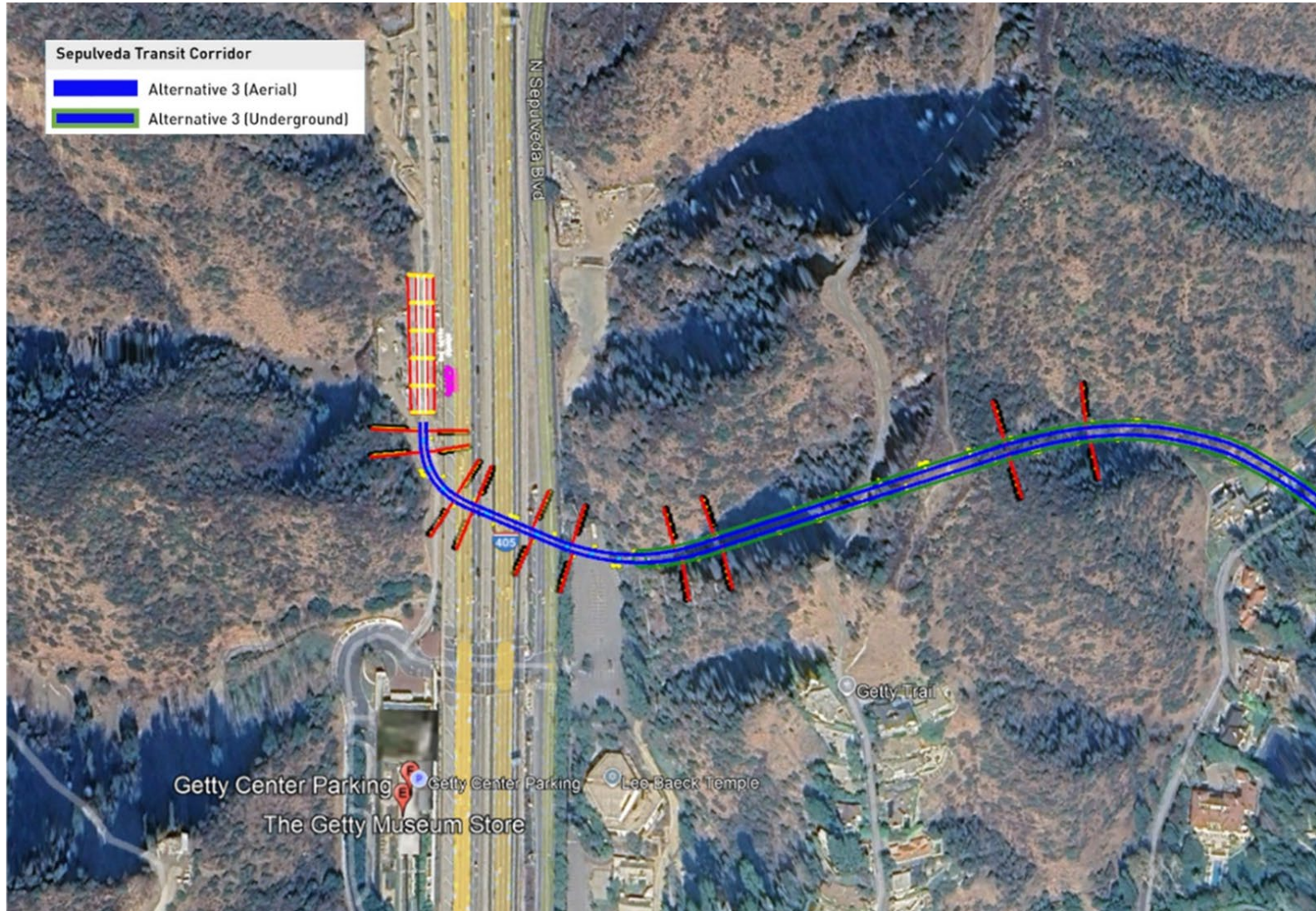
Source: Google Earth, 2024

Figure 7-18. Alternative 3: Sepulveda Pass Following the December 2017 Skirball Fire (January 2018)



Source: Google Earth, 2024

Figure 7-19. Alternative 3: Sepulveda Pass Following the December 2017 Skirball Fire (Existing 2024)



Source: Google Earth, 2024

Design of the aerial guideway would be consistent with American Society of Civil Engineers (ASCE) 21 Automated People Mover Standards requirements (ASCE, 2021) and the design of the Getty Center Station would be consistent with the CBC. Provisions from these standards require site-specific geotechnical evaluation during the final design phase and would include specific structural engineering recommendations. The foundation type for the aerial guideway, portal, and Getty Center Station would be determined as part of the required geotechnical investigation conducted during the final design phase and would ensure that the potential for post-fire ground instabilities would not cause potential for significant impacts. Alternative 3 would adhere to existing regulations and provisions listed in the ASCE, CBC, and equivalent design criteria such as the Metro Rail Design Criteria. Therefore, the potential impacts related to the Alternative 3 exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would be less than significant during operations.

7.3.6.2 Construction Impact

The discussion on risks related to runoff and drainage is described in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c). The discussion on risk related to flooding and landslides is described in the *Sepulveda Transit Corridor Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report* (Metro, 2025d). The remainder of this discussion analyzes post-fire slope instability.

During construction, to address potential post-wildfire ground instabilities, Alternative 3 would implement project design features and would implement a Stormwater Pollution Prevention Plan (SWPPP). As described in further detail in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c), regulatory framework set forth by the State Water Resources Control Board (SWRCB) would require Alternative 3 to prepare and submit a construction SWPPP to comply with the National Pollutant Discharge Elimination System Construction General Permit. A construction SWPPP must be submitted to the SWRCB prior to construction and adhered to during construction. The construction SWPPP would identify the best management practices (BMP) that would be in place prior to the start of construction activities and during construction. BMPs categories would include erosion control, sediment control, non-stormwater management, and materials management BMPs. Although specific temporary construction-related BMPs would be selected at the time of SWPPP preparation, potential BMPs to address post-fire wild instability would likely include fiber rolls, bonded-fiber matrix hydroseeding, erosion control mats or blankets, mulching, nature-based soil stabilization, soil stabilization. Such BMPs would manage erosion during significant rainfall events. The construction of Alternative 3 would include the implementation of BMPs and would not create additional runoff, post-fire slope instability, or drainage changes within the Wildfire Hazard Zone. Alternative 3 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. Therefore, impacts would be less than significant.

7.3.6.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 7-11. The closest areas designated as an SRA or land classified as VHFHSZ is located approximately 4 miles south of the MSF Base Design. The MSF Base Design would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

MSF Design Option 1

The proposed MSF Design Option 1 would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 7-11. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4 miles south of the proposed MSF Design Option 1. The MSF Design Option 1 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

7.4 Project and Mitigation Measures

7.4.1 Operation

Alternative 3 would implement the following project measure to ensure that impacts to wildfire and fire risks remain less than significant during operation activities.

PM SAF-1 *The Project shall comply with all regulations of California Health and Safety Code Sections 13000 et seq. and City of Los Angeles Municipal Code pertaining to fire protection systems, such as the adequate provision of smoke alarms, fire extinguishers, building access, emergency response notification systems (master alarm system), fire flows, and hydrant pressure and spacing, and relevant building codes relating to fire suppression and defensible space.*

7.4.2 Construction

Alternative 3 would implement the following mitigation measures to ensure that impacts to emergency response plan or emergency evacuation plan, wildfire and fire risks remain less than significant during construction activities.

MM SAF-1 *Curtail above ground construction and maintenance activities requiring spark-producing equipment during high-risk wildfire periods in applicable areas. Applicable areas would be areas in the Santa Monica Mountain Range that CAL FIRE designates as a wildfire zone and is populated with dried vegetation or other material that could ignite. Construction and maintenance activities utilizing motorized equipment shall be curtailed during red-flag warning days and other high-risk periods characterized by relative humidity of 15 percent or less combined with and windy conditions consisting of frequent gusts at 25 miles per hour or greater for at least 3 hours in a 12 hour period.*

MM SAF-2 *During construction of the Project, all staging areas, welding areas, or areas slated for development that use spark-producing equipment shall be cleared of dried vegetation or other material that could ignite. Any construction equipment that includes a spark arrestor shall be monitored to ensure the spark arrestor is in good working order. All vehicles and crews working on the Project shall have access to functional fire extinguishers at all times.*

7.4.3 Impacts After Mitigation

Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1 would ensure that impacts associated with wildfire and fire risks would be less than significant during operation activities.

Implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with wildfire and fire risks would be less than significant during construction activities.

Adherence to existing regulations and implementation of the TMP (MM TRA-4; refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that Alternative 3 would provide adequate access for emergency vehicles and the impact would be less than significant during construction activities for Alternative 3.

8 ALTERNATIVE 4

8.1 Alternative Description

Alternative 4 is a heavy rail transit (HRT) system with a hybrid underground and aerial guideway track configuration that would include four underground stations and four aerial stations. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 13.9 miles, with 5.7 miles of aerial guideway and 8.2 miles of underground configuration.

The four underground and four aerial HRT stations would be as follows:

1. Metro E Line Expo/Sepulveda Station (underground)
2. Santa Monica Boulevard Station (underground)
3. Wilshire Boulevard/Metro D Line Station (underground)
4. UCLA Gateway Plaza Station (underground)
5. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
6. Metro G Line Sepulveda Station (aerial)
7. Sherman Way Station (aerial)
8. Van Nuys Metrolink Station (aerial)

8.1.1 Operating Characteristics

8.1.1.1 Alignment

As shown on Figure 8-1, from its southern terminus station at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 4 would run underground north through the Westside of Los Angeles (Westside) and the Santa Monica Mountains to a tunnel portal south of Ventura Boulevard in the San Fernando Valley (Valley). At the tunnel portal, the alignment would transition to an aerial guideway that would generally run above Sepulveda Boulevard before curving eastward along the south side of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor to the northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located underground east of Sepulveda Boulevard between the existing elevated Metro E Line tracks and Pico Boulevard. Tail tracks for vehicle storage would extend underground south of National Boulevard east of Sepulveda Boulevard. The alignment would continue north beneath Bentley Avenue before curving northwest to an underground station at the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard. From the Santa Monica Boulevard Station, the alignment would continue and curve eastward toward the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.

Figure 8-1. Alternative 4: Alignment



Source: STCP, 2024; HTA, 2024

From the UCLA Gateway Plaza Station, the alignment would turn to the northwest beneath the Santa Monica Mountains to the east of Interstate 405 (I-405). South of Mulholland Drive, the alignment would curve to the north to reach a tunnel portal at Del Gado Drive, just east of I-405 and south of Sepulveda Boulevard.

The alignment would transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal and would continue northeast to the Ventura Boulevard/Sepulveda Boulevard

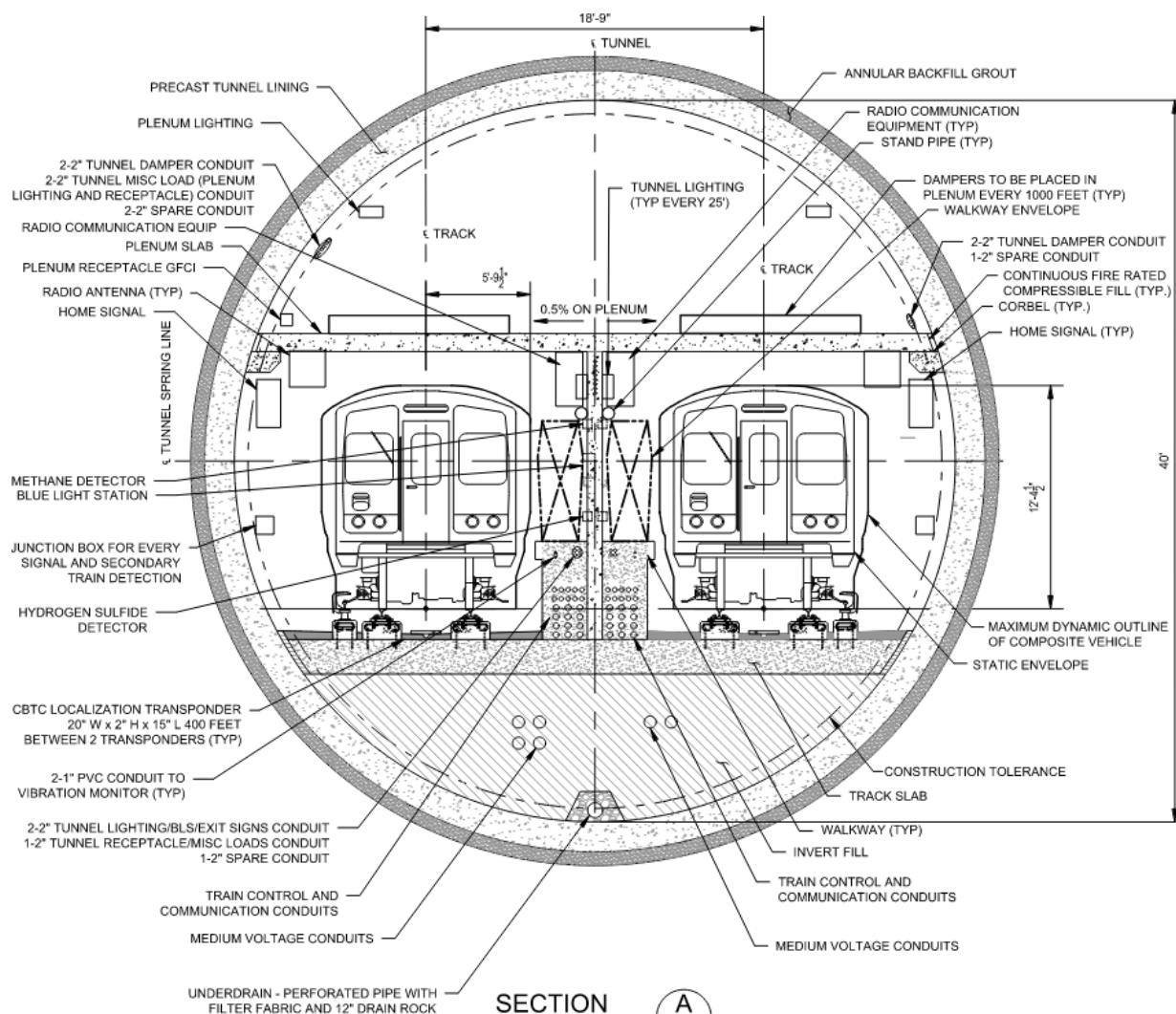
Station located over Dickens Street, immediately west of the Sepulveda Boulevard and Dickens Street intersection. North of the station, the aerial guideway would transition to the center median of Sepulveda Boulevard. The aerial guideway would continue north on Sepulveda Boulevard and cross over U.S. Highway 101 (US-101) and the Los Angeles River before continuing to the Metro G Line Sepulveda Station, immediately south of the Metro G Line Busway. Overhead utilities along Sepulveda Boulevard in the Valley would be undergrounded where they would conflict with the guideway or its supporting columns.

The aerial guideway would continue north above Sepulveda Boulevard where it would reach the Sherman Way Station just south of Sherman Way. After leaving the Sherman Way Station, the alignment would continue north before curving to the southeast to parallel the LOSSAN rail corridor on the south side of the existing tracks. Parallel to the LOSSAN rail corridor, the guideway would conflict with the existing Willis Avenue Pedestrian Bridge, which would be demolished. The alignment would follow the LOSSAN rail corridor before reaching the proposed northern terminus Van Nuys Metrolink Station located adjacent to the existing Metrolink/Amtrak Station. Tail tracks and yard lead tracks would descend to a proposed at-grade maintenance and storage facility (MSF) east of the northern terminus station. Modifications to the existing pedestrian underpass to the Metrolink platforms to accommodate these tracks would result in reconfiguration of an existing rail spur serving City of Los Angeles Department of Water and Power (LADWP) property.

8.1.1.2 Guideway Characteristics

Alternative 4 would utilize a single-bore tunnel configuration for underground tunnel sections, with an outside diameter of approximately 43.5 feet. The tunnel would include two parallel tracks with 18.75-foot track spacing in tangent sections separated by a continuous central dividing wall throughout the tunnel. Inner walkways would be constructed adjacent to the two tracks. Inner and outer walkways would be constructed within tunnel sections near the track crossovers. At the crown of tunnel, a dedicated air plenum would be provided by constructing a concrete slab above the railway corridor. The air plenum would allow for ventilation throughout the underground portion of the alignment. Figure 8-2 illustrates these components at a typical cross-section of the underground guideway.

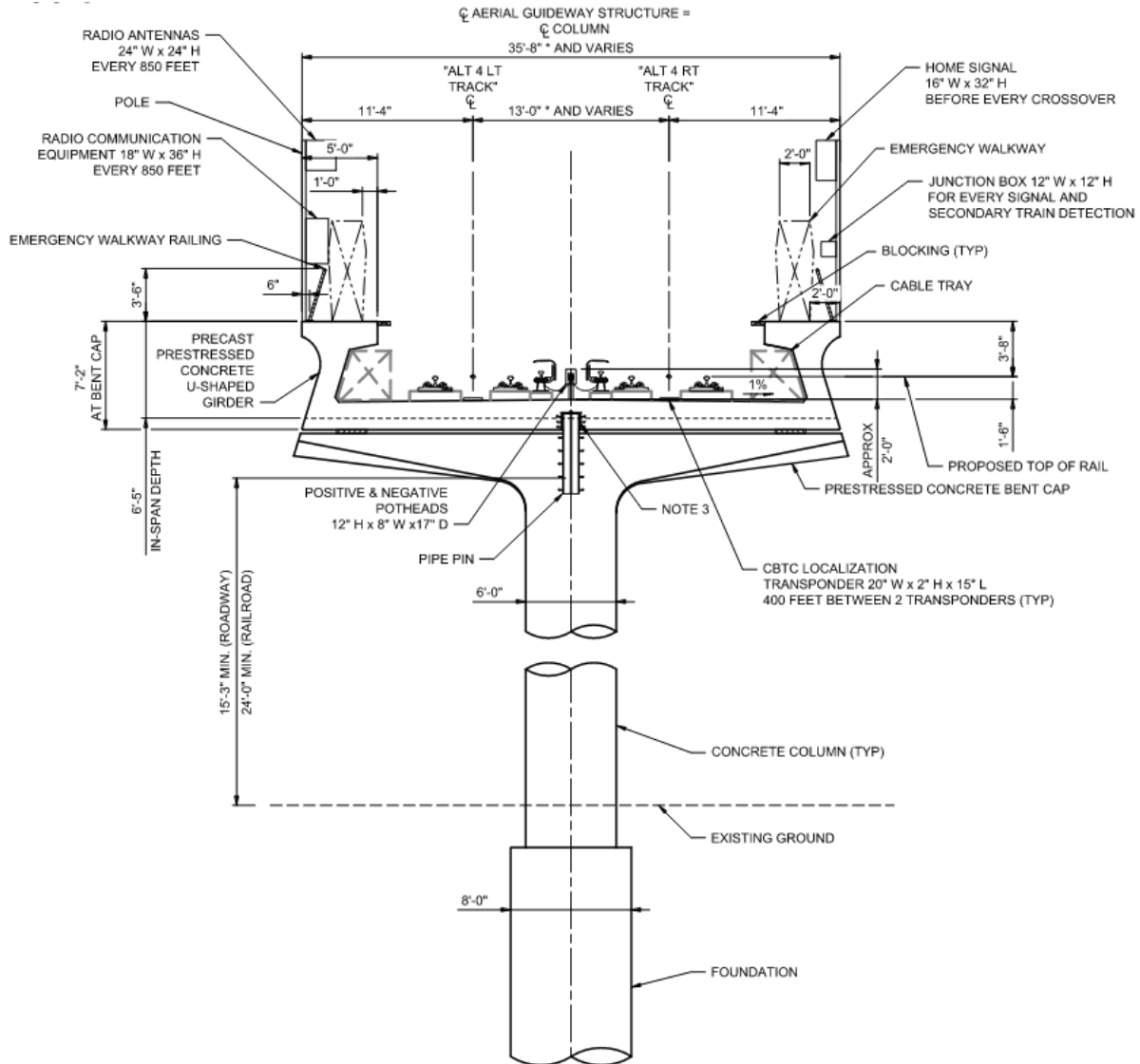
Figure 8-2. Typical Underground Guideway Cross-Section



Source: STCP, 2024

In aerial sections, the guideway would be supported by either single columns or straddle-bents. Both types of structures would support a U-shaped concrete girder and the HRT track. The aerial guideway would be approximately 36 feet wide. The track would be constructed on the concrete girders with direct fixation and would maintain a minimum of 13 feet between the centerlines of the two tracks. On the outer side of the tracks, emergency walkways would be constructed with a minimum width of 2 feet.

The single-column pier would be the primary aerial structure throughout the aerial portion of the alignment. Crash protection barriers would be used to protect columns located in the median of Sepulveda Boulevard in the Valley. Figure 8-3 shows a typical cross-section of the single-column aerial guideway.

Figure 8-3. Typical Aerial Guideway Cross-Section


Source: STCP, 2024

In order to span intersections and maintain existing turn movements, sections of the aerial guideway would be supported by straddle bents, a concrete straddle-beam placed atop two concrete columns constructed outside of the underlying roadway. Figure 8-4 illustrates a typical straddle-bent configuration.

ELEVATION VIEW OF THE AERIAL GUIDEWAY STRUCTURE. The diagram shows a cross-section of the structure with various dimensions and components labeled.

Dimensions:

- Overall width: 35'-0"
- Track spacing: 11'-4" (between "ALT 4 LT TRACK" and "ALT 4 RT TRACK")
- Track width: 5'-0" (each track)
- Track offset: 1'-0" (from centerline to track edge)
- Emergency walkway width: 2'-0" (each side)
- Emergency walkway railing height: 1'-0"
- Emergency walkway blocking height: 2'-0"
- Cable tray height: 2'-0"
- Proposed top of rail height: 7'-2"
- Box girder soffit height: 15'-3" MIN.
- Outrigger bent column height: 12'-0"
- Foundation height: 9'-0"
- Existing ground level: 17'-2"

Components:

- EMERGENCY WALKWAY RAILING
- EMERGENCY WALKWAY
- BLOCKING (TYP.)
- CABLE TRAY
- PROPOSED TOP OF RAIL
- BOX GIRDER SOFFIT
- PRESTRESSED OUTRIGGER BENT CAP (TYP.)
- OUTRIGGER BENT COLUMN (TYP.)
- FOUNDATION (TYP.)
- PIPE PIN (TYP.)
- EXISTING GROUND

8.1.1.3 Vehicle Technology

8.1.1.4 Stations

All stations would be side-platform stations where passengers would select and travel to station platforms depending on their direction of travel. All stations would include 20-foot-wide side platforms separated by 30 feet for side-by-side trains. Aerial station platforms would be covered, but not enclosed. Each underground station would include an upper and lower concourse level prior to reaching the train platforms. Each aerial station, except for the Sherman Way Station, would include a mezzanine level prior to reaching the station platforms. At the Sherman Way Station, separate entrances on opposite sides of the street would provide access to either the northbound or southbound platform with an overhead pedestrian walkway providing additional connectivity across platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from the ground level to the concourse or mezzanine.

Stations would include automatic, bi-parting fixed doors along the edges of station platforms. These platform screen doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This underground station would be located just north of the existing Metro E Line Expo/Sepulveda Station, on the east side of Sepulveda Boulevard.
- A station entrance would be located on the east side of Sepulveda Boulevard north of the Metro E Line.
- A walkway to transfer to the Metro E Line would be provided at street level within the fare paid zone.
- A 126-space parking lot would be located immediately north of the station entrance, east of Sepulveda Boulevard. Passengers would also be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard.
- The station entrance would be located on the south side of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located beneath the Metro D Line tracks and platform under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- Station entrances would be provided on the northeast corner of Wilshire Boulevard and Gayley Avenue and on the northeast corner of Lindbrook Drive and Gayley Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.
- A direct internal station transfer to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This aerial station would be located west of Sepulveda Boulevard spanning over Dickens Street.

- A station entrance would be provided on the west side of Sepulveda Boulevard south of Dickens Street.
- A 52-space parking lot would be located adjacent to the station entrance on the southwest corner of the Sepulveda Boulevard and Dickens Street intersection, and an additional 40-space parking lot would be located on the northwest corner of the same intersection.

Metro G Line Sepulveda Station

- This aerial station would be located over Sepulveda Boulevard immediately south of the Metro G Line Busway.
- A station entrance would be provided on the west side of Sepulveda Boulevard south of the Metro G Line Busway.
- An elevated pedestrian walkway would connect the platform level of the proposed station to the planned aerial Metro G Line Busway platforms within the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located over Sepulveda Boulevard between Sherman Way and Gault Street.
- Station entrances would be provided on either side of Sepulveda Boulevard south of Sherman Way.
- A 46-space parking lot would be located on the northwest corner of the Sepulveda Boulevard and Gault Street intersection, and an additional 76-space parking lot would be located west of the station along Sherman Way.

Van Nuys Metrolink Station

- This aerial station would span Van Nuys Boulevard, just south of the LOSSAN rail corridor.
- The primary station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A secondary station entrance would be located between Raymer Street and Van Nuys Boulevard.
- An underground pedestrian walkway would connect the station plaza to the existing pedestrian underpass to the Metrolink/Amtrak platform outside the fare paid zone.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 66 parking spaces would be relocated west of Van Nuys Boulevard. Metrolink parking would not be available to Metro transit riders.

8.1.1.5 Station-To-Station Travel Times

Table 8-1 presents the station-to-station distance and travel times at peak period for Alternative 4. The travel times include both run time and dwell time. Dwell time is 30 seconds for transfer stations and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 8-1. Alternative 4: Station-to-Station Travel Times and Station Dwell Times

| From Station | To Station | Distance (miles) | Northbound Station-to-Station Travel Time (seconds) | Southbound Station-to-Station Travel Time (seconds) | Dwell Time (seconds) |
|---------------------------------------|------------------------|------------------|---|---|----------------------|
| <i>Metro E Line Station</i> | | | | | 30 |
| Metro E Line | Santa Monica Boulevard | 0.9 | 89 | 86 | — |
| <i>Santa Monica Boulevard Station</i> | | | | | 20 |
| Santa Monica Boulevard | Wilshire/Metro D Line | 0.9 | 91 | 92 | — |
| <i>Wilshire/Metro D Line Station</i> | | | | | 30 |
| Wilshire/Metro D Line | UCLA Gateway Plaza | 0.7 | 75 | 68 | — |
| <i>UCLA Gateway Plaza Station</i> | | | | | 20 |
| UCLA Gateway Plaza | Ventura Boulevard | 6.1 | 376 | 366 | — |
| <i>Ventura Boulevard Station</i> | | | | | 20 |
| Ventura Boulevard | Metro G Line | 1.9 | 149 | 149 | — |
| <i>Metro G Line Station</i> | | | | | 30 |
| Metro G Line | Sherman Way | 1.4 | 110 | 109 | — |
| <i>Sherman Way Station</i> | | | | | 20 |
| Sherman Way | Van Nuys Metrolink | 1.9 | 182 | 180 | — |
| <i>Van Nuys Metrolink Station</i> | | | | | 30 |

Source: STCP, 2024

— = no data

8.1.1.6 Special Trackwork

Alternative 4 would include 10 double crossovers throughout the alignment, enabling trains to cross over to the parallel track. Each terminus station would include a double crossover immediately north and south of the station. Except for the Santa Monica Boulevard Station, each station would have a double crossover immediately south of the station. The remaining crossovers would be located along the alignment midway between the UCLA Gateway Plaza Station and the Ventura Boulevard Station.

8.1.1.7 Maintenance and Storage Facility

The MSF for Alternative 4 would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue on the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Trains would access the site from the fixed guideway's tail tracks at the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

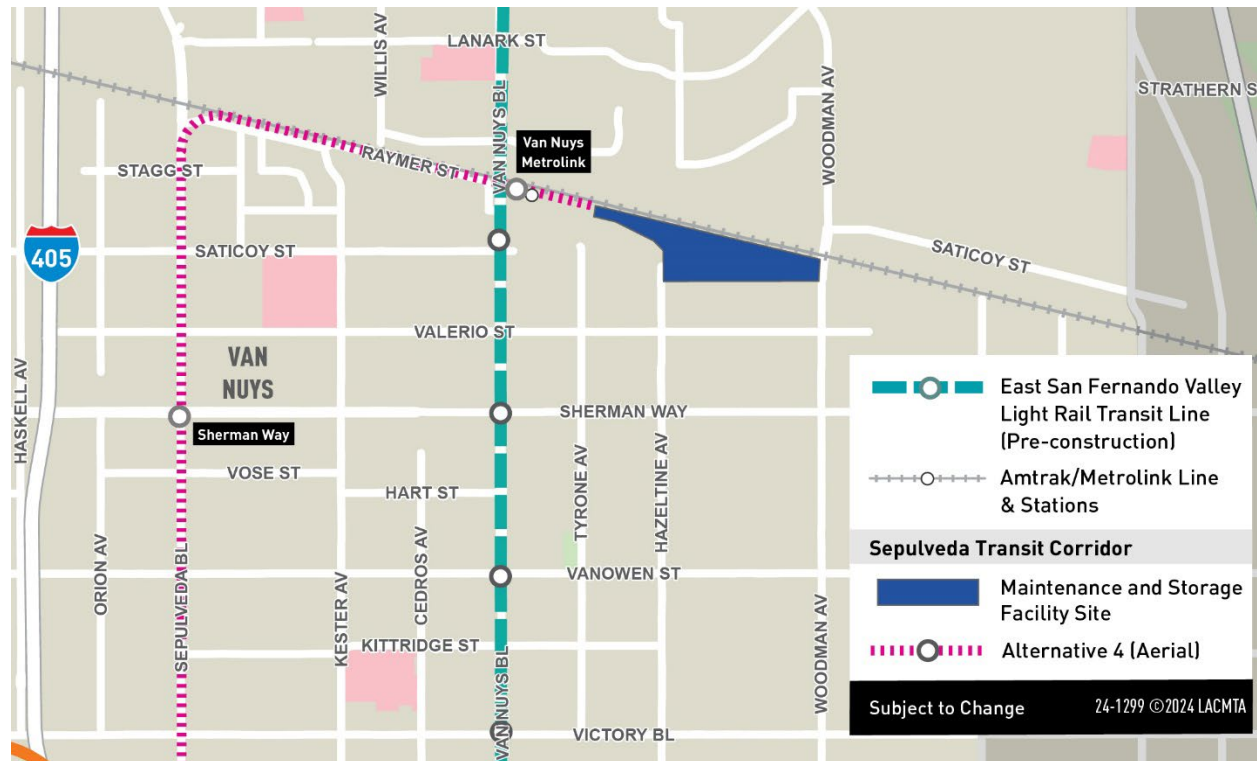
The site would include the following facilities:

- Two entrance gates with guard shacks
- Main shop building
- Maintenance-of-way building
- Storage tracks
- Carwash building
- Cleaning and inspections platforms
- Material storage building
- Hazmat storage locker

- Traction power substation (TPSS) located on the west end of the MSF to serve the mainline
- TPSS located on the east end of the MSF to serve the yard and shops
- Parking area for employees
- Grade separated access roadway (over the HRT tracks at the east end of the facility, and necessary drainage)

Figure 8-5 shows the location of the MSF site for Alternative 4.

Figure 8-5. Alternative 4: Maintenance and Storage Facility Site



Source: STCP, 2024; HTA, 2024

8.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twelve TPSS facilities would be located along the alignment and would be spaced approximately 0.5 to 2.5 miles apart. TPSS facilities would generally be located within the stations, adjacent to the tunnel through the Santa Monica Mountains, or within the MSF. TPSSs would be approximately 2,000 to 3,000 square feet. Table 8-2 lists the TPSS locations for Alternative 4.

Figure 8-6 shows the TPSS locations along the Alternative 4 alignment.

Table 8-2. Alternative 4: Traction Power Substation Locations

| TPSS No. | Location Description | Configuration |
|----------|--|------------------------------|
| 1 | TPSS 1 would be located east of Sepulveda Boulevard and north of the Metro E Line. | Underground (within station) |



| TPSS No. | Location Description | Configuration |
|----------|--|----------------------------------|
| 2 | TPSS 2 would be located south of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue. | Underground (within station) |
| 3 | TPSS 3 would be located at the southeast corner of UCLA Gateway Plaza. | Underground (within station) |
| 4 | TPSS 4 would be located south of Bellagio Road and west of Stone Canyon Road. | Underground (adjacent to tunnel) |
| 5 | TPSS 5 would be located west of Roscomare Road between Donella Circle and Linda Flora Drive. | Underground (adjacent to tunnel) |
| 6 | TPSS 6 would be located east of Loom Place between Longbow Drive and Vista Haven Road. | Underground (adjacent to tunnel) |
| 7 | TPSS 7 would be located west of Sepulveda Boulevard between the I-405 Northbound On-Ramp and Dickens Street. | At-grade (within station) |
| 8 | TPSS 8 would be located west of Sepulveda Boulevard between the Metro G Line Busway and Oxnard Street. | At-grade (within station) |
| 9 | TPSS 9 would be located at the southwest corner of Sepulveda Boulevard and Sherman Way. | At-grade (within station) |
| 10 | TPSS 10 would be located south of the LOSSAN rail corridor and north of Raymer Street and Kester Avenue. | At-grade |
| 11 | TPSS 11 would be located south of the LOSSAN rail corridor and east of the Van Nuys Metrolink Station. | At-grade (within MSF) |
| 12 | TPSS 12 would be located south of the LOSSAN rail corridor and east of Hazeltine Avenue. | At-grade (within MSF) |

Source: STCP, 2024; HTA, 2024

Figure 8-6. Alternative 4: Traction Power Substation Locations



Source: STCP, 2024; HTA, 2024

8.1.1.9 Roadway Configuration Changes

Table 8-3 lists the roadway changes necessary to accommodate the guideway of Alternative 4. Figure 8-7 shows the location of roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, and Figure 8-8 shows detail of the street vacation at Del Gado Drive.

In addition to the changes made to accommodate the guideway, as listed in Table 8-3, roadways and sidewalks near stations would be reconstructed, resulting in modifications to curb ramps and driveways.

Table 8-3. Alternative 4: Roadway Changes

| Location | From | To | Description of Change |
|---------------------|---|----------------|--|
| Del Gado Drive | Woodcliff Road | Not Applicable | Vacation of approximately 325 feet of Del Gado Drive east of I-405 to accommodate tunnel portal |
| Sepulveda Boulevard | Ventura Boulevard | Raymer Street | Construction of raised median and removal of all on-street parking on the southbound side of the street and some on-street parking on the northbound side of the street to accommodate aerial guideway columns |
| Sepulveda Boulevard | La Maida Street | Not Applicable | Prohibition of left turns to accommodate aerial guideway columns |
| Sepulveda Boulevard | Valleyheart Drive South, Hesby Street, Hartsook Street, Archwood Street, Hart Street, Leadwell Street, Covello Street | Not Applicable | Prohibition of left turns to accommodate aerial guideway columns |
| Raymer Street | Kester Avenue | Keswick Street | Reconstruction resulting in narrowing of width and removal of parking on the westbound side of the street to accommodate aerial guideway columns |

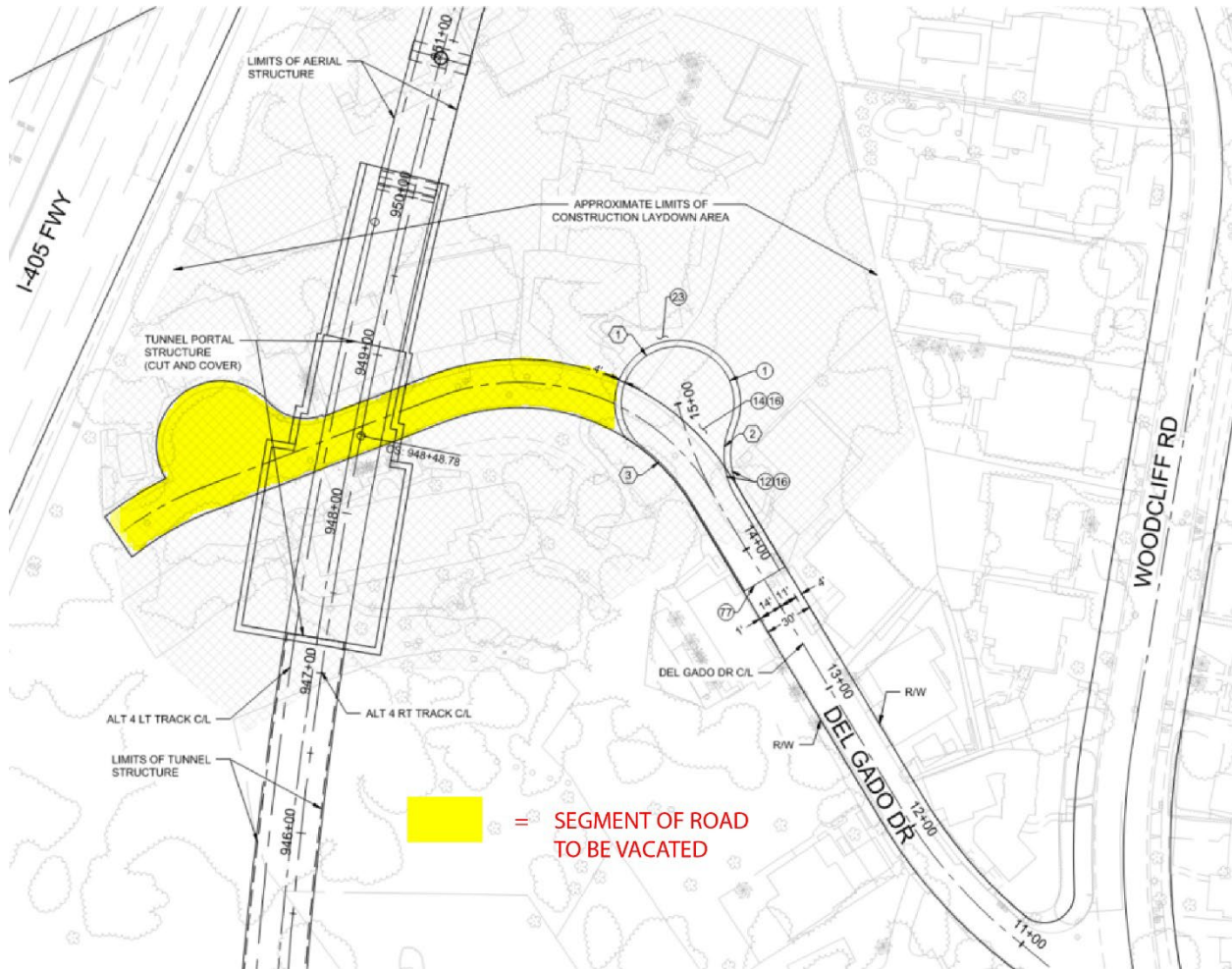
Source: STCP, 2024; HTA, 2024

Figure 8-7. Alternative 4: Roadway Changes



Source: STCP, 2024; HTA, 2024

Figure 8-8. Alternative 4: Street Vacation at Del Gado Drive



Source: STCP, 2024; HTA, 2024

8.1.1.10 Ventilation Facilities

For ventilation of the alignment's underground portion, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between stations. Each underground station would include a fan room with additional ventilation facilities. Alternative 4 would also include a stand-alone ventilation facility at the tunnel portal on the northern end of the tunnel segment, located east of I-405 and south of Del Gado Drive. Within this facility, ventilation fan rooms would provide both emergency ventilation, in case of a tunnel fire, and regular ventilation, during non-revenue hours. The facility would also house sump pump rooms to collect water from various sources, including storm water; wash water (from tunnel cleaning); and water from a fire-fighting incident, system testing, or pipe leaks.

8.1.1.11 Fire/Life Safety – Emergency Egress

Within the tunnel segment, emergency walkways would be provided between the center dividing wall and each track. Sliding doors would be located in the central dividing wall at required intervals to connect the two sides of the railway with a continuous walkway to allow for safe egress to a point of safety (typically at a station) during an emergency. Similarly, the aerial guideway would include two

emergency walkways with safety railing located on the outer side of the tracks. Access to tunnel segments for first responders would be through stations and the portal.

8.1.2 Construction Activities

Temporary construction activities for Alternative 4 would occur within project work zones at permanent facility locations, construction staging and laydown areas, and construction office areas. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ¼ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, Alternative 4 would consist of a single-bore tunnel through the Westside and Santa Monica Mountains. The tunnel would be comprised of two separate segments: one running north from the southern terminus to the UCLA Gateway Plaza Station (Westside segment) and the other running south from the portal in the San Fernando Valley to the UCLA Gateway Plaza Station (Santa Monica Mountains segment). Two tunnel boring machines (TBM) with approximately 45-foot-diameter cutting faces would be used to construct the two tunnel segments underground. For the Westside segment, the TBM would be launched from Staging Area No. 1 in Table 8-4 at Sepulveda Boulevard and National Boulevard. For the Santa Monica Mountains segment, the TBM would be launched from Staging Area No. 4 in the San Fernando Valley. Both TBMs would be extracted from the UCLA Gateway Plaza Station Staging Area No. 3 in Table 8-4. Figure 8-9 shows the location of construction staging locations along the Alternative 4 alignment.

Table 8-4. Alternative 4: On-Site Construction Staging Locations

| No. | Location Description |
|-----|--|
| 1 | Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard |
| 2 | North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue |
| 3 | UCLA Gateway Plaza |
| 4 | Residential properties on both sides of Del Gado Drive and south side of Sepulveda Boulevard adjacent to I-405 |
| 5 | West of Sepulveda Boulevard between Valley Vista Boulevard and Sutton Street |
| 6 | West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park |
| 7 | Lot behind Los Angeles Fire Department Station 88 |
| 8 | Commercial property on southeast corner of Sepulveda Boulevard and Raymer Street |
| 9 | South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue |

Source: STCP, 2024; HTA, 2024

Figure 8-9. Alternative 4: On-Site Construction Staging Locations


Source: STCP, 2024; HTA, 2024

The distance from the surface to the top of the tunnel for the Westside tunnel segment would vary from approximately 40 feet to 90 feet depending on the depth needed to construct the underground stations. The depth of the Santa Monica Mountains tunnel segment would vary from approximately 470 feet as it passes under the Santa Monica Mountains to 50 feet near UCLA. The tunnel segment through the Westside would be excavated in soft ground, while the tunnel through the Santa Monica Mountains would be excavated primarily in hard ground or rock as geotechnical conditions transition from soft to hard ground near the UCLA Gateway Plaza Station.

The aerial guideway viaduct would be primarily situated in the center of Sepulveda Boulevard in the San Fernando Valley, with guideway columns located in both the center and outside of the right-of-way of Sepulveda Boulevard. This would result in a linear work zone spanning the full width of Sepulveda Boulevard along the length of the aerial guideway. Three to five main phases would be required to construct the aerial guideway. A phased approach would allow travel lanes along Sepulveda Boulevard to remain open as construction individually occupies either the center, left, or right side of the roadway via the use of lateral lane shifts. Additional lane closures on side streets may be required along with appropriate detour routing.

The aerial guideway would comprise a mix of simple spans and longer balanced cantilever spans ranging from 80 to 250 feet in length. The repetitive simple spans would be utilized when guideway bent is located within the center median of Sepulveda Boulevard and would be constructed using Accelerated Bridge Construction (ABC) segmental span-by-span technology. Longer balanced cantilever spans would be provided at locations such as freeways, arterials, or street crossings, and would be constructed using ABC segmental balance cantilever technology. Foundations would consist of cast-in-drilled-hole (CIDH) shafts with both precast and cast-in-place structural elements. During construction of the aerial guideway, multiple crews would work on components of the guideway simultaneously.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties.

The Metro E Line, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, and UCLA Gateway Plaza Stations would be constructed using a “cut-and-cover” method whereby the station structure would be constructed within a trench excavated from the surface with a portion or all being covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic. Constructing the Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and Van Nuys Metrolink Stations would include construction of CIDH elevated viaduct with two parallel side platforms supported by outrigger bents.

In addition to work zones, Alternative 4 would require construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

- Contractors’ equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

A larger, off-site staging area would be used for temporary storage of excavated material from both tunneling and station cut-and-cover excavation activities. Table 8-4 and Figure 8-9 present potential construction staging areas along the alignment for Alternative 4. Table 8-5 and Figure 8-10 present candidate sites for off-site staging and laydown areas.

Table 8-5. Alternative 4: Potential Off-Site Construction Staging Locations

| No. | Location Description |
|-----|--|
| S1 | East of Santa Monica Airport Runway |
| S2 | Ralph's Parking Lot in Westwood Village |
| N1 | West of Sepulveda Basin Sports Complex, south of the Los Angeles River |
| N2 | West of Sepulveda Basin Sports Complex, north of the Los Angeles River |
| N3 | Metro G Line Sepulveda Station Park & Ride Lot |
| N4 | North of Roscoe Boulevard and Hayvenhurst Avenue |
| N5 | LADWP property south of the LOSSAN rail corridor, east of Van Nuys Metrolink Station |

Source: STCP, 2024; HTA, 2024

Map of the Sepulveda Transit Corridor Project in Los Angeles

Legend:

- Metro Rail Lines & Stations:** Red line with white circle station markers.
- Metro Busway & Stations:** Orange line with white circle station markers.
- D Line Subway Extension Project (Under Construction):** Purple line with white circle station markers.
- East San Fernando Valley Light Rail Transit Line (Pre-construction):** Teal line with white circle station markers.
- Amtrak/MetroLink Line & Stations:** Grey line with white circle station markers.
- Sepulveda Transit Corridor:**
 - Off-site Construction Staging:** Solid blue line.
 - Alternative 4 (Underground):** Dashed pink line.
 - Alternative 4 (Aerial):** Dotted pink line.

Key Locations and Features:

- Cities/Neighborhoods:** Winnetka, Reseda, Sherman Way, Van Nuys, Panorama City, Sun Valley, Burbank, Valley Glen, Woodland Hills, Tarzana, Encino, Sherman Oaks, Studio City, Hollywood Hills, West Hollywood, Century City, Cheviot Hills, Baldwin Hills, Culver City, Mar Vista, Santa Monica, Brentwood, Bel Air, Beverly Crest, Beverly Hills, Westwood, UCLA, Santa Monica Boulevard, Wilshire/Metro D Line, Santa Monica, Getty Center, Mulholland Dr, Coldwater Canyon Dr, Moorpark St, Magnolia Bl, Burbank Bl, Oxnard St, Victory Bl, Sherman Way, Noodley Av, Roscoe Bl, Satcoy St, Mason Av, Topanga Canyon Bl, Laurel Canyon Bl, W Woodman Av, Ventura Bl, Sunset Bl, Wilshire Bl, Santa Monica Bl, Pico Bl, Venice Bl, Jefferson Bl.
- Highways:** 101, 405, 5, 170, 10.
- Transit Lines:** Metro G Line, Metro E Line, Metro D Line, Van Nuys Metrolink, East San Fernando Valley Light Rail Transit Line.
- Stations:** N1, N2, N3, N4, N5, S1, S2, Wilshire/Metro D Line, Santa Monica Boulevard, UCLA, Getty Center, Ventura Boulevard, Sherman Way, Van Nuys, Panorama City, Sun Valley, Burbank, Valley Glen, Woodland Hills, Tarzana, Encino, Sherman Oaks, Studio City, Hollywood Hills, West Hollywood, Century City, Cheviot Hills, Baldwin Hills, Culver City, Mar Vista, Santa Monica, Brentwood, Bel Air, Beverly Crest, Beverly Hills, Westwood, UCLA, Santa Monica Boulevard, Wilshire/Metro D Line, Santa Monica, Getty Center, Mulholland Dr, Coldwater Canyon Dr, Moorpark St, Magnolia Bl, Burbank Bl, Oxnard St, Victory Bl, Sherman Way, Noodley Av, Roscoe Bl, Satcoy St, Mason Av, Topanga Canyon Bl, Laurel Canyon Bl, W Woodman Av, Ventura Bl, Sunset Bl, Wilshire Bl, Santa Monica Bl, Pico Bl, Venice Bl, Jefferson Bl.

Subject to Change 24-1299 ©2024 LACMTA

Construction of the HRT guideway between the Van Nuys Metrolink Station and the MSF would require reconfiguration of an existing rail spur serving LADWP property. The new location of the rail spur would require modification to the existing pedestrian undercrossing at the Van Nuys Metrolink Station.

Sepulveda Transit Corridor Project

used for this casting facility. The casting facility would include casting beds and associated casting equipment, storage areas for cement and aggregate, and a field quality control facility, which would need to be constructed on-site. When a more detailed design of the facility is completed, the contractor would obtain all permits and approvals necessary from the City of Los Angeles, the South Coast Air Quality Management District, and other regulatory entities.

As areas of the MSF site begin to become available following completion of pre-casting operations, construction of permanent facilities for the MSF would begin, including construction of surface buildings such as maintenance shops, administrative offices, train control, traction power and systems facilities. Some of the yard storage track would also be constructed at this time to allow delivery and inspection of passenger vehicles that would be fabricated elsewhere. Additional activities occurring at the MSF during the final phase of construction would include staging of trackwork and welding of guideway rail.

8.2 Existing Conditions

8.2.1 Fire Services

For the purposes of fire services, the Affected Area is defined as the Resource Study Area (RSA), which has the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes fire services. For the purposes of fire services, the Affected Area is defined as the RSA. Figure 8-11 shows the fire stations in the RSA and Table 8-6 lists the addresses. While the City of Santa Monica exists within the RSA, Alternative 4 would be located within the City of Los Angeles where the Los Angeles Fire Department (LAFD) would provide essential emergency and non-emergency services.

8.2.1.1 City of Los Angeles Fire Department

LAFD is the Agency Having Jurisdiction (AHJ) and has primary responsibility for fire and emergency services response within the City of Los Angeles. LACFD is the AHJ within the U.S. Department of Veterans Affairs (VA) property. LAFD has 3,434 uniformed personnel and 381 non-uniformed support staff (LAFD, 2023a). The organization is composed of four bureaus, 14 battalions and 106 fire stations (LAFD, 2022a). A professionally trained staff of 1,018 uniformed firefighters is always on duty at 106 neighborhood fire stations located across the LAFD 469-square-mile jurisdiction (LAFD, 2023a).

The LAFD has a sophisticated mix of apparatus that includes the following (LAFD, 2022a):

- 98 Type I engines
- 93 advanced life support (ALS) ambulances
- 43 basic life support ambulances
- 43 truck/light forces
- 16 brush patrols
- 9 airport units
- 7 helicopters
- 6 urban search and rescue companies
- 6 Type III engines
- 5 fire boats
- 5 mental health therapeutic vans
- 5 dozers/loaders
- 4 hazardous materials squads
- 5 swift water rescue teams

- 4 advanced provider response units
- 4 fast response vehicles
- 4 foam tenders
- 1 sobriety emergency response unit
- 1 heavy rescue

The LAFD services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. The LAFD provides fire protection and emergency services to the City of Los Angeles's population with 499,622 number of incidents in 2022 and 470,274 number of incidents in 2021 (LAFD, 2022a). The LAFD provides fire services for Alternative 4. The location of the fire stations near Alternative 4 are listed in Table 8-6 and shown on Figure 8-11.

8.2.1.2 Los Angeles County Fire Department

The LAFD would be the primary provider of fire and emergency services within the RSA. While the Los Angeles County Fire Department (LACFD) is the AHJ within the unincorporated areas of Los Angeles County, which includes the VA property, LAFD would service the VA due to proximity. LAFD Station 37 is located 0.19 miles from the VA while the nearest LACFD is located in West Hollywood, 3.54 miles from the Alternative 4 alignment. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), the City of Los Angeles would provide essential emergency and non-emergency services to the VA under mutual aid.

For the purposes of fire services, the Affected Area is defined as the RSA. Figure 8-11 shows the fire stations within and near the RSA. The cities of Santa Monica, Culver City, and Beverly Hills have their own municipal fire departments that provide fire protection services within their respective jurisdictions. Under mutual aid, fire and police stations operating outside the City of Los Angeles and County of Los Angeles would provide essential emergency and non-emergency services to the RSA.

Table 8-6. Alternative 4: Fire Station Locations

| Fire Station | Address | Approximate Distance ^a to Fire Station (miles) | Compass Direction |
|--------------|---|--|----------------------|
| Station 88 | 5101 Sepulveda Boulevard, Sherman Oaks, CA 91403 | 0.01 | West |
| Station 81 | 14355 Arminta Street, Panorama City, CA 91402 | 0.16 | North |
| Station 37 | 1090 Veteran Avenue, Los Angeles, CA 90024 | 0.19 | West |
| Station 71 | 107 South Beverly Glen Boulevard, Los Angeles, CA 90024 | 0.50 | East |
| Station 59 | 11505 Olympic Boulevard, Los Angeles, CA 90064 | 0.51 | West |
| Station 90 | 7921 Woodley Avenue, Van Nuys, CA 91406 | 1.05 | West |
| Station 39 | 14415 Sylvan Street, Van Nuys, CA 91401 | 1.09 | East |
| Station 109 | 16500 Mulholland Drive, Los Angeles, CA 90049 | 1.29 | West |
| Station 62 | 11970 Venice Boulevard, Los Angeles, CA 90066 | 1.49 | South |
| Station 92 | 10556 West Pico Boulevard, Los Angeles, CA 90064 | 1.59 | Southeast |
| Station 99 | 14145 Mulholland Drive, Sherman Oaks, CA 91423 | 1.64 | East |
| Station 19 | 12229 Sunset Boulevard, Los Angeles, CA 90049 | 1.95 | West |
| Station 83 | 4960 Balboa Boulevard, Encino, CA 91436 | 1.96 | West |
| Station 100 | 6751 Louise Avenue, Lake Balboa, CA 91406 | 2.52 | West |
| Station 102 | 13200 Burbank Boulevard, Sherman Oaks, CA 91401 | 2.60 | East |
| Station 58 | 1556 South Robertson Boulevard, Los Angeles, CA 90035 | 2.94 | East |
| Station 43 | 3690 Motor Avenue, Los Angeles, CA 90034 | 1.31 | South |

| Fire Station | Address | Approximate Distance ^a to Fire Station (miles) | Compass Direction |
|--|--|--|----------------------|
| Station 78 | 4041 Whitsett Avenue, Studio City, CA 91604 | 3.52 | East |
| Station 108 | 12520 Mulholland Drive, Los Angeles, CA 90210 | 3.61 | East |
| <i>City of Santa Monica Fire Department^b</i> | | | |
| Station 1 | 1337 7th Street, Santa Monica, CA 90401 | 3.46 | Southwest |
| Station 2 | 222 Hollister Avenue, Santa Monica, CA 90405 | 3.66 | Southwest |
| Station 3 | 1302 19th Street, Santa Monica, CA 90404 | 2.62 | Southwest |
| Station 4 | 2500 Michigan Avenue, Santa Monica, CA 90404 | 1.9 | Southwest |
| Station 5 | 2450 Ashland Avenue, Santa Monica, CA 90405 | 1.84 | Southwest |
| Station 7 | 1100 Pacific Coast Highway, Santa Monica, CA 90403 | 4.04 | Southwest |
| <i>City of Beverly Hills Fire Department^b</i> | | | |
| Station 1 | 445 North Rexford Drive, Beverly Hills, CA 90210 | 2.7 | East |
| Station 2 | 1100 Coldwater Canyon Drive, Beverly Hills, CA 90210 | 1.9 | Northeast |
| Station 3 | 180 South Doheny Drive, Beverly Hills, CA 90211 | 3.23 | East |
| <i>City of Culver City Fire Department^b</i> | | | |
| Station 1 | 9600 Culver Boulevard, Culver City, CA 90232 | 1.9 | East |
| Station 2 | 11252 Washington Boulevard, Culver City, CA 90230 | 1.7 | South |

Source: LAFD, 2023b

^aApproximate Distance = nearest point of project element to fire station.

^bDuring the construction or operation phase, the Los Angeles Fire Department would be the primary responder since Alternative 4 would be located within the City of Los Angeles. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), these agencies would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

Figure 8-11. Alternative 4: Fire and Police Station Locations Within and Near the Resource Study Area



Source: LAFD, 2023b; LAPD, 2021, 2023b; HTA, 2024

Fire prevention, fire suppression, and life safety services activities are governed by the Safety Element of the *City of Los Angeles General Plan* as well as the Fire Code of the Los Angeles Municipal Code. The Safety Element and Fire Code serve as guides to City of Los Angeles departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles.

More than 85 percent of the LAFD's daily emergency responses are related to emergency medical services (EMS). The LAFD transports on average more than 500 people every day to local hospitals (LAFD, 2023c). The LAFD average operational response time for EMS was 7 and 31 seconds in 2022 (LAFD, 2022b). Critical ALS incidents include the most critical types of incidents, such as those that may result in death or serious physical injury. The ALS response team includes two firefighter/paramedics (LAFD, 2023d). The average LAFD operational response time for critical ALS was 6 minutes 29 seconds in 2022 (LAFD, 2022b). Structure fire incidents are incident types indicating that a building or structure is reported to be actively burning (LAFD, 2023c). The average LAFD operational response time for structure fire was 6 minutes 20 seconds in 2022 (LAFD, 2022b). The average LAFD operational response time for non-emergency medical services (Non-EMS) was 67 minutes 22 seconds in 2022 (LAFD, 2022b). Table 8-7 lists the average operational response times for the station near Alternative 4.

Table 8-7. Alternative 4: Average Operational Response Times Per Fire Station

| Fire Station | EMS | Non-EMS | Critical ALS | Structure Fire |
|--------------|--------------|--------------|--------------|----------------|
| Station 19 | 8 min 48 sec | 8 min 22 sec | 7 min 14 sec | 7 min 0 sec |
| Station 37 | 7 min 14 sec | 6 min 32 sec | 6 min 4 sec | 5 min 24 sec |
| Station 39 | 7 min 17 sec | 7 min 0 sec | 6 min 10 sec | 5 min 14 sec |
| Station 58 | 7 min 16 sec | 7 min 7 sec | 6 min 5 sec | 5 min 17 sec |
| Station 43 | 5 min 18 sec | 5 min 12 sec | 6 min 22 sec | 5 min 32 sec |
| Station 59 | 7 min 5 sec | 6 min 31 sec | 6 min 7 sec | 5 min 29 sec |
| Station 62 | 7 min 26 sec | 7 min 20 sec | 6 min 17 sec | 6 min 25 sec |
| Station 71 | 7 min 27 sec | 8 min 4 sec | 6 min 26 sec | 8 min 4 sec |
| Station 78 | 7 min 11 sec | 7 min 16 sec | 6 min 8 sec | 6 min 29 sec |
| Station 81 | 7 min 30 sec | 7 min 17 sec | 6 min 22 sec | 5 min 29 sec |
| Station 83 | 7 min 2 sec | 7 min 1 sec | 6 min 1 sec | 5 min 7 sec |
| Station 88 | 6 min 32 sec | 6 min 28 sec | 6 min 8 sec | 5 min 17 sec |
| Station 90 | 7 min 26 sec | 7 min 13 sec | 6 min 28 sec | 6 min 16 sec |
| Station 92 | 8 min 2 sec | 7 min 2 sec | 6 min 31 sec | 5 min 9 sec |
| Station 99 | 7 min 24 sec | 8 min 4 sec | 6 min 32 sec | 6 min 35 sec |
| Station 100 | 6 min 35 sec | 6 min 20 sec | 6 min 2 sec | 5 min 29 sec |
| Station 102 | 6 min 30 sec | 6 min 26 sec | 5 min 31 sec | 5 min 4 sec |
| Station 108 | 9 min 24 sec | 9 min 10 sec | 8 min 35 sec | 11 min 6 sec |
| Station 109 | 9 min 14 sec | 9 min 10 sec | 8 min 4 sec | 9 min 4 sec |

Source: LAFD, 2023d, 2023e, 2023f, 2023g, 2023h, 2023i, 2023j, 2023k, 2023l, 2023m, 2023n, 2023o, 2023p, 2023q, 2023r, 2023s, 2023t, 2023u

min = minutes
sec = seconds

8.2.2 Police Services

For the purposes of police services, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes police services. Figure 8-11 shows the police stations in the RSA and addresses are listed in Table 8-8. While the City of Santa Monica exists within the RSA, Alternative 4 would be located within the City of Los Angeles where the Los Angeles Police Department (LAPD) and Los Angeles County Sheriff's Department (LASD) would provide essential emergency and non-emergency services. The University of California, Los Angeles Police Department (UCLA PD), Veterans Affairs Police Department (VAPD), California Highway Patrol (CHP), and Federal Protective Services (FPS) would patrol and provide services on their respective jurisdictions or

properties. Metro system-wide crime statistics from the latest *Monthly Update on Public Safety Attachment C – Total Crime Summary – August 2023* (Metro, 2023) are as follows:

- 2,088 annual crimes against persons between September 2022 and August 2023.
- 747 annual crimes against property between September 2022 and August 2023.
- 1,295 annual crimes against society between September 2022 and August 2023.

Table 8-8. Alternative 4: Police Station Locations

| Police Station | Address | Approximate Distance ^a to Police Station (miles) | Compass Direction |
|--|--|---|-------------------|
| LAPD Van Nuys Community Station | 6240 Sylmar Avenue Van Nuys, CA 91401 | 1.2 miles | East |
| LAPD West Los Angeles Community Station | 1663 Butler Avenue Los Angeles, CA 90025 | 0.3 mile | Southwest |
| UCLA Police Department | 601 Westwood Plaza Los Angeles, CA 90095 | 0.01 mile | West |
| LASD West Hollywood Station | 780 North San Vicente Boulevard West Hollywood, CA 90069 | 3.6 miles | East |
| LASD Transit Services Bureau | One Gateway Plaza (Metro Headquarters) Los Angeles, CA 90012 | 12.2 miles | East |
| VAPD | 11301 Wilshire Boulevard, Building 236 West Los Angeles, CA 90073 | 0.4 mile | West |
| CHP West Los Angeles Area Station | 6300 Bristol Parkway Culver City, CA 90230 | 3.9 miles | South |
| CHP West Valley Area | 5825 De Soto Avenue Woodland Hills, CA 91367 | 7.1 miles | West |
| City of Santa Monica Police Department ^b | 333 Olympic Drive Santa Monica, CA 90401 | 3.6 miles | Southwest |
| City of Beverly Hills Police Department ^b | 464 North Rexford Drive Beverly Hills, CA 90210 | 2.6 miles | Northeast |
| City of Culver City Police Department ^b | 4040 Duquesne Avenue Culver City, CA 90232 | 1.9 miles | Southeast |

Source: LAPD, 2023a, 2023b; LASD, 2024; CHP, 2023a, 2023b

^aApproximate Distance = nearest point of project element to police station.

^bUnder the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), this agency would provide essential emergency and non-emergency services to the RSA under mutual aid only.

8.2.2.1 Federal Protective Services

The FPS is a federal law enforcement agency that provides security and law enforcement to federally owned and leased facilities. The Federal Building located at 11000 Wilshire Boulevard, Los Angeles CA 90024, houses the Los Angeles Federal Bureau of Investigations (FBI) field office.

The FBI field offices investigate domestic terrorism, cyber-crime, civil rights, organized crime and drugs, violent crimes, and major offenders by working collaboratively with other federal, state, local law enforcement and intelligence agencies.

8.2.2.2 Los Angeles County Sheriff's Department

The LASD is a law enforcement agency that serves Los Angeles County. The LASD West Hollywood Station patrols the unincorporated areas of Los Angeles County including the U.S. VA complex west of I-405, in the RSA. The LASD holds jurisdictional responsibilities over 4,084 square miles and to over 10 million Los Angeles area residents. LASD provides general law enforcement and security-related services to 42 contract cities, 140 unincorporated communities, 38 superior courts, ten community colleges, and county parks.

The LASD is part of a three department law enforcement provider team, with LAPD and Long Beach Police Department. Metro contracts with the LASD to provide law enforcement for all Metro transit systems and property outside the City of Los Angeles and City of Long Beach. LASD security personnel and deputies patrol the transit system routes and stations. LASD is responsible for general law enforcement for the passengers and property of the Metro rail lines and buses operated by Metro. LASD is responsible for all crimes or incidents occurring on originating, or continuing from trains, passenger stations, facilities, property, or Metro owned and operated vehicle parking areas of the Metro transit system. In addition to providing patrol and investigative services, the LASD offers a broad range of support services, including Neighborhood Watch coordination, community education programs, drug prevention education for school children, and homeland security. A key crime-prevention program run by the LASD is the Community/Law Enforcement Partnership Program. As part of this program, LASD helps communities mobilize and organize against gangs, drugs, and violence by working through schools, community-based organizations, local businesses, churches, residents, and local governments.

Table 8-9. Alternative 4: Sheriff Staffing Levels

| Sheriff Station | Sworn Officers | Population Served |
|-------------------------|----------------|-------------------|
| West Hollywood Station | 142 | 37,069 |
| Transit Services Bureau | 259 | Not Applicable |

Source: LASD, 2020

8.2.2.3 Los Angeles Police Department

The LAPD provides police protection services within the jurisdictional boundaries of the City of Los Angeles (LAPD, 2023d). The LAPD serves the City of Los Angeles population in an area of a 468-square-mile jurisdiction (LAPD, 2021). The LAPD is divided into four bureaus: Central, South, Valley, and West. The Valley Bureau contains seven community police stations: Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley. The West Bureau contains five community police stations: Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire (LAPD, 2023a).

Alternative 4 would be in the Valley Bureau and the West Bureau. The LAPD's Van Nuys Community Station and the West Los Angeles Community Station would provide law enforcement services to Alternative 4 (LAPD, 2023b). Table 8-8 and Figure 8-11 identify the police stations that would serve Alternative 4.

The Van Nuys Community Police Station provides police services to the Sherman Oaks and Van Nuys neighborhoods, an area of 30 square miles with over 325,000 residents, and is under the jurisdiction of the Valley Bureau (LAPD, 2023b).

West Los Angeles officers protect and serve people within the station's boundaries of 65.14 square miles and 748 street miles, bordering the Cities of Beverly Hills, Culver City, and Santa Monica, Los Angeles County, and the Pacific Ocean. West Los Angeles is under the jurisdiction of the West Bureau. In

comparison to the other 17 community police stations, West Los Angeles is responsible for the largest number of square miles (LAPD, 2023b). The West Los Angeles Community Police Station provides service to a diverse residential population that exceeds 228,000 people. Throughout the day, the business and residential population swells to approximately 500,000 people (LAPD, 2023b). The increase is due to those who either pursue knowledge and skills training at educational and professional institutes, including UCLA, and those who work or visit the neighborhoods of West Los Angeles.

The LAPD traditionally has used crime trends, per-capita approach, minimum-employment levels, authorized/budgeted levels, and least-commonly, workload-based models to make staffing decisions (LAPD, 2023b). LAPD is staffed with 9,100 sworn personnel. However, 10,000 sworn personnel are approved, and the LAPD is hiring and recruiting to restore the LAPD to 9,500 sworn personnel (LAPD, 2023b). Table 8-10 shows the LAPD staffing level of sworn officers at the Van Nuys Community Station and the West Los Angeles Community Station.

Table 8-10. Alternative 4: Police Staffing Levels

| Police Station | Captain | Lieutenant | Sergeant | Detective | Police Officer | Total Sworn Officers |
|------------------------------------|---------|------------|----------|-----------|----------------|----------------------|
| Van Nuys Community Station | 2 | 5 | 30 | 33 | 155 | 225 |
| West Los Angeles Community Station | 2 | 5 | 24 | 24 | 181 | 236 |

Source: LAPD, 2023b, 2023e

In 2022, the LAPD received 828,411 calls for service, a decrease of 7.5 percent compared to 2021, which had 895,757 calls. In addition, in 2022, the LAPD made 331,139 stops, a decrease of 22.9 percent compared to 2021 of 429,348 stops (LAPD, 2023c). The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD. Generally, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, increases. However, because several other factors also contribute to the resultant crime rate, such as police presence, crime-prevention measures, and ongoing legislation/funding, the potential for increased crime rates is not necessarily directly proportional to increase in land use activity.

In addition to crime rates, the LAPD’s operational statistics are also analyzed in terms of response times. Table 8-11 identifies the LAPD’s response times for emergency to non-emergency calls. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are often in a mobile state; therefore, the actual distance between a headquarters facility and the project site is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time.

Table 8-11. Alternative 4: Los Angeles Police Department Response Times

| Name | Emergency Code 3 | Urgent/Emergency Code 2 | Non-Emergency Non-Coded |
|------------------------------------|------------------|-------------------------|-------------------------|
| <i>Station Response Time</i> | | | |
| Van Nuys Community Station | 5 min 30 sec | 19 min 54 sec | 53 min 0 sec |
| West Los Angeles Community Station | 7 min 36 sec | 23 min 36 sec | 51 min 36 sec |
| <i>Bureau Response Time</i> | | | |
| Valley Bureau | 5 min 30 sec | 19 min 54 sec | 53 min 0 sec |
| West Bureau | 7 min 36 sec | 23 min 36 sec | 51 min 36 sec |

| Name | Emergency Code 3 | Urgent/Emergency Code 2 | Non-Emergency Non-Coded |
|---------------------------|------------------|-------------------------|-------------------------|
| <i>City Response Time</i> | | | |
| City of Los Angeles | 6 min 30 sec | 24 min 12 sec | 57 min 12 sec |

Source: LAPD, 2023b

min = minute

sec = second

Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. If the LAPD continues to hold the contract after the implementation of Alternative 4, an exploratory committee would be established to assess and evaluate potential future deployments and threat assessments (LAPD, 2023b).

8.2.2.4 California Highway Patrol

The RSA is within the CHP West Los Angeles Area. The CHP provides road and highway traffic law enforcement throughout the state. The CHP West Los Angeles Area houses 102 uniformed and 10 civilian employees in concert with agency partners to provide traffic law enforcement and address traffic safety concerns, while promoting educational programs along I-405, Interstate 10, and US-101. The West Valley Area office has a patrol area of approximately 400 square miles that includes portions of the City of Los Angeles and San Fernando Valley. The West Los Angeles Area Station CHP is composed of 102 uniformed and 10 civilian employees (CHP, 2023a, 2023b).

8.2.2.5 Veterans Affairs Police Department

The VAPD oversees the West Los Angeles Medical Center, Downtown Los Angeles Outpatient Patient Clinic, Sepulveda Medical Center, and outer Community-Based Outpatient Clinics. VAPD officers have the authority to enforce federal laws on department properties and make arrests on warrants.

8.2.2.6 University of California, Los Angeles Police Department

The UCLA PD is dedicated to providing a safe and secure environment for teaching, research, and public service. With 66 sworn officers, 41 professional staff, 15 security services, and 5 public-safety aides, the UCLA PD is linked to city, state, and federal criminal justice agencies to prevent and apprehend criminal suspects. The UCLA PD patrols, responds to calls for services, and investigates, educates, and implements preventive strategies.

The Police Community Services Division with the UCLA PD consists of an EMS team that is staffed by employees who respond to life support emergencies and provide medical services. This Police Community Services Division also has the responsibilities of public information, media relations, and campus/external relations.

The Operations Bureau of the UCLA PD consists of the General Management, Patrol, and Investigations Divisions. The Patrol Division includes the Motor Program, Bicycle Team, Special Events Sergeant, and Field Training Officer Programs. The Investigations Division includes the Detectives, Threat Management, Property & Evidence, and Crime Analysis/Clearly Units.

The Administrative Bureau of the UCLA PD provides general management direction, and consists of the Personnel and Training Unit, the Communications Center, and the Police Community Services Division. The Police Community Services Division — which consists of EMS, the Crime-Prevention Unit, and the Crime Analysis/Clearly Unit — is tasked with public information and media relations, as well as campus and external relations.

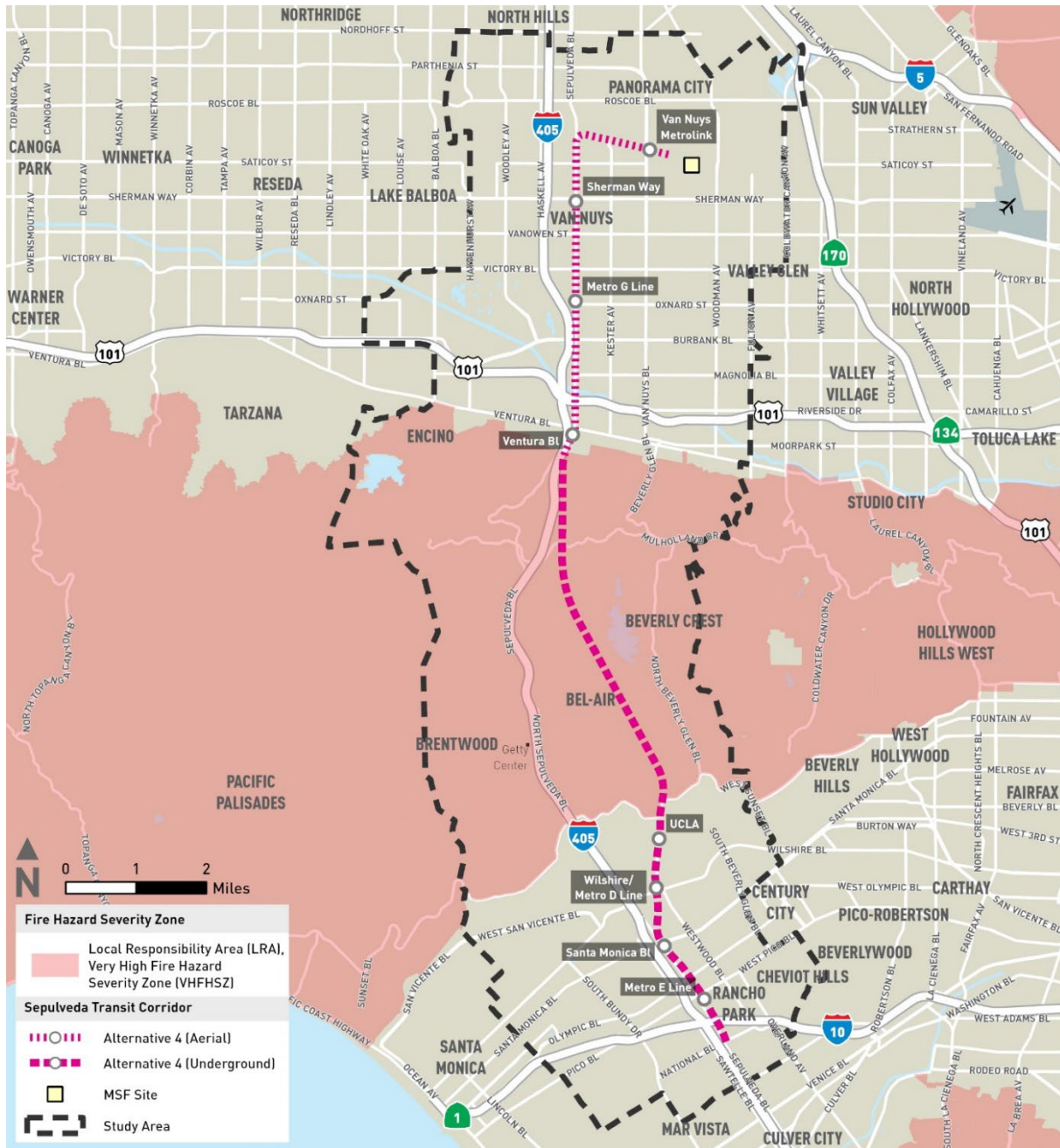
8.2.2.7 Santa Monica Police Department

While the City of Santa Monica exists within the RSA, Alternative 4 would be outside of the Santa Monica city boundaries and would therefore rely on services primarily from the LAPD, LASD, and UCLA PD. The Santa Monica Police Department provides its services through 401 employees and an annual budget of \$100.6 million (FY 2022 through 2023) (City of Santa Monica, 2022). One deputy police chief, four lieutenants, one senior administrative analyst, and one executive assistant report directly to the police chief.

8.2.3 Wildfire

For the purposes of wildfire, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Wildfire is any uncontrolled fire spreading through vegetative fuels that threatens to destroy life, property, or resources. Wildfire sparked by combustible vegetation could result in unplanned, uncontrolled, and unpredictable wildfire. Wildfire behavior is based on three primary factors: topography, weather, and fuels. As shown on Figure 8-12, Alternative 4 would traverse an area recommended by the California Department of Forestry and Fire Protection (CAL FIRE) and designated by the Local Responsibility Area (LRA) as a Very High Fire Hazard Severity Zone (VHFHSZ). Mapping of the areas, referred to as VHFHSZ, are based on data and models of potential fuels over a 30-year to 50-year time horizon and their associated expected fire behavior and burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings (CAL FIRE, 2011). The effects of wildfire include the direct health impacts of smoke and fire, as well as destruction of property. Figure 8-13 illustrates historic fires that have occurred since 2017 including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b).

Figure 8-12. Alternative 4: Wildfire Hazard Zone



Source: CAL FIRE, 2011; HTA, 2024

Figure 8-13. Alternative 4: Historical Wildfires



Source: CAL FIRE, 2025c; HTA, 2025

8.2.3.1 Fuel

Undeveloped land that has natural habitats (e.g. grasslands, sage scrub) — with extended droughts, and the characteristic of the region’s Mediterranean climate — results in large areas of dry vegetation that provide fuel for wildland fires. A fuel’s moisture level, chemical makeup, and density determine the degree of flammability. The moisture defines how quickly a fire can spread and how intense or hot a fire might become. High moisture content slows the burning process. A fuel’s chemical makeup determines how readily a fire will burn. For example, some plants, shrubs, and trees contain oils or resins that promote faster and more intense burning. The physical density of the fuel source also influences flammability. For example, if fuel sources are compacted where air cannot circulate easily, the fuel source will not burn as quickly (NPS, 2017).

8.2.3.2 Weather

Weather conditions such as wind, temperature, and humidity are contributing factors to fire behavior. Wind can bring oxygen to the fire and push the fire toward a new fuel source. The temperature of a fuel influences the ignition of the fire. Combustible fuel sources will ignite more easily at high temperatures than at low temperatures. Low humidity levels allow the fuels to become dry and more prone to catching fire, and fuel burns more quickly than when humidity levels are high (NPS, 2017). A red-flag warning means warm temperatures, very low humidities, and stronger winds are expected to combine to produce an increased risk of fire danger (NPS, 2017).

8.2.3.3 Topography

Topography describes land shape including descriptions of elevation, slope, and aspect. The elevation is the height above sea level, the slope is the steepness of the land, and aspect is the direction of a slope. These topographic features can help or hinder the spread of fire and can influence a fire’s intensity, direction, and rate of spread. Elevation, slope, and aspect are also important to consider in order to determine how hot and dry a given area would be. Higher elevations could be drier with colder temperatures compared to the lower elevations. In addition, north-facing slopes would be slower to heat up or dry out (NPS, 2017). Fires burning in flat or gently sloping areas tend to burn more slowly and spread in wider ellipses than fires on steep slopes.

8.2.4 Disaster Routes

For the purposes of disaster routes, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Disaster routes play a primary role in disaster response and recovery. During a disaster and immediately following, disaster routes are used to transport emergency equipment, supplies, and personnel into an Affected Area. Disaster routes are also utilized by fire, EMS, and others involved with public safety for life saving measures. Disaster routes have priority for clearing, repairing and restoration over all other roads. A number of disaster routes identified by the County of Los Angeles serve the RSA where Alternative 4 would be located. Figure 8-14 shows the locations of the disaster routes.

Figure 8-14. Alternative 4: Disaster Routes



Source: LADPW, 2022; HTA, 2024

8.3 Environmental Impacts

8.3.1 Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?

8.3.1.1 Operational Impact

In the Alternative 4 RSA, the LAFD would be the primary provider of fire and emergency services. While the LACFD is the AHJ for the VA, which is in an unincorporated area of Los Angeles County, the LAFD would service the VA under mutual aid. Table 8-6 identifies the fire stations as potential first responders to Alternative 4. Operation of Alternative 4 would include an underground heavy rail traversing the Santa Monica Mountains from its southern terminus to an aerial heavy rail along Sepulveda Boulevard in the San Fernando Valley. Alternative 4 would not include any housing component that would directly increase population compared to the existing conditions, although some indirect concentration of growth may occur around some station areas due to the new transit access. The population growth is accommodated through the SCAG regional growth projections (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [2025a]).

During operation of Alternative 4, there would be a low potential for increased demand on fire services due to incidents or emergencies occurring at the proposed stations or train-vehicles, which could result in an increase in overall response calls within the local jurisdictions. The City of Los Angeles has a duty under the California Constitution to provide adequate fire and emergency service (Cal. Const., art. XIII, § 35, subd. (a)(2)). Funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD would evaluate staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained.

Alternative 4 would require a partial take of an existing fire protection response facility at the LAFD Fire Station Number 88 at 5101 Sepulveda Boulevard, Sherman Oaks, CA 91403. Roadway improvements would widen the back of sidewalk by 4 feet and the aerial guideway would place three straddle-bent columns within the existing station's property. While Alternative 4 would necessitate physical alterations of the outer limits of the LAFD's property where landscaping exists, the LAFD Fire Station Number 88 building itself would not require physical alteration and would not affect the access or egress for LAFD vehicles during operations.

Potential impacts would occur if Alternative 4 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Alternative 4 would install aerial guideway columns and protective raised medians on Sepulveda Boulevard in the San Fernando Valley, between Ventura Boulevard and Raymer Street. The existing center lane along Sepulveda Boulevard is primarily striped as a two-way left-turn lane. The installation of the viaduct's supporting columns and raised medians would affect the sight distance for emergency vehicles when making left turns on or onto Sepulveda Boulevard and potentially increase response times. However, design standards set forth by state and local agencies establishes roadway engineering criteria to ensure that minimum sight distances are maintained for motorists (including emergency response vehicles) to pass other vehicles safely and comfortably. Alternative 4

roadway design would conform to geometric design standards set forth Caltrans Highway Design Manual (Caltrans, 2020) and the City of Los Angeles Department of Transportation (LADOT) (LADOT, 2010) so that the line of sight would not be impaired for emergency vehicles making turn movements on Sepulveda Boulevard.

The raised medians would also prohibit left turns on or onto Sepulveda Boulevard from Hartsook Street, Hesby Street, Archwood Street, Hart Street, Leadwell Street, La Maida Street, South Valleyheart Drive, and Covello Street. The removal of left turns would have the potential to increase response times for fire protection. Pursuant to Project Measure (PM) SAF-2, LAFD would evaluate the design of Alternative 4 to ensure that emergency access and fire protection response times remain at acceptable levels.

The proposed alignment and stations would comply with NFPA 130 standards to ensure life safety and meet fire protection requirements at all locations along the guideway and stations. The provisions under these fire protection requirements ensure that stations, trainways, emergency ventilation systems, vehicles, emergency procedures, communications, and control systems are designed and constructed to ensure life safety from fire. Train vehicles would be built using vehicle specifications to minimize fire hazards, which include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensures that response times are maintained at acceptable levels. Operation of the proposed underground alignment and stations would not impact fire protection response times because those segments would not affect emergency vehicles traveling on surface streets, and the proposed aerial alignment and stations would not impact fire protection response times because those segments would include elevated heights that would not affect emergency vehicles traveling on surface streets. Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 4.

The LAFD reviews all station and facility plans prior to construction to ensure that adequate fire flows would be maintained within their respective jurisdiction. The California Fire Code requires adequate fire flows prior to construction. Sufficient water supply and hose systems would be provided protection to suppress fire hazards for all project elements. Stations would be equipped with a fire alarm control system in each station facility, conforming to NFPA 72 (NFPA, 2022) CCR Title 24 (International Code Council Incorporated, 2023b), and meeting ADA requirements, as well as signaling and fire detection systems, fire alarm panels, and sprinkler systems in accordance with NFPA 130.

While fires are not anticipated, there is the potential that a fire could occur at a station, along the tunnel and aerial alignments, or TPSS locations. In the event of an emergency situation, LAFD personnel would respond, and the fire station to respond would depend on the location of the emergency along the alignment. Under NFPA 130 Section 9.1 (NFPA, 2023b), the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for emergencies that could involve the system. Under the provisions of NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire. The risk of fire-related injury would be minimized within the station locations, along the alignment, through adherence to the requirements of NFPA 130 and the Los Angeles City Fire Code.

Although operation of Alternative 4 would potentially result in an increase in demand for fire protection services (e.g., due to emergencies at stations or HRT vehicles), Alternative 4 would conform with applicable codes and implement standard coordination under PM SAF-2. Compliance with these codes would ensure that the layout, infrastructure, and operational elements of Alternative 4 do not create unacceptable fire risks and do not impede fire service emergency response efforts. Fire protection

response times would remain within acceptable levels and would not necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Therefore, operation of Alternative 4 would have a less than significant impact with respect to fire protection.

8.3.1.2 Construction Impact

Construction of Alternative 4 would potentially temporarily increase demands on fire protection response times as a result of new workers, construction equipment, and construction materials in the RSA as well as periodic construction-related street closures or detours. Temporary lane closures on adjacent streets would occur for construction of the proposed alignment, stations, TPSS sites, and construction staging areas.

Alternative 4 would require partial property acquisition at the LAFD Fire Station Number 88 to widen the back of sidewalk by 4-feet to accommodate the aerial guideway's columns and foundations. Construction of the aerial guideway would require roadway detours on Sepulveda Boulevard to support drilling of the CIDH foundations, forming and pouring bent columns and bent caps, and placing the precast guideway elements. Additionally, Alternative 4 would install three columns within the existing LAFD Fire Station Number 88 property currently dedicated for landscaping. While the station building would not be physically altered, the sidewalk would be widened and require improvements of two existing driveways serving the LAFD Fire Station Number 88. Such construction work has the potential to be disruptive to the operations of LAFD Fire Station Number 88 and can result in an increase in response times.

However, construction work would be temporary and intermittent and would not necessitate the construction of new or physically altered governmental facilities. As discussed in the Section 3.15.6, Transportation, under Mitigation Measure (MM) TRA-4, a Transportation Management Plan (TMP) would be prepared and approved in coordination with local fire departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control measures in the TMP during construction to coordinate emergency response routing. Therefore, Metro and the contractor would coordinate with LAFD Fire Station Number 88 when working in proximity.

As outlined in the regulatory framework described in Section 2.2, Alternative 4 would comply with the provisions set forth under CCR Title 8 (California Department of Industrial Relations, 2024) and the California Occupational Safety and Health Administration (Cal/OSHA) (California Department of Industrial Relations, 2023) regulations. Under the Cal/OSHA regulations, the contractor would be required to create a Fire Prevention Plan that identifies potential fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems that can control a fire involving them. A training program would inform employees of the fire hazards of the materials and processes to which they are exposed. The contractor would review with each worker upon initial assignment those parts of the Fire Prevention Plan that the employee must know to protect the worker in the event of an emergency. The written plan would be kept in the workplace and made available for employee review.

For these reasons, the demand for fire protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities.

Therefore, impacts associated with fire protection and emergency response services would be less than significant during construction activities.

8.3.1.3 Maintenance and Storage Facility

Operation of the proposed MSF would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 2.2 Regulatory and Policy Framework, Alternative 4 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 81 and Metro Transit Service Bureau officers would respond. Under the provisions of the NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations through adherence to the requirements of NFPA 101, the CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

8.3.2 Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection?

8.3.2.1 Operational Impact

Alternative 4 would install aerial guideway columns and protective raised medians on Sepulveda Boulevard in the San Fernando Valley, between Ventura Boulevard and Raymer Street. The existing center lane along Sepulveda Boulevard is primarily striped as a two-way left-turn lane. The installation of the aerial viaduct's supporting columns and raised medians would affect the sight distance for police vehicles when making left turns on or onto Sepulveda Boulevard and potentially increase response times. However, design standards set forth by state and local agencies establish roadway engineering criteria to ensure that minimum sight distances are maintained for motorists to pass other vehicles safely and comfortably. Alternative 4 roadway design would comply with geometric design standards set forth by the *Caltrans Highway Design Manual* (Caltrans, 2020) and the LADOT (LADOT, 2010) so that the line of sight would not be impaired for police vehicles making turn movements on Sepulveda Boulevard.

The raised medians that would protect the columns for the aerial guideway would also prohibit left turns on or onto Sepulveda Boulevard at Hartsook Street, Hesby Street, Archwood Street, Hart Street, Leadwell Street, La Maida Street, South Valleyheart Drive, and Covello Street. The removal of left turns would have the potential to increase response times for police protection. As typically done by Metro, PM SAF-2, shall ensure that LAPD would evaluate the design of Alternative 4 to ensure that emergency access for police protection services is maintained at acceptable levels.

During the operation of Alternative 4, the LASD and LAPD would provide police services under Metro's existing service agreements with the agencies. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Since Alternative 4 would be within the jurisdiction of the City of Los Angeles, the LAPD would be the first responders for the Alternative 4 alignment in the event of an emergency requiring police protection. The following first-response facilities would provide police protection services for the Alternative 4 RSA:

- Van Nuys Community Station, located approximately 1.20 miles east of the northern segment of Alternative 4 at 6240 Sylmar Avenue, Van Nuys, CA 91401
- West Los Angeles Community Station, located 0.50 mile southwest of the southern portion of Alternative 4 at 1663 Butler Avenue, Los Angeles, CA 90025.

During operation of Alternative 4, there would be low potential increase in the demand for police protection services from incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. Alternative 4 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's transit security officers (TSO) and contract security personnel. Metro's TSOs are Metro's own security team and are deployed to specific locations with high frequencies of public safety issues.

TSOs enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system. Additionally, Metro deploys trained contract personnel on Metro's buses, bus stops, trains, and stations to provide customer support. Ambassadors are unarmed and travel the system or are present at stations to promote safety for riders and operators. While not acting as security officers or replacing security officers, they provide a visible presence and support riders by connecting them with resources they may need such as providing directions or connecting them to other agencies and services as appropriated or warranted. They also help Metro to respond to issues more quickly by reporting maintenance, cleanliness, or safety concerns directly to the appropriate Metro department. The purpose of this multi-agency approach is to achieve higher visibility, enhanced response time, and improved customer experience, and to deploy specifically trained officers who engage patrons with special needs at stations and within train vehicles. In addition, the UCLA PD would provide supportive police services at the UCLA Gateway Plaza Station. For the reasons previously mentioned, Alternative 4 would have less than significant operational impacts related to unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

8.3.2.2 Construction Impact

Alternative 4 would not include any housing component that would increase population compared to the existing conditions as well as adopted regional planned forecasts (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]). However, construction of Alternative 4 would increase daytime and nighttime worker populations, which has the potential to increase the need for police services.

Police service agencies in the area — including the LAPD, LASD, UCLA PD, and CHP— allocate funding from tax revenues to maintain adequate staffing levels and response times. The operation of Alternative 4 would not require the construction of new or expanded police facilities, as existing service capacity is anticipated to accommodate any potential changes in demand.

During construction, relevant police service agencies would review Health and Safety Plans for Alternative 4, which include safety measures such as nighttime lighting, clear signage, and pedestrian

detour routes. Agencies may also assess fees to support police protection services as needed. Additionally, as discussed in *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), Metro standard practices require that lane and roadway closures be scheduled to minimize disruptions, with a Transportation Management Plan (TMP) prepared and approved in coordination with local police departments prior to construction. The contractor would coordinate with first responders and emergency service providers to minimize any impacts on emergency response. For these reasons, construction of Alternative 4 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

8.3.2.3 . Maintenance and Storage Facility

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF would not require the need for new or physically altered police protection services.

During construction and operation of the MSF, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. MSFs associated with Alternative 4 would be fully fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF. For these reasons, construction and operation of the MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

8.3.3 Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

8.3.3.1 Operational Impact

Alternative 4 would operate underground from its southern terminus through the Santa Monica Mountains and in an aerial configuration within the public ROW along Sepulveda Boulevard in the San Fernando Valley. As shown on Figure 8-14, the County of Los Angeles identifies portions of Sepulveda Boulevard, south of the US-101 as a disaster route. Alternative 4 would install an aerial guideway columns and protective raised barriers in the median of Sepulveda Boulevard between Ventura Boulevard and US-101, which the County of Los Angeles identifies as a disaster route. Therefore, Alternative 4 has the potential to interfere with the implementation of an emergency response or evacuation plan.

The existing center lane along Sepulveda Boulevard is primarily striped as a two-way left-turn lane. The reconfigurations of Sepulveda Boulevard would maintain the same number of general purpose lanes and would be kept accessible to emergency vehicles and fire equipment. Additionally, the height of the proposed aerial guideway and clearance between supporting columns on Sepulveda Boulevard would be sufficient to maintain access to motor vehicles and would not impede the movement of emergency

vehicles and fire equipment. At signalized intersections, left-turning traffic would be maintained. Therefore, operations would not physically interfere with an emergency response plan or emergency evacuation plans.

Alternative 4 would be designed in compliance with applicable codes set forth by the California Fire Code standards and the County of Los Angeles and City of Los Angeles regarding emergency vehicle access. Compliance to these design criteria would ensure that sufficient ingress and egress routes would be provided at affected roadways. The installation of the viaduct's supporting columns and raised medians would affect the sight distance for emergency vehicles when making left turns on or onto Sepulveda Boulevard. However, Alternative 4 roadway design would adhere to geometric design standards set forth by the Caltrans Highway Design Manual (Caltrans, 2020) and LADOT (LADOT, 2010) so that the line of sight, impacted by the raised medians, would not be impaired for vehicles making turn movements on Sepulveda Boulevard.

In addition, the *All-Hazards Mitigation Plan* (AHMP) for the County of Los Angeles (CoLA CEO, 2020) and the *Local Hazard Mitigation Plan* (LHMP) for the City of Los Angeles (City of Los Angeles, 2018) address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies (City of Los Angeles, 2018). These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would apply to the entire County of Los Angeles and City of Los Angeles, including Alternative 4, which would adhere to these plans.

Alternative 4 would comply with NFPA 130 Section 9.1 (NFPA, 2023b) and further reduce the aerial guideway's potential physical interference with an emergency response or evacuation plan. Under NFPA 130 Section 9.1, the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for emergencies that could involve Alternative 4. Participating agencies would be invited to assist with the preparations of the *Emergency Procedure Plan*. Such coordination efforts with emergency services personnel including fire, police, and EMS would be agreed upon through third-party agreements or Memoranda of Understanding to ensure that Alternative 4 would not physically interfere with or substantially impair an adopted emergency response or evacuation plan. Therefore, operations would not physically interfere with an emergency response plan or emergency evacuation plans.

Alternative 4 would not physically interfere with an emergency response plan or emergency evacuation plans during operations. Additionally, with adherence to existing regulations such as applicable federal, state, and local fire code regulations, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles Alternative 4 would result in a less than significant impact during operation.

8.3.3.2 Construction Impact

As required by existing regulations, Alternative 4 would be required to provide adequate access for emergency vehicles and equipment during construction activities. As shown on Figure 8-14, the County of Los Angeles identifies Sepulveda Boulevard south of US-101 as a disaster route. Temporary short-term construction impacts on street traffic adjacent to and along Sepulveda Boulevard would occur for Alternative 4 due to roadway improvements that would provide sufficient space for the proposed guideway, stations, TPPS sites, and construction staging yards. Roadway improvements and the installation of the aerial guideway on Sepulveda Boulevard would result in a reduced number of lanes or temporary closure of roadways. Temporary lane and/or roadway closures, increased truck traffic, and other roadway effects could temporarily interfere physically with an emergency response plan or emergency evacuation plans and therefore result in a significant impact. Construction near LAFD Fire

Station Number 88 would potentially interfere with an emergency response plan or emergency evacuation plans. However, as shown on Figure 8-14, Sepulveda Boulevard is not an established disaster route where LAFD Fire Station Number 88 is located and therefore, impacts to an emergency response plan would be minimal.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under MM TRA-4, a TMP shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Implementation of MM TRA-4 would reduce the impacts related to the physical interference with an emergency response plan or emergency evacuation plans to less than significant.

Additionally, as outlined in the regulatory framework described in Section 2.2, Alternative 4 would comply with the provisions set forth under the CCR Title 8 and Cal/OSHA. Under Cal/OSHA (California Department of Industrial Relations, 2023), the contractor would create an Emergency Action Plan that would cover designated actions that employers and employees must take to ensure employee safety from fire and other emergencies. The following elements, at a minimum, would be included in the plan:

- Procedures for emergency evacuation, including type of evacuation and exit route assignments
- Procedures to be followed by employees who remain to operate critical plant operations before they evacuate
- Procedures to account for all employees after emergency evacuation has been completed
- Procedures to be followed by employees performing rescue or medical duties
- The preferred means of reporting fires and other emergencies
- Names or regular job titles of persons or departments who can be contacted for further information or explanation of duties under the plan

Adherence to existing regulations and implementation of the TMP (MM TRA-4; refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that Alternative 4 would provide adequate access for emergency vehicles and not impede with an adopted emergency response plan or emergency evacuation plan (City of Los Angeles, 2023). Therefore, construction of Alternative 4 would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant with mitigation.

8.3.3.3 Maintenance and Storage Facilities

As required by law, the proposed MSF during operation would be required to provide adequate access for emergency vehicles during operational activities. Additionally, the proposed MSF would comply with applicable state, county and city fire code regulations outlined in Section 2 during the design and implementation of the MSF, including fire protection systems and equipment, fire suppression and sprinkler systems, general safety precautions, and equipped with fire hydrants. In addition, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would apply to the entire County of Los Angeles and the City of Los

Angeles, including the proposed MSF. With adherence to existing regulations, the proposed MSF would result in a less than significant impact during operational activities.

As required by existing regulations, the proposed MSF would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed MSF due to roadway and infrastructure improvements could result in a reduced number of lanes or temporary closure of segments of adjacent roadways. Any such impacts would be limited to the construction period of the proposed MSF and would affect only adjacent streets. Furthermore, MM TRA-4 would ensure that emergency response teams for the City of Los Angeles, including the fire departments and police departments, would be notified of any lane closures during construction activities.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), a TMP and notification procedures would be implemented to ensure safe and efficient traffic flow in the area during the proposed MSF construction. The TMP would address short-term traffic circulation and access effects during the proposed MSF construction. Specifically, the TMP shall include the elements to reduce traveler and emergency responder delays and enhance safety during project construction.

Adherence to existing regulations and implementation of the TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that the proposed MSF would provide adequate access for emergency vehicles, and the impact would be less than significant during operational and construction periods.

8.3.4 Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

8.3.4.1 Operational Impact

Operational activities associated with the implementation of Alternative 4 would occur within the Wildfire Hazard Zone shown on Figure 8-12, which CAL FIRE has designated as VHFHSZ. A majority of the alignment in the VHFHSZ would be underground (at the depth of the tunnel) where no impacts related to the exacerbation of wildfires are anticipated. However, the tunnel portal at Del Gado Drive, south of the proposed Ventura Boulevard Station, would be located in the VHFHSZ within a developed area that includes some open space areas. The areas surrounding the proposed tunnel portal consists of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) as well as developed land consisting of residential land uses; these areas experience extended droughts, and combined with the region's characteristic Mediterranean climate results in large areas of dry vegetation that provide fuel for wildland fires. Additionally, these areas include an elevated slope and height above sea level, and steepness of land that can increase the spread of fire by influencing a fire's intensity, direction, and rate of spread.

Alternative 4 would introduce the tunnel portal within the VHFHSZ; the portal would consist of reinforced concrete and rail. Project elements associated with the tunnel portal are not prone to flammability nor would they consist of electrical components that would be a source of ignition.

While its underground alignment and tunnel portal would not exacerbate wildfire risk, Alternative 4 could expose project occupants to pollutant concentrations in the event of a wildfire. However, Alternative 4 would suspend operations in the event of a wildfire and would comply with the provisions under NFPA 130, which requires an evacuation protocol. Furthermore, PM SAF-1 would ensure that

Alternative 4 would reduce wildfire risks through Metro's compliance with all regulations set forth by the State of California and City of Los Angeles. Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1, would ensure that impacts associated with wildfire risks would be less than significant.

8.3.4.2 Construction Impact

Construction activities associated with the implementation of Alternative 4 would occur within the Wildfire Hazard Zone shown on Figure 8-12. A majority of the alignment in the VHFHSZ would be underground at the depth of the tunnel where no impacts related to the exacerbation of wildfires are anticipated. Construction activities and construction equipment used to build the tunnel portal would be located within an undeveloped area at 15341 Del Gado Drive. The areas surrounding the tunnel portal consist of undeveloped and developed land that has natural habitats (e.g., grasslands, sage scrub). Extended droughts, combined with region's characteristic Mediterranean climate, result in large areas of dry vegetation and provide fuel for wildland fires. Additionally, low humidity levels would potentially make the fuels surrounding the proposed alignment and tunnel portal to become dry and more prone to catching fire, and burning more quickly than when humidity levels are high (NPS, 2017). Potential ignition sources include surface-level or aboveground welding activities and hot exhaust from a vehicle or motorized construction equipment parked on dry grass; additionally, welding during high winds could send sparks traveling through the air to land on and ignite dry grass.

Tunnel portal construction activities occurring within the vegetated areas of the Santa Monica Mountains could exacerbate the potential risk of wildfire due to the ignition sources previously described coupled with the existing slope and prevailing winds. Such risks are heightened if vegetation that serve as fuel is not properly controlled. Wildfire ignition from construction activity could increase the risk of exposing project occupants to pollutants and result in a potentially significant impact.

To minimize the impacts related to wildfires, Alternative 4 would implement MM SAF-1 and MM SAF-2 (Section 8.4.2). MM SAF-1 and MM SAF-2 provide construction-related protocols that would curtail work under red-flag warning days and maintain and monitor potential sources of fuel and ignition to reduce impacts related to exacerbating wildfire risks to a less than significant level. In the event of a wildfire in the Santa Monica Mountains, the construction contractor would halt construction activities if the wildfires posed a threat to human health. The implementation of MM SAF-1 and MM SAF-2 would lessen the impacts associated with exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. As a result, the impacts, considering factors such as slope, prevailing winds, and other conditions that exacerbate wildfire risks, would be less than significant with mitigation.

8.3.4.3 Maintenance and Storage Facilities

The proposed MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 8-12. The closest areas designated as a State Responsibility Area (SRA) or land classified as VHFHSZ are located approximately 4.2 miles south of the MSF. Therefore, the operation and construction of the proposed MSF would not intensify slope, prevailing winds, and other factors, or exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, and no impact would occur.

8.3.5 Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

8.3.5.1 Operational Impact

As shown on Figure 8-12, operational activities associated with the implementation of Alternative 4 would occur within the Wildfire Hazard Zone, which CAL FIRE has designated as VHFHSZ. A majority of the alignment in the VHFHSZ would be underground at the depth of the tunnel where no impacts related to the exacerbation of wildfires are anticipated. However, the tunnel portal at Del Gado Drive, south of the proposed Ventura Boulevard Station, would be located in the VHFHSZ within a developed area with some open space areas. Operation of Alternative 4 would require the maintenance of roads, fuel breaks, emergency water sources, and other utilities associated with infrastructure to the proposed alignment and tunnel portal.

Alternative 4 would introduce the tunnel portal within the VHFHSZ; the portal would consist of reinforced concrete and rail. Reconstruction of the surrounding roadway would also occur. Project elements associated with the tunnel portal and roadway are not prone to flammability nor would they consist of electrical components that would be a source of ignition. No impacts are anticipated related to the exacerbation of wildfires. Regardless, as required by law, Alternative 4 would implement PM SAF-1. PM SAF-1 would ensure that Alternative 4 would reduce wildfire risks through Metro's compliance with all regulations set forth by the State of California and City of Los Angeles. Compliance with all state laws, plans, policies, and regulations regarding fire prevention and suppression, as well as compliance with PM SAF-1, would ensure that the impact associated with fire risk would be less than significant during operational activities.

8.3.5.2 Construction Impact

Construction of Alternative 4 would require the installation of roads, fuel breaks, emergency water sources, and other utilities associated with infrastructure to support project elements including the proposed alignment, stations, and TPSS sites. A majority of the alignment in the VHFHSZ would be underground at the depth of the tunnel where no impacts related to the exacerbation of wildfires are anticipated. Construction activities and construction equipment used to build the tunnel portal would be located within an undeveloped area at 15341 Del Gado Drive.

Potential ignition sources include surface-level or aboveground welding activities and hot exhaust from a vehicle or motorized construction equipment parked on dry grass; additionally, welding during high winds could send sparks traveling through the air to land on and ignite dry grass. Construction activities occurring within the landscaped areas of Sepulveda Pass could exacerbate the potential risk of wildfire due to the ignition sources previously described. Construction activities could exacerbate a wildfire that may result in temporary impacts to the environment, and thereby result in a potentially significant impact.

To reduce the impacts related to wildfires, Alternative 4 would implement MM SAF-1 and MM SAF-2 (Section 8.4.2). MM SAF-1 and MM SAF-2 provide construction-related protocols that would curtail work under red-flag warning days and maintain and monitor potential sources of fuel and ignition. to reduce impacts related to exacerbating wildfire risks to a less than significant level.

Construction activities would comply with existing regulations that restrict periods of activity to times that are not a high fire risk. In addition, the implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with fire risks would be less than significant during construction activities with mitigation.

8.3.5.3 Maintenance and Storage Facilities

The proposed MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 8-12. The closest areas designated as an SRA or land classified as VHFHSZ is located approximately 4.2 miles south of the MSF. The proposed MSF would wash and maintain heavy rail transit (HRT) vehicles and require installation of associated infrastructure. Therefore, the operation and construction of the MSF would not require the installation or maintenance of associated infrastructure that would exacerbate wildfire risks or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

8.3.6 Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

8.3.6.1 Operational Impact

The discussions on exposure of people or structures to flooding as a result of runoff or drainage changes are in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c). The discussion on exposure of people or structures to landslides is in the *Sepulveda Transit Corridor Project Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report* (Metro, 2025d). The remainder of this discussion analyzes post-fire slope instability.

Operational activities associated with the implementation of Alternative 4 would occur within the Wildfire Hazard Zone shown on Figure 8-12, which CAL FIRE has designated as VHFHSZ. As shown on Figure 8-13, this segment of the Santa Monica Mountains has historically experienced wildfires, including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b). A majority of the proposed alignment would be located underground at the depth of the tunnel where Alternative 4 would not create additional post-fire slope instability within the Wildfire Hazard Zone. However, the portal structure and aerial alignment between Del Gado Drive and Valley Vista Boulevard would be in a Wildfire Hazard Zone. Fire incidents have not occurred in this location in recent history (CAL FIRE, 2017, 2019, 2025a, 2025b) and therefore post-fire slope instability would be less than significant. The operation of Alternative 4 would not create additional runoff, post-fire slope instability, or drainage changes within the Wildfire Hazard Zone. Alternative 4 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. Therefore, impacts would be less than significant.

8.3.6.2 Construction Impact

The discussions on exposure of people or structures to flooding as a result of runoff or drainage changes are in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c). The discussion on exposure of people or structures to landslides is in the *Sepulveda Transit Corridor Project Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report* (Metro, 2025d). The remainder of this discussion analyzes post-fire slope instability.

Construction activities associated with the implementation of Alternative 4 would occur within the Wildfire Hazard Zone shown on Figure 8-12, which CAL FIRE has designated as VHFHSZ. A majority of the

proposed alignment would be located underground at the depth of the tunnel underneath landscaped areas east of I-405. However, the transition structure and aerial alignment between Del Gado Drive and Valley Vista Boulevard would be in a Wildfire Hazard Zone. Fire incidents have not occurred in this location in recent history (CAL FIRE, 2019) and therefore post-fire slope instability would be less than significant.

Additionally, during construction, Alternative 4 would implement project design features and would implement a Stormwater Pollution Prevention Plan (SWPPP). As described in further detail in *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c), regulatory framework set forth by the State Water Resources Control Board (SWRCB) would require Alternative 4 to prepare and submit a construction SWPPP to comply with the National Pollutant Discharge Elimination System Construction General Permit. A construction SWPPP must be submitted to the SWRCB prior to construction and adhered to during construction. The construction SWPPP would identify the best management practices (BMP) that would be in place prior to the start of construction activities and during construction. BMPs are identified in the *Sepulveda Transit Corridor Project Water Resources* (Metro, 2024e) with categories that would include erosion control, sediment control, non-stormwater management, and materials management BMPs.

The construction of Alternative 4 would include adherence to existing regulations and proper the implementation of BMPs and would not create additional runoff, post-fire slope instability, or drainage changes within the Wildfire Hazard Zone. Alternative 4 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. Therefore, impacts would be less than significant.

8.3.6.3 Maintenance and Storage Facilities

The proposed MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 8-12. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4.2 miles south of the proposed MSF. The MSF would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

8.4 Project and Mitigation Measures

8.4.1 Operation

Alternative 4 would implement the following project measures to ensure that impacts to wildfire and fire risks remain less than significant during operation activities.

- | | |
|-----------------|---|
| PM SAF-1 | <i>The Project shall comply with all regulations of California Health and Safety Code Sections 13000 et seq. and City of Los Angeles Municipal Code pertaining to fire protection systems, such as the adequate provision of smoke alarms, fire extinguishers, building access, emergency response notification systems (master alarm system), fire flows, and hydrant pressure and spacing, and relevant building codes relating to fire suppression and defensible space.</i> |
| PM SAF-2 | <i>Metro shall coordinate with LAFD and LAPD to evaluate the design of Alternative 4 to ensure that emergency access for fire and police protection services is maintained at acceptable levels.</i> |

8.4.2 Construction

Alternative 4 would implement the following mitigation measures to ensure that impacts to wildfire and fire risks remain less than significant during construction activities.

MM SAF-1 *Curtail above ground construction and maintenance activities requiring spark-producing equipment during high-risk wildfire periods in applicable areas. Applicable areas would be areas in the Santa Monica Mountain Range that CAL FIRE designates as a wildfire zone and is populated with dried vegetation or other material that could ignite. Construction and maintenance activities utilizing motorized equipment shall be curtailed during red-flag warning days and other high-risk periods characterized by relative humidity of 15 percent or less combined with and windy conditions consisting of frequent gusts at 25 miles per hour or greater for at least 3 hours in a 12 hour period.*

MM SAF-2 *During construction of the Project, all staging areas, welding areas, or areas slated for development that use spark-producing equipment shall be cleared of dried vegetation or other material that could ignite. Any construction equipment that includes a spark arrestor shall be monitored to ensure the spark arrestor is in good working order. All vehicles and crews working on the Project shall have access to functional fire extinguishers at all times.*

8.4.3 Impacts After Mitigation

Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1, would ensure that impacts associated with wildfire and fire risks would be less than significant during operation activities.

Implementation of PM SAF-2 would ensure that impacts associated with response times for fire and police protection would be less than significant during operation activities.

Implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with wildfire and fire risks would be less than significant during construction activities.

Adherence to existing regulations and implementation of the TMP (MM TRA-4; refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that Alternative 4 would provide adequate access for emergency vehicles, and the impact would be less than significant during construction activities for Alternative 4.

9 ALTERNATIVE 5

9.1 Alternative Description

Alternative 5 consists of a heavy rail transit (HRT) system with a primarily underground guideway track configuration, including seven underground stations and one aerial station. This alternative would include five transfers to high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 13.8 miles, with 0.7 mile of aerial guideway and 13.1 miles of underground configuration.

The seven underground and one aerial HRT stations would be as follows:

1. Metro E Line Expo/Sepulveda Station (underground)
2. Santa Monica Boulevard Station (underground)
3. Wilshire Boulevard/Metro D Line Station (underground)
4. UCLA Gateway Plaza Station (underground)
5. Ventura Boulevard/Sepulveda Boulevard Station (underground)
6. Metro G Line Sepulveda Station (underground)
7. Sherman Way Station (underground)
8. Van Nuys Metrolink Station (aerial)

9.1.1 Operating Characteristics

9.1.1.1 Alignment

As shown on Figure 9-1, from its southern terminus station at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 5 would run underground north through the Westside of Los Angeles (Westside), the Santa Monica Mountains, and the San Fernando Valley (Valley) to a tunnel portal east of Sepulveda Boulevard and south of Raymer Street. As it approaches the tunnel portal, the alignment would curve eastward and begin to transition to an aerial guideway along the south side of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor that would continue to the northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located underground east of Sepulveda Boulevard between the existing elevated Metro E Line tracks and Pico Boulevard. Tail tracks for vehicle storage would extend underground south of National Boulevard east of Sepulveda Boulevard. The alignment would continue north beneath Bentley Avenue before curving northwest to an underground station at the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard. From the Santa Monica Boulevard Station, the alignment would continue and curve eastward to the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.

This map illustrates the proposed Sepulveda Transit Corridor project in Los Angeles, showing its integration with existing and planned transit systems. The corridor is shown as a magenta line running north-south along the Sepulveda Boulevard corridor, with two alternatives for the southern section: Alternative 5 (Underground) shown as a solid magenta line and Alternative 5 (Aerial) shown as a dashed magenta line. The map includes the following transit lines and stations:

- Metro Rail Lines & Stations:** Represented by a red line with a black circle. Key stations include Toluca Lake, Valley Village, Studio City, Hollywood Hills, West Hollywood, Century City, Cheviot Hills, Baldwin Hills, Culver City, and Santa Monica.
- Metro Busway & Stations:** Represented by an orange line with a black circle. Key stations include Woodland Hills, Tarzana, Encino, Sherman Oaks, Beverly Hills, Westwood, Century City, Culver City, and Santa Monica.
- D Line Subway Extension Project (Under Construction):** Represented by a purple line with a black circle. Key stations include UCLA, Wilshire/Metro D Line, Santa Monica Boulevard, and Century City.
- East San Fernando Valley Light Rail Transit Line (Pre-construction):** Represented by a teal line with a black circle. Key stations include Van Nuys, Sherman Way, and Panorama City.
- Amtrak/Metrolink Line & Stations:** Represented by a grey line with a black circle. Key stations include Los Angeles, Burbank, and San Gabriel.

The map also shows the Sepulveda Transit Corridor (magenta line) and the Sepulveda Transit Corridor (magenta line). The map includes a legend, a north arrow, and a scale bar. The map is titled "Sepulveda Transit Corridor" and "Subject to Change". The map is dated 24-1299 ©2024 LACMTA.

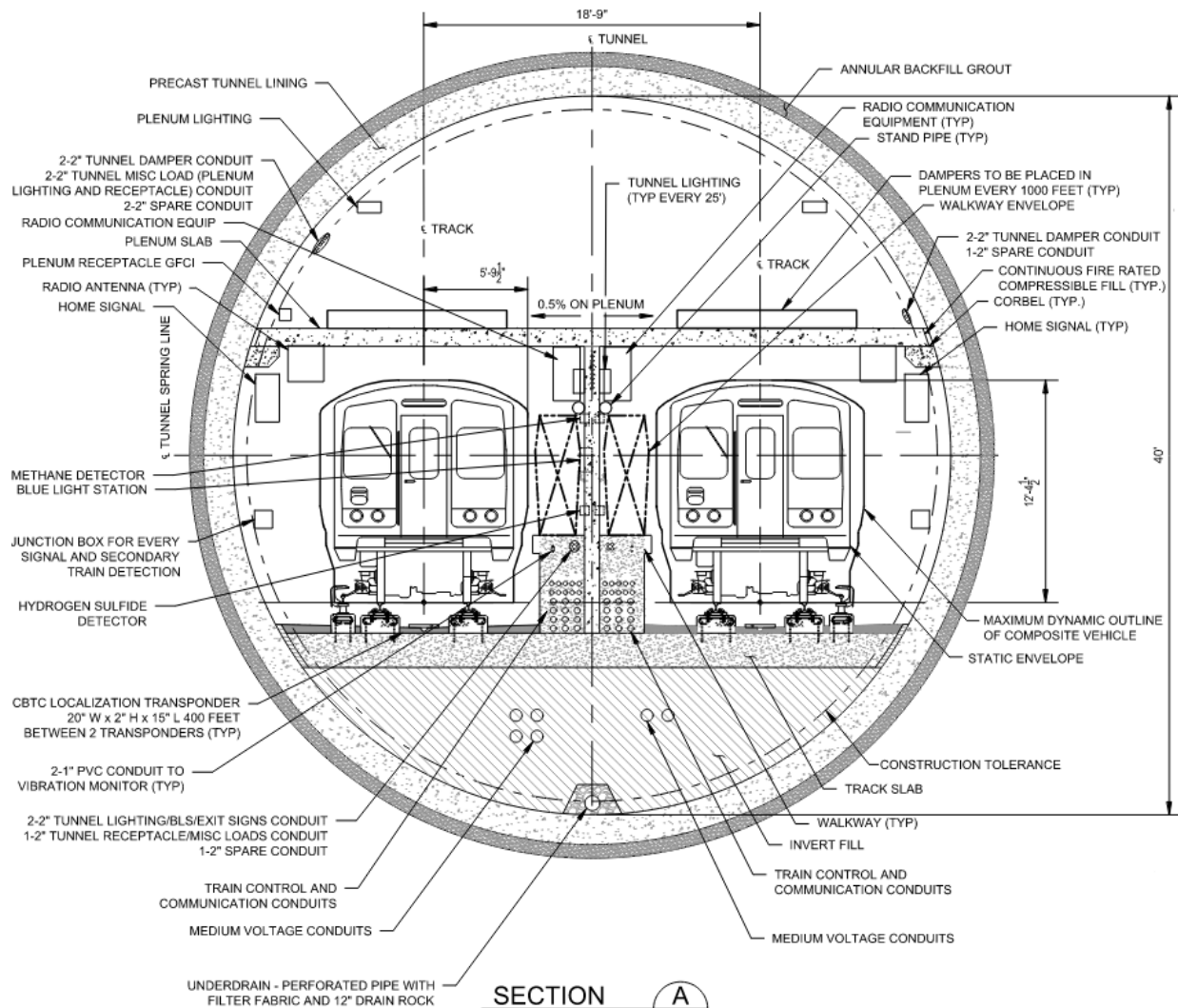
From the UCLA Gateway Plaza Station, the alignment would turn to the northwest beneath the Santa Monica Mountains to the east of Interstate 405 (I-405). South of Mulholland Drive, the alignment would curve to the north, aligning with Saugus Avenue south of Valley Vista Boulevard. The Ventura Boulevard Station would be located under Saugus Avenue between Greenleaf Street and Dickens Street. The alignment would then continue north beneath Sepulveda Boulevard to the Metro G Line Sepulveda Station immediately south of the Metro G Line Busway. After leaving the Metro G Line Sepulveda Station, the alignment would continue beneath Sepulveda Boulevard to reach the Sherman Way Station,

the final underground station along the alignment, immediately south of Sherman Way. From the Sherman Way Station, the alignment would continue north before curving slightly to the northeast to the tunnel portal south of Raymer Street. The alignment would then transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal. East of the tunnel portal, the alignment would transition to a cut-and-cover U-structure segment followed by a trench segment before transitioning to an aerial guideway that would run east along the south side of the LOSSAN rail corridor. Parallel to the LOSSAN rail corridor, the guideway would conflict with the existing Willis Avenue Pedestrian Bridge, which would be demolished. The alignment would follow the LOSSAN rail corridor before reaching the proposed northern terminus Van Nuys Metrolink Station located adjacent to the existing Metrolink/Amtrak Station. The tail tracks and yard lead tracks would descend to the proposed at-grade maintenance and storage facility (MSF) east of the proposed northern terminus station. Modifications to the existing pedestrian underpass to the Metrolink platforms to accommodate these tracks would result in reconfiguration of an existing rail spur serving City of Los Angeles Department of Water and Power (LADWP) property.

9.1.1.2 Guideway Characteristics

For underground sections, Alternative 5 would utilize a single-bore tunnel configuration with an outside diameter of approximately 43.5 feet. The tunnel would include two parallel tracks at 18.75-foot spacing in tangent sections separated by a continuous central dividing wall throughout the tunnel. Inner walkways would be constructed adjacent to the two tracks. Inner and outer walkways would be constructed within tunnel sections near the track crossovers. At the crown of tunnel, a dedicated air plenum would be provided by constructing a concrete slab above the railway corridor. The air plenum would allow for ventilation throughout the underground portion of the alignment. Figure 9-2 illustrates these components at a typical cross-section of the underground guideway.

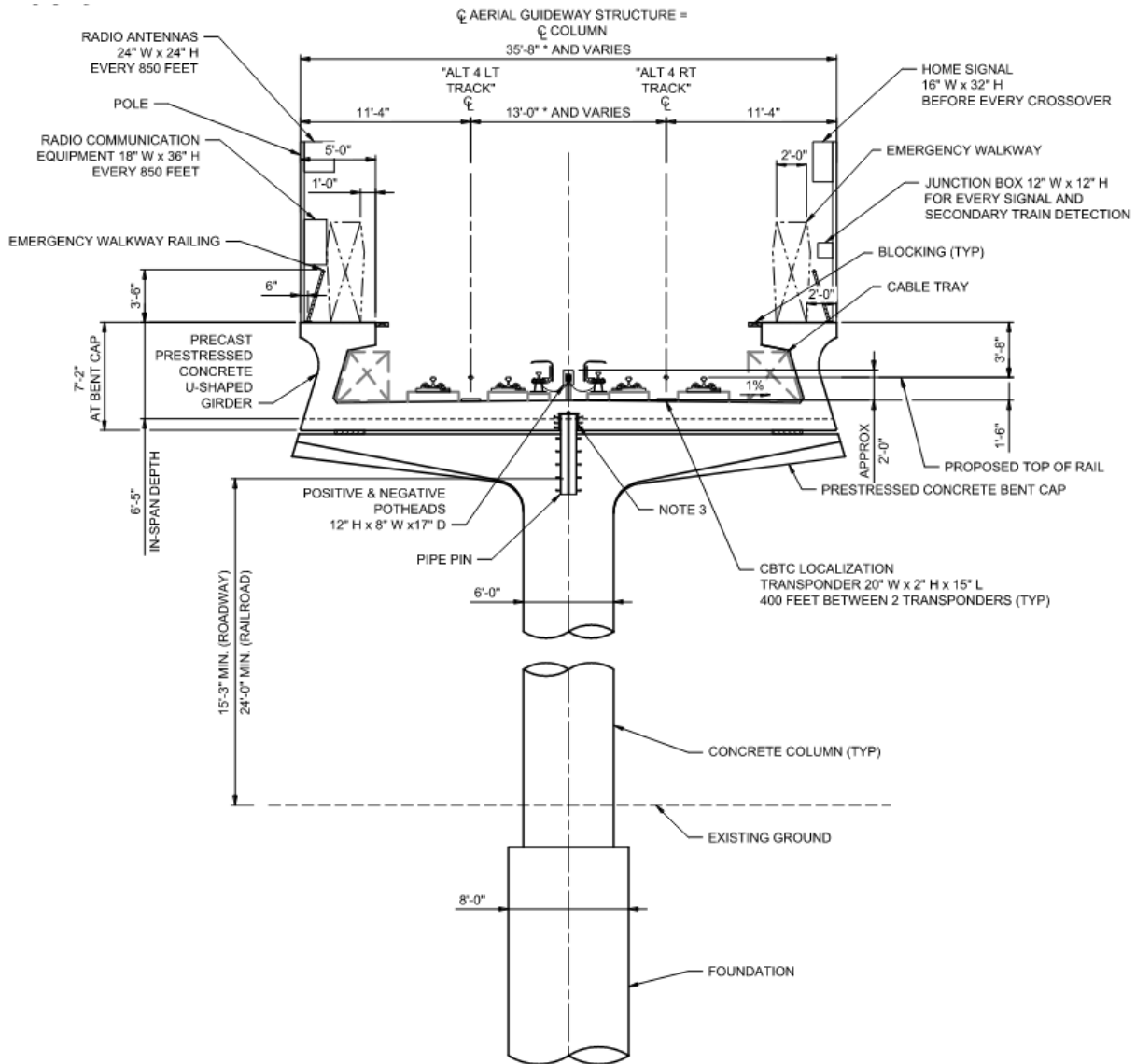
Figure 9-2. Typical Underground Guideway Cross-Section



Source: STCP, 2024

In aerial sections adjacent to Raymer Street and the LOSSAN rail corridor, the guideway would consist of single-column spans. The single-column spans would include a U-shaped concrete girder structure that supports the railway track atop a series of individual columns. The single-column aerial guideway would be approximately 36 feet wide. The track would be constructed on the concrete girders with direct fixation and would maintain a minimum of 13 feet between the two-track centerlines. On the outer side of the tracks, emergency walkways would be constructed with a minimum width of 2 feet. The single-column aerial guideway would be the primary aerial structure throughout the aerial portion of the alignment. Figure 9-3 shows a typical cross-section of the single-column aerial guideway.

Figure 9-3. Typical Aerial Guideway Cross-Section



Source: STCP, 2024

9.1.1.3 Vehicle Technology

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak-period headways of 2.5 minutes and off-peak-period headways ranging from 4 to 6 minutes. Each train could consist of three or four cars with open gangways between cars. The HRT vehicle would have a maximum operating speed of 70 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be approximately 10 feet wide with three double doors on each side. Each car would be approximately 72 feet long with capacity for 170 passengers. Trains would be powered by a third rail.

9.1.1.4 Stations

Alternative 5 would include seven underground stations and one aerial station with station platforms measuring 280 feet long for both station configurations. The aerial station would be constructed a minimum of 15.25 feet above ground level, supported by rows of dual columns with 8-foot diameters. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink/Amtrak Station.

All stations would be side-platform stations where passengers would select and travel up to station platforms depending on their direction of travel. All stations would include 20-foot-wide side platforms separated by 30 feet for side-by-side trains. Each underground station would include an upper and lower concourse level prior to reaching the train platforms. The Van Nuys Metrolink Station would include a mezzanine level prior to reaching the station platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse or mezzanine.

Stations would include automatic, bi-parting fixed doors along the edges of station platforms. These platform screen doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This underground station would be located just north of the existing Metro E Line Expo/Sepulveda Station, on the east side of Sepulveda Boulevard.
- A station entrance would be located on the east side of Sepulveda Boulevard north of the Metro E Line.
- A direct internal transfer to the Metro E Line would be provided at street level within the fare paid zone.
- A 126-space parking lot would be located immediately north of the station entrance, east of Sepulveda Boulevard. Passengers would also be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard.
- The station entrance would be located on the south side of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located beneath the Metro D Line tracks and platform under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- Station entrances would be provided on the northeast corner of Wilshire Boulevard and Gayley Avenue and on the northeast corner of Lindbrook Drive and Gayley Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.

- A direct internal station transfer to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This underground station would be located under Saugus Avenue between Greenleaf Street and Dickens Street.
- A station entrance would be located on the southeast corner of Saugus Avenue and Dickens Street.
- Approximately 92 parking spaces would be supplied at this station west of Sepulveda Boulevard between Dickens Street and the U.S. Highway 101 (US-101) On-Ramp.

Metro G Line Sepulveda Station

- This underground station would be located under Sepulveda Boulevard immediately south of the Metro G Line Busway.
- A station entrance would be provided on the west side of Sepulveda Boulevard south of the Metro G Line Busway.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are currently used for transit parking. No new parking would be constructed.

Sherman Way Station

- This underground station would be located below Sepulveda Boulevard between Sherman Way and Gault Street.
- The station entrance would be located near the southwest corner of Sepulveda Boulevard and Sherman Way.
- Approximately 122 parking spaces would be supplied at this station on the west side of Sepulveda Boulevard with vehicle access from Sherman Way.

Van Nuys Metrolink Station

- This aerial station would span Van Nuys Boulevard, just south of the LOSSAN rail corridor.
- The primary station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A secondary station entrance would be located between Raymer Street and Van Nuys Boulevard.
- An underground pedestrian walkway would connect the station plaza to the existing pedestrian underpass to the Metrolink/Amtrak platform outside the fare paid zone.

- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 66 parking spaces would be relocated west of Van Nuys Boulevard. Metrolink parking would not be available to Metro transit riders.

9.1.1.5 Station-To-Station Travel Times

Table 9-1 presents the station-to-station distance and travel times at peak period for Alternative 5. The travel times include both run time and dwell time. Dwell time is 30 seconds for transfer stations and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 9-1. Alternative 5: Station-to-Station Travel Times and Station Dwell Times

| From Station | To Station | Distance (miles) | Northbound Station-to-Station Travel Time (seconds) | Southbound Station-to-Station Travel Time (seconds) | Dwell Time (seconds) |
|---------------------------------------|------------------------|------------------|---|---|----------------------|
| <i>Metro E Line Station</i> | | | | | 30 |
| Metro E Line | Santa Monica Boulevard | 0.9 | 89 | 86 | — |
| <i>Santa Monica Boulevard Station</i> | | | | | 20 |
| Santa Monica Boulevard | Wilshire/Metro D Line | 0.9 | 91 | 92 | — |
| <i>Wilshire/Metro D Line Station</i> | | | | | 30 |
| Wilshire/Metro D Line | UCLA Gateway Plaza | 0.7 | 75 | 69 | — |
| <i>UCLA Gateway Plaza Station</i> | | | | | 20 |
| UCLA Gateway Plaza | Ventura Boulevard | 6.0 | 368 | 359 | — |
| <i>Ventura Boulevard Station</i> | | | | | 20 |
| Ventura Boulevard | Metro G Line | 2.0 | 137 | 138 | — |
| <i>Metro G Line Station</i> | | | | | 30 |
| Metro G Line | Sherman Way | 1.4 | 113 | 109 | — |
| <i>Sherman Way Station</i> | | | | | 20 |
| Sherman Way | Van Nuys Metrolink | 1.9 | 166 | 162 | — |
| <i>Van Nuys Metrolink Station</i> | | | | | 30 |

Source: STCP, 2024

— = no data

9.1.1.6 Special Trackwork

Alternative 5 would include 10 double crossovers throughout the alignment enabling trains to cross over to the parallel track. Each terminus station would include a double crossover immediately north and south of the station. Except for the Santa Monica Boulevard Station, each station would have a double crossover immediately south of the station. The remaining crossover would be located along the alignment midway between the UCLA Gateway Plaza Station and the Ventura Boulevard Station.

9.1.1.7 Maintenance and Storage Facility

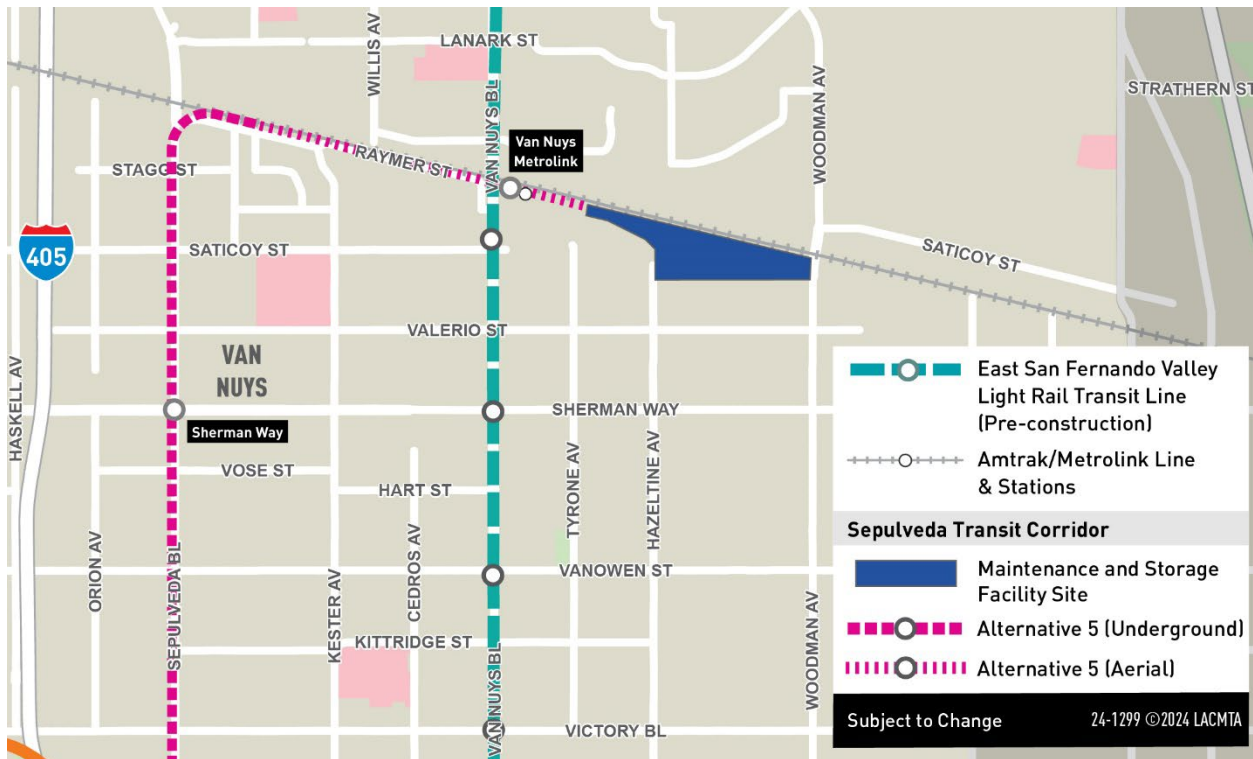
The MSF for Alternative 5 would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue on the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Trains would access the site from the fixed guideway's tail tracks at the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

The site would include the following facilities:

- Two entrance gates with guard shacks
- Main shop building
- Maintenance-of-way building
- Storage tracks
- Carwash building
- Cleaning and inspections platforms
- Material storage building
- Hazmat storage locker
- Traction power substation (TPSS) located on the west end of the MSF to serve the mainline
- TPSS located on the east end of the MSF to serve the yard and shops
- Parking area for employees
- Grade separated access roadway (over the HRT tracks at the east end of the facility) and necessary drainage

Figure 9-4 shows the location of the MSF site for Alternative 5.

Figure 9-4. Alternative 5: Maintenance and Storage Facility Site



Source: STCP, 2024; HTA, 2024

9.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twelve TPSS facilities would be located along the alignment and would be spaced approximately 0.5 to 2.5 miles apart. All TPSS facilities would generally be located

within the stations, adjacent to the tunnel through the Santa Monica Mountains, or within the MSF. Table 9-2 lists the TPSS locations for Alternative 5.

Figure 9-5 shows the TPSS locations along the Alternative 5 alignment.

Table 9-2. Alternative 5: Traction Power Substation Locations

| TPSS No. | TPSS Location Description | Configuration |
|----------|--|----------------------------------|
| 1 | TPSS 1 would be located east of Sepulveda Boulevard and north of the Metro E Line. | Underground (within station) |
| 2 | TPSS 2 would be located south of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue. | Underground (within station) |
| 3 | TPSS 3 would be located at the southeast corner of UCLA Gateway Plaza. | Underground (within station) |
| 4 | TPSS 4 would be located south of Bellagio Road and west of Stone Canyon Road. | Underground (adjacent to tunnel) |
| 5 | TPSS 5 would be located west of Roscomare Road between Donella Circle and Linda Flora Drive. | Underground (adjacent to tunnel) |
| 6 | TPSS 6 would be located east of Loom Place between Longbow Drive and Vista Haven Road. | Underground (adjacent to tunnel) |
| 7 | TPSS 7 would be located west of Sepulveda Boulevard between the I-405 Northbound On-Ramp and Dickens Street. | Underground (within station) |
| 8 | TPSS 8 would be located west of Sepulveda Boulevard between the Metro G Line Busway and Oxnard Street. | Underground (within station) |
| 9 | TPSS 9 would be located at the southwest corner of Sepulveda Boulevard and Sherman Way. | Underground (within station) |
| 10 | TPSS 10 would be located south of the LOSSAN rail corridor and north of Raymer Street and Kester Avenue. | At-grade |
| 11 | TPSS 11 would be located south of the LOSSAN rail corridor and east of the Van Nuys Metrolink Station. | At-grade (within MSF) |
| 12 | TPSS 12 would be located south of the LOSSAN rail corridor and east of Hazeltine Avenue. | At-grade (within MSF) |

Source: STCP, 2024; HTA, 2024

Note: Sepulveda Transit Corridor Partners has stated that Alternative 5 TPSS locations are derived from and assumed to be similar to the Alternative 4 TPSS locations.

Figure 9-5. Alternative 5: Traction Power Substation Locations


Source: STCP, 2024; HTA, 2024

9.1.1.9 Roadway Configuration Changes

Table 9-3 lists the roadway changes necessary to accommodate the guideway of Alternative 5. Figure 9-6 shows the location of the roadway changes within the Sepulveda Transit Corridor Project (Project) Study Area. In addition to the changes made to accommodate the guideway, as listed in Table 9-3, roadways and sidewalks near stations would be reconstructed, resulting in modifications to curb ramps and driveways.

Table 9-3. Alternative 5: Roadway Changes

| Location | From | To | Description of Change |
|---------------|---------------|----------------|--|
| Raymer Street | Kester Avenue | Keswick Street | Reconstruction resulting in narrowing of width and removal of parking on the westbound side of the street to accommodate aerial guideway columns. |
| Cabrito Road | Raymer Street | Marson Street | Closure of Cabrito Road at the LOSSAN rail corridor at-grade crossing. A new segment of Cabrito Road would be constructed from Noble Avenue and Marson Street to provide access to extra space storage from the north. |

Source: STCP, 2024; HTA, 2024

Figure 9-6. Alternative 5: Roadway Changes


Source: STCP, 2024; HTA, 2024

9.1.1.10 Ventilation Facilities

For ventilation, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between stations. Each underground station would include a fan room with additional ventilation facilities. Alternative 5 would also include a stand-alone ventilation facility at the tunnel portal on the northern end of the tunnel segment, located east of Sepulveda Boulevard and south of Raymer Street. Within this facility, ventilation fan rooms would provide both emergency ventilation, in case of a tunnel fire, and regular ventilation, during non-revenue hours. The facility would also house sump pump rooms to collect water from various sources, including storm water; wash water (from tunnel cleaning); and water from a fire-fighting incident, system testing, or pipe leaks.

9.1.1.11 Fire/Life Safety – Emergency Egress

Within the tunnel segment, emergency walkways would be provided between the center dividing wall and each track. Sliding doors would be located in the central dividing wall at required intervals to connect the two sides of the railway with a continuous walkway to allow for safe egress to a point of safety (typically at a station) during an emergency. Similarly, the aerial guideway near the LOSSAN rail corridor would include two emergency walkways with safety railing located on the outer side of the tracks. Access to tunnel segments for first responders would be through stations and the portal.

9.1.2 Construction Activities

Temporary construction activities for Alternative 5 would include project work zones at permanent facility locations, construction staging and laydown areas, and construction office areas. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ¼ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, Alternative 5 would consist of a single-bore tunnel through the Westside, Valley, and Santa Monica Mountains. The tunnel would comprise three separate segments: one running north from the southern terminus to the UCLA Gateway Plaza Station (Westside segment), one running south from the Ventura Boulevard Station to the UCLA Gateway Plaza Station (Santa Monica Mountains segment), and one running north from the Ventura Boulevard Station to the portal near Raymer Street (Valley segment). Tunnel boring machines (TBM) with approximately 45-foot-diameter cutting faces would be used to construct the tunnel segments underground. For the Westside segment, the TBM would be launched from Staging Area No. 1 in Table 9-4 at Sepulveda Boulevard and National Boulevard. For the Santa Monica Mountains segment, the TBMs would be launched from the Ventura Boulevard Station. Both TBMs would be extracted from the UCLA Gateway Plaza Station Staging Area No. 3 in Table 9-4. For the Valley segment, the TBM would be launched from Staging Area No. 8 as shown in Table 9-4 and extracted from the Ventura Boulevard Station. Figure 9-7 shows the location of construction staging locations along the Alternative 5 alignment.

Table 9-4. Alternative 5: On-Site Construction Staging Locations

| No. | Location Description |
|-----|--|
| 1 | Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard |
| 2 | North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue |
| 3 | UCLA Gateway Plaza |
| 4 | Commercial property on southwest corner of Sepulveda Boulevard and Dickens Street |
| 5 | West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park |
| 6 | Lot behind Los Angeles Fire Department Station 88 |
| 7 | Property on the west side of Sepulveda Boulevard between Sherman Way and Gault Street |
| 8 | Industrial property on both sides of Raymer Street, west of Burnet Avenue |
| 9 | South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue |

Source: STCP, 2024; HTA, 2024

Figure 9-7. Alternative 5: On-Site Construction Staging Locations



Source: STCP, 2024; HTA, 2024

The distance from the surface to the top of the tunnel for the Westside tunnel would vary from approximately 40 feet to 90 feet depending on the depth needed to construct the underground stations. The depth of the Santa Monica Mountains tunnel segment varies greatly from approximately 470 feet as it passes under the Santa Monica Mountains to 50 feet near UCLA. The depth of the Valley segment would vary from approximately 40 feet near the Ventura Boulevard/Sepulveda Station and north of the Metro G Line Sepulveda Station to 150 feet near Weddington Street. The tunnel segments through the Westside and Valley would be excavated in soft ground while the tunnel through the Santa Monica Mountains would be excavated primarily in hard ground or rock as geotechnical conditions transition from soft to hard ground near the UCLA Gateway Plaza Station.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties.

All underground stations would be constructed using a “cut-and-cover” method whereby the underground station structure would be constructed within a trench excavated from the surface with a portion or all being covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic.

In addition to work zones, Alternative 5 would include construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

- Contractors’ equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment).

A larger, off-site staging area would be used for temporary storage of excavated material from both tunneling and station cut-and-cover excavation activities. Table 9-4 and Figure 9-7 present the potential construction staging areas along the alignment for Alternative 5. Table 9-5 and Figure 9-8 present candidate sites for off-site staging and laydown areas.

Table 9-5. Alternative 5: Potential Off-Site Construction Staging Locations

| No. | Location Description |
|-----|--|
| S1 | East of Santa Monica Airport Runway |
| S2 | Ralph's Parking Lot in Westwood Village |
| N1 | West of Sepulveda Basin Sports Complex, south of the Los Angeles River |
| N2 | West of Sepulveda Basin Sports Complex, north of the Los Angeles River |
| N3 | Metro G Line Sepulveda Station Park & Ride Lot |
| N4 | North of Roscoe Boulevard and Hayvenhurst Avenue |
| N5 | LADWP property south of the LOSSAN rail corridor, east of Van Nuys Metrolink Station |

Source: STCP, 2024; HTA, 2024

Figure 9-8. Alternative 5: Potential Off-Site Construction Staging Locations


Source: STCP, 2024; HTA, 2024

Construction of the HRT guideway between the Van Nuys Metrolink Station and the MSF would require reconfiguration of an existing rail spur serving LADWP property. The new location of the rail spur would require modification to the existing pedestrian undercrossing at the Van Nuys Metrolink Station.

Alternative 5 would require construction of a concrete casting facility for tunnel lining segments because no existing commercial fabricator capable of producing tunnel lining segments for a large-diameter tunnel exists within a practical distance of the Project Study Area. The site of the MSF would initially be

used for this casting facility. The casting facility would include casting beds and associated casting equipment, storage areas for cement and aggregate, and a field quality control facility, which would need to be constructed on-site. When a more detailed design of the facility is completed, the contractor would obtain all permits and approvals necessary from the City of Los Angeles, the South Coast Air Quality Management District, and other regulatory entities.

As areas of the MSF site begin to become available following completion of pre-casting operations, construction of permanent facilities for the MSF would begin, including construction of surface buildings such as maintenance shops, administrative offices, train control, traction power, and systems facilities. Some of the yard storage track would also be constructed at this time to allow delivery and inspection of passenger vehicles that would be fabricated elsewhere. Additional activities occurring at the MSF during the final phase of construction would include staging of trackwork and welding of guideway rail.

9.2 Existing Conditions

9.2.1 Fire Services

For the purposes of fire services, the Affected Area is defined as the Resource Study Area (RSA) which has the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes fire services. For the purposes of fire services, the Affected Area is defined as the RSA. Figure 9-9 shows the fire stations in the RSA and Table 9-6 lists the addresses. While the City of Santa Monica exists within the RSA, Alternative 5 would be located within the City of Los Angeles where the Los Angeles Fire Department (LAFD) would provide essential emergency and non-emergency services.

9.2.1.1 City of Los Angeles Fire Department

The LAFD is the Authority Having Jurisdiction (AHJ) and has primary responsibility for fire and emergency services response within the City of Los Angeles. LAFD has 3,434 uniformed personnel and 381 non-uniformed support staff (LAFD, 2023a). The organization is composed of 4 bureaus, 14 battalions, and 106 fire stations (LAFD, 2022a). A professionally trained staff of 1,018 uniformed firefighters is always on duty at 106 neighborhood fire stations located across the LAFD 469-square-mile jurisdiction (LAFD, 2023a).

The LAFD has a sophisticated mix of apparatus that includes the following (LAFD, 2022a):

- 98 Type I engines
- 93 advanced life support (ALS) ambulances
- 43 basic life support ambulances
- 43 truck/light forces
- 16 brush patrols
- 9 airport units
- 7 helicopters
- 6 urban search and rescue companies
- 6 Type III engines
- 5 fire boats
- 5 mental health therapeutic vans
- 5 dozers/loaders
- 4 hazardous materials squads
- 5 swiftwater rescue teams

- 4 advanced provider response units
- 4 fast response vehicles
- 4 foam tenders
- 1 sobriety emergency response unit
- 1 heavy rescue

The LAFD services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. The LAFD provides fire protection and emergency services to the City of Los Angeles's population with 499,622 number of incidents in 2022 and 470,274 number of incidents in 2021 (LAFD, 2022a). The LAFD would provide fire services for the Alternative 5 project site. The location of the fire stations within and near the Alternative 5 RSA are listed in Table 9-6 and shown on Figure 9-9.

9.2.1.2 Los Angeles County Fire Department

The LAFD would be the primary provider of fire and emergency services within the RSA. While the Los Angeles County Fire Department (LACFD) is the AHJ within the unincorporated areas of Los Angeles County, which includes the U.S. Department of Veterans Affairs (VA) property, LAFD would service the VA due to proximity. LAFD Station 37 is located 0.19 miles from the VA while the nearest LACFD is located in West Hollywood, 3.54 miles from the Alternative 5 alignment. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), the City of Los Angeles would provide essential emergency and non-emergency services to the VA under mutual aid.

For the purposes of fire services, the Affected Area is defined as the RSA. Figure 9-9 shows the fire stations within and near the RSA. The cities of Santa Monica, Culver City, and Beverly Hills have their own municipal fire departments that provide fire protection services within their respective jurisdictions. Under mutual aid, fire and police stations operating outside the City of Los Angeles would provide essential emergency and non-emergency services to the RSA as listed in Table 9-6.

Table 9-6. Alternative 5: Fire Station Locations Within and Near the Resource Study Area

| Fire Station | Address | Approximate Distance ^a to Fire Station (miles) | Compass Direction |
|--------------|---|---|-------------------|
| Station 88 | 5101 Sepulveda Boulevard, Sherman Oaks, CA 91403 | 0.01 | West |
| Station 81 | 14355 Arminta Street, Panorama City, CA 91402 | 0.16 | North |
| Station 37 | 1090 Veteran Avenue, Los Angeles, CA 90024 | 0.19 | West |
| Station 71 | 107 South Beverly Glen Boulevard, Los Angeles, CA 90024 | 0.50 | East |
| Station 59 | 11505 Olympic Boulevard, Los Angeles, CA 90064 | 0.51 | West |
| Station 90 | 7921 Woodley Avenue, Van Nuys, CA 91406 | 1.05 | West |
| Station 39 | 14415 Sylvan Street, Van Nuys, CA 91401 | 1.09 | East |
| Station 99 | 14145 Mulholland Drive, Sherman Oaks, CA 91423 | 1.47 | East |
| Station 62 | 11970 Venice Boulevard, Los Angeles, CA 90066 | 1.49 | South |
| Station 109 | 16500 Mulholland Drive, Los Angeles, CA 90049 | 1.49 | West |
| Station 92 | 10556 West Pico Boulevard, Los Angeles, CA 90064 | 1.59 | Southeast |
| Station 19 | 12229 Sunset Boulevard, Los Angeles, CA 90049 | 1.95 | West |
| Station 83 | 4960 Balboa Boulevard, Encino, CA 91436 | 1.96 | West |
| Station 100 | 6751 Louise Avenue, Lake Balboa, CA 91406 | 2.52 | West |
| Station 102 | 13200 Burbank Boulevard, Sherman Oaks, CA 91401 | 2.60 | East |

| Fire Station | Address | Approximate Distance ^a to Fire Station (miles) | Compass Direction |
|--|---|---|-------------------|
| Station 58 | 1556 South Robertson Boulevard, Los Angeles, CA 90035 | 2.94 | East |
| Station 43 | 3690 Motor Avenue, Los Angeles, CA 90034 | 1.31 | South |
| Station 108 | 12520 Mulholland Drive, Los Angeles, CA 90210 | 3.44 | East |
| Station 78 | 4041 Whitsett Avenue, Studio City, CA 91604 | 3.52 | East |
| <i>City of Santa Monica Fire Department^b</i> | | | |
| Station 1 | 1337 7th Street, Santa Monica, CA 90401 | 3.46 | Southwest |
| Station 2 | 222 Hollister Avenue, Santa Monica, CA 90405 | 3.66 | Southwest |
| Station 3 | 1302 19th Street, Santa Monica, CA 90404 | 2.62 | Southwest |
| Station 4 | 2500 Michigan Avenue, Santa Monica, CA 90404 | 1.9 | Southwest |
| Station 5 | 2450 Ashland Avenue, Santa Monica, CA 90405 | 1.84 | Southwest |
| Station 7 | 1100 Pacific Coast Highway Santa Monica, CA 90403 | 4.04 | Southwest |
| <i>City of Beverly Hills Fire Department^b</i> | | | |
| Station 1 | 445 North Rexford Drive, Beverly Hills, CA 90210 | 2.7 | East |
| Station 2 | 1100 Coldwater Canyon Drive, Beverly Hills, CA 90210 | 1.9 | Northeast |
| Station 3 | 180 South Doheny Drive, Beverly Hills, CA 90211 | 3.23 | East |
| <i>City of Culver City Fire Department^b</i> | | | |
| Station 1 | 9600 Culver Boulevard, Culver City, CA 90232 | 1.9 | East |
| Station 2 | 11252 Washington Boulevard, Culver City, CA 90230 | 1.7 | South |

Source: LAFD, 2023b

^a Approximate Distance = nearest point of project element to fire station.

^b During the construction or operation phase, the Los Angeles Fire Department would be the primary responder since Alternative 5 would be located within the City of Los Angeles. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), these agencies would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

Fire prevention, fire suppression, and life safety services activities are governed by the Safety Element of the *City of Los Angeles General Plan*, as well as the Fire Code of the City of Los Angeles Municipal Code (LAMC). The Safety Element and Fire Code serve as guides to City of Los Angeles departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles.

Figure 9-9. Alternative 5: Fire and Police Station Locations Within and Near the Resource Study Area



Source: LAFD, 2023b; LAPD, 2021, 2023b; HTA, 2024

More than 85 percent of the LAFD's daily emergency responses are related to emergency medical services (EMS). The LAFD transports on average more than 500 people every day to local hospitals (LAFD, 2023c). The average LAFD operational response time for EMS was 7 and 31 seconds in 2022 (LAFD, 2022b). Critical ALS incidents include the most critical types of incidents, such as those that may result in death or serious physical injury. The ALS response team includes two firefighter/paramedics (LAFD, 2023d). The average LAFD operational response time for critical ALS was 6 minutes 29 seconds in 2022 (LAFD, 2022b). Structure fire incidents are incident types indicating that a building or structure is

reported to be actively burning (LAFD, 2023c) The average LAFD operational response time for structure fire was 5.25 minutes in 2022 (LAFD, 2022b). The average LAFD operational response time for non-emergency medical services (Non-EMS) was 7 minutes 22 seconds in 2022 (LAFD, 2022b). Table 9-7 lists the average operational response times for the station near Alternative 5.

Table 9-7. Alternative 5: Average Operational Response Times Per Fire Station

| Fire Station | EMS | Non-EMS | Critical ALS | Structure Fire |
|--------------|--------------|--------------|--------------|----------------|
| Station 19 | 8 min 48 sec | 8 min 22 sec | 7 min 14 sec | 7 min 0 sec |
| Station 37 | 7 min 14 sec | 6 min 32 sec | 6 min 4 sec | 5 min 24 sec |
| Station 39 | 7 min 17 sec | 7 min 0 sec | 6 min 10 sec | 5 min 14 sec |
| Station 58 | 7 min 16 sec | 7 min 7 sec | 6 min 5 sec | 5 min 17 sec |
| Station 43 | 5 min 18 sec | 5 min 12 sec | 6 min 22 sec | 5 min 32 sec |
| Station 59 | 7 min 5 sec | 6 min 31 sec | 6 min 7 sec | 5 min 29 sec |
| Station 62 | 7 min 26 sec | 7 min 20 sec | 6 min 17 sec | 6 min 25 sec |
| Station 71 | 7 min 27 sec | 8 min 4 sec | 6 min 26 sec | 8 min 4 sec |
| Station 78 | 7 min 11 sec | 7 min 16 sec | 6 min 8 sec | 6 min 29 sec |
| Station 81 | 7 min 30 sec | 7 min 17 sec | 6 min 22 sec | 5 min 29 sec |
| Station 83 | 7 min 2 sec | 7 min 1 sec | 6 min 1 sec | 5 min 7 sec |
| Station 88 | 6 min 32 sec | 6 min 28 sec | 6 min 8 sec | 5 min 17 sec |
| Station 90 | 7 min 26 sec | 7 min 13 sec | 6 min 28 sec | 6 min 16 sec |
| Station 92 | 8 min 2 sec | 7 min 2 sec | 6 min 31 sec | 5 min 9 sec |
| Station 99 | 7 min 24 sec | 8 min 4 sec | 6 min 32 sec | 6 min 35 sec |
| Station 100 | 6 min 35 sec | 6 min 20 sec | 6 min 2 sec | 5 min 29 sec |
| Station 102 | 6 min 30 sec | 6 min 26 sec | 5 min 31 sec | 5 min 4 sec |
| Station 108 | 9 min 24 sec | 9 min 10 sec | 8 min 35 sec | 11 min 6 sec |
| Station 109 | 9 min 14 sec | 9 min 10 sec | 8 min 4 sec | 9 min 4 sec |

Source: LAFD, 2023d, 2023e, 2023f, 2023g, 2023h, 2023i, 2023j, 2023k, 2023l, 2023m, 2023n, 2023o, 2023p, 2023q, 2023r, 2023s, 2023t, 2023u

min = minutes

sec = seconds

9.2.2 Police Services

For the purposes of police services, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes police services. Figure 9-9 shows the police stations in the RSA and lists the addresses. While the City of Santa Monica exists within the RSA, Alternative 5 would be located within the City of Los Angeles where the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriff's Department (LASD) would provide essential emergency and non-emergency services. The University of California, Los Angeles Police Department (UCLA PD), Veterans Affairs Police Department (VAPD), California Highway Patrol (CHP), and Federal Protective Services (FPS) would patrol and provide services on their respective jurisdictions or properties. Metro system-wide crime statistics from the latest *Monthly Update on Public Safety Attachment C – Total Crime Summary – August 2023* (Metro, 2023) are as follows:

- 2,088 annual crimes against persons between September 2022 and August 2023.
- 747 annual crimes against property between September 2022 and August 2023.
- 1,295 annual crimes against society between September 2022 and August 2023.

Table 9-8. Alternative 5: Police Station Locations

| Police Station | Address | Approximate Distance ^a to Police Station (miles) | Compass Direction |
|--|--|---|-------------------|
| LAPD Van Nuys Community Station | 6240 Sylmar Avenue Van Nuys, CA 91401 | 1.2 miles | East |
| LAPD West Los Angeles Community Station | 1663 Butler Avenue Los Angeles, CA 90025 | 0.3 mile | Southwest |
| UCLA Police Department | 601 Westwood Plaza Los Angeles, CA 90095 | 0.01 mile | West |
| LASD West Hollywood Station | 780 North San Vicente Boulevard West Hollywood, CA 90069 | 3.6 miles | East |
| LASD Transit Services Bureau | One Gateway Plaza (Metro Headquarters) Los Angeles, CA 90012 | 12.2 miles | East |
| VAPD | 11301 Wilshire Boulevard, Building 236 West Los Angeles, CA 90073 | 0.4 mile | West |
| CHP West Los Angeles Area Station | 6300 Bristol Parkway Culver City, CA 90230 | 3.9 miles | South |
| CHP West Valley Area | 5825 De Soto Avenue Woodland Hills, CA 91367 | 7.1 miles | West |
| City of Santa Monica Police Department ^b | 333 Olympic Drive Santa Monica, CA 90401 | 3.6 miles | Southwest |
| City of Beverly Hills Police Department ^b | 464 North Rexford Drive Beverly Hills, CA 90210 | 2.6 miles | Northeast |
| City of Culver City Police Department ^b | 4040 Duquesne Avenue Culver City, CA 90232 | 1.9 miles | Southeast |

Source: LAPD, 2023a, 2023b; LASD, 2024; CHP, 2023a, 2023b

^a Approximate Distance = nearest point of project element to police station.

^b Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), this agency would provide essential emergency and non-emergency services to the RSA under mutual aid only.

9.2.2.1 Federal Protective Services

The FPS is a federal law enforcement agency that provides security and law enforcement to federally owned and leased facilities. The Federal Building located at 11000 Wilshire Boulevard, Los Angeles CA 90024, houses the Los Angeles Federal Bureau of Investigations (FBI) field office.

The FBI field offices investigate domestic terrorism, cyber-crime, civil rights, organized crime and drugs, violent crimes, and major offenders by working collaboratively with other federal, state, local law enforcement and intelligence agencies.

9.2.2.2 Los Angeles County Sheriff's Department

The LASD is a law enforcement agency that serves Los Angeles County. The LASD West Hollywood Station patrols the unincorporated areas of Los Angeles County including the VA complex west of I-405, in the RSA. The LASD holds jurisdictional responsibilities over 4,084 square miles and to over 10 million Los Angeles area residents. The LASD provides general law enforcement and security-related services to 42 contract cities, 140 unincorporated communities, 38 superior courts, 10 community colleges, and county parks.

The LASD is part of a three department law enforcement provider team, with LAPD and Long Beach Police Department. Metro contracts with the LASD to provide law enforcement for all Metro transit systems and property outside the City of Los Angeles and City of Long Beach. The LASD security personnel and deputies patrol the transit system routes and stations. LASD is responsible for general law enforcement for the passengers and property of the Metro rail lines and buses operated by Metro. LASD is responsible for all crimes or incidents occurring on originating, or continuing from trains, passenger stations, facilities, property, or Metro owned and operated vehicle parking areas of the Metro transit system. In addition to providing patrol and investigative services, the LASD offers a broad range of support services, including Neighborhood Watch coordination, community education programs, drug prevention education for school children, and homeland security. A key crime-prevention program run by the LASD is the Community/Law Enforcement Partnership Program. As part of this program, the LASD helps communities mobilize and organize against gangs, drugs, and violence by working through schools, community-based organizations, local businesses, churches, residents, and local governments.

Table 9-9. Alternative 5: Sheriff Staffing Levels

| Sheriff Station | Sworn Officers | Population Served |
|-------------------------|----------------|-------------------|
| West Hollywood Station | 142 | 37,069 |
| Transit Services Bureau | 259 | Not Applicable |

Source: LASD, 2020

9.2.2.3 Los Angeles Police Department

The LAPD provides police protection services within the jurisdictional boundaries of the City of Los Angeles. In 1869, the first paid police force — made up of six officers and assigned to two shifts — provided local law enforcement to the City of Los Angeles (LAPD, 2023d). The LAPD serves the City of Los Angeles population in a 468-square-mile area jurisdiction (LAPD, 2021). The LAPD is divided into four bureaus: Central, South, Valley, and West. The Valley Bureau contains seven community police stations: Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley. The West Bureau contains five community police stations: Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire (LAPD, 2023a).

Alternative 5 is located in the Valley Bureau and the West Bureau. The LAPD's Van Nuys Community Station and the West Los Angeles Community Station would provide law enforcement services to Alternative 5 (LAPD, 2023b). Table 9-8 and Figure 9-9 identify the police stations that would serve Alternative 5.

The Van Nuys Community Police Station provides police services to the Sherman Oaks and Van Nuys neighborhoods, an area of 30 square miles with over 325,000 residents and is under the jurisdiction of the Valley Bureau (LAPD, 2023b).

West Los Angeles officers protect and serve people within the station’s boundaries of 65.14 square miles and 748 street miles, bordering the Cities of Beverly Hills, Culver City, and Santa Monica, and Los Angeles County and the Pacific Ocean. West Los Angeles is under the jurisdiction of the West Bureau. In comparison to the other 17 community police stations, West Los Angeles is responsible for the largest number of square miles (LAPD, 2023b). The West Los Angeles Community Police Station provides service to a diverse residential population that exceeds 228,000 people. Throughout the day, the business and residential population swells to approximately 500,000 people (LAPD, 2023b). The increase is due to those who either pursue knowledge and skills training at educational and professional institutes, including UCLA, and those who work or visit the neighborhoods of West Los Angeles.

The LAPD traditionally has used crime trends, per-capita approach, minimum-employment levels, authorized/budgeted levels, and least-commonly, workload-based models to make staffing decisions (LAPD, 2023b). LAPD is staffed with 9,100 sworn personnel. However, 10,000 sworn personnel are approved, and the LAPD is hiring and recruiting to restore the LAPD to 9,500 sworn personnel (LAPD, 2023b). Table 9-10 shows the LAPD staffing level of sworn officers at the Van Nuys Community Station and the West Los Angeles Community Station.

Table 9-10. Alternative 5: Police Staffing Levels

| Police Station | Captain | Lieutenant | Sergeant | Detective | Police Officer | Total Sworn Officers |
|------------------------------------|---------|------------|----------|-----------|----------------|----------------------|
| Van Nuys Community Station | 2 | 5 | 30 | 33 | 155 | 225 |
| West Los Angeles Community Station | 2 | 5 | 24 | 24 | 181 | 236 |

Source: LAPD, 2023b, 2023e

In 2022, the LAPD received 828,411 calls for service, a decrease of 7.5 percent compared to 2021, which had 895,757 calls. In addition, in 2022, the LAPD made 331,139 stops, a decrease of 22.9 percent compared to 2021 of 429,348 stops (LAPD, 2023c). The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD. Generally, the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, increases. However, because several other factors also contribute to the resultant crime rate (such as police presence, crime-prevention measures, and ongoing legislation/funding), the potential for increased crime rates is not necessarily directly proportional to increase in land use activity.

In addition to crime rates, the LAPD’s operational statistics are also analyzed in terms of response times. Table 9-11 identifies the LAPD’s response times for emergency and non-emergency calls. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are often in a mobile state; therefore, actual distance between a headquarters facility and the project site is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time.

Table 9-11. Alternative 5: Los Angeles Police Department Response Times

| Name | Emergency Code 3 | Urgent/Emergency Code 2 | Non-Emergency Non-Coded |
|------------------------------------|------------------|-------------------------|-------------------------|
| <i>Station Response Time</i> | | | |
| Van Nuys Community Station | 5 min 30 sec | 19 min 54 sec | 53 min 0 sec |
| West Los Angeles Community Station | 7 min 36 sec | 23 min 36 sec | 51 min 36 sec |
| <i>Bureau Response Time</i> | | | |
| Valley Bureau | 6 min 36 sec | 21 min 42 sec | 50 min 42 sec |
| West Bureau | 6 min 6 sec | 23 min 6 sec | 56 min 18 sec |
| <i>City Response Time</i> | | | |
| City of Los Angeles | 6 min 30 sec | 24 min 12 sec | 57 min 12 sec |

Source: LAPD, 2023b

min = minutes

sec = seconds

Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. If the LAPD continues to hold the contract after the implementation of Alternative 5, an exploratory committee would be established to assess and evaluate potential future deployments and threat assessments (LAPD, 2023b).

9.2.2.4 California Highway Patrol

The RSA is within the CHP West Los Angeles Area. The CHP provides road and highway traffic law enforcement throughout the state. The CHP West Los Angeles Area Station houses 102 uniformed and 10 civilian employees in concert with agency partners to provide traffic law enforcement and address traffic safety concerns, while promoting educational programs along I-405, Interstate 10, and US-101. The West Valley Area office has a patrol area of approximately 400 square miles that includes portions of the City of Los Angeles and San Fernando Valley. The West Los Angeles Area Station CHP is composed of 102 uniformed and 10 civilian employees (CHP, 2023a, 2023b).

9.2.2.5 Veterans Affairs Police Department

The VAPD oversees the West Los Angeles Medical Center, Downtown Los Angeles Outpatient Patient Clinic, Sepulveda Medical Center, and outer Community-Based Outpatient Clinics. VAPD officers have the authority to enforce federal laws on department properties and make arrests on warrants.

9.2.2.6 University of California, Los Angeles Police Department

The UCLA PD is dedicated to providing a safe and secure environment for teaching, research, and public service. With 66 sworn officers, 41 professional staff, 15 security services, and 5 public-safety aides, the UCLA PD is linked to city, state, and federal criminal justice agencies to prevent and apprehend criminal suspects. The UCLA PD patrols, responds to calls for services, and investigates, educates, and implements preventive strategies.

The Police Community Services Division with the UCLA PD consists of an EMS team that is staffed by employees who respond to life support emergencies and provide medical services. This Police Community Services Division also has the responsibilities of public information, media relations, and campus/external relations.

The Operations Bureau of the UCLA PD consists of the General Management, Patrol, and Investigations Divisions. The Patrol Division includes the Motor Program, Bicycle Team, Special Events Sergeant, and

Field Training Officer Programs. The Investigations Division includes the Detectives, Threat Management, Property & Evidence, and Crime Analysis/Clearly Units.

The Administrative Bureau of the UCLA PD provides general management direction, and consists of the Personnel and Training Unit, the Communications Center, and the Police Community Services Division. The Police Community Services Division — which consists of EMS, the Crime-Prevention Unit, and the Crime Analysis/Clearly Unit — is tasked with public information and media relations, as well as campus and external relations.

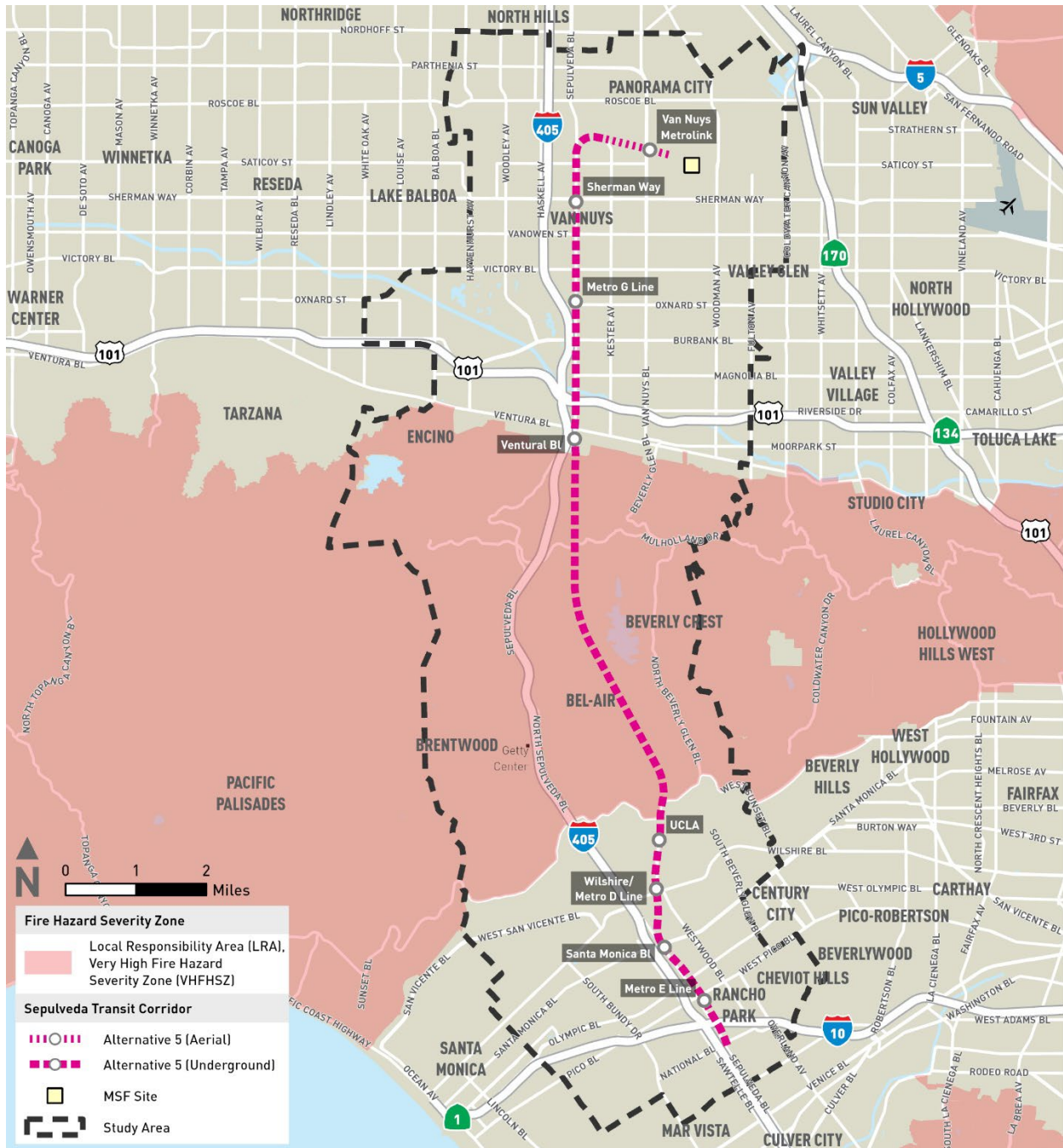
9.2.2.7 Santa Monica Police Department

While the City of Santa Monica exists within the RSA, Alternative 5 would be outside of the Santa Monica city boundaries and would therefore rely on services primarily from the LAPD, LASD, and UCLA PD. The Santa Monica Police Department provides its services through 401 employees and an annual budget of \$100.6 million (FY 2022 through 2023) (City of Santa Monica, 2022). One deputy police chief, four lieutenants, one senior administrative analyst, and one executive assistant report directly to the police chief.

9.2.3 Wildfire

For the purposes of wildfire, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Wildfire is any uncontrolled fire spreading through vegetative fuels that threatens to destroy life, property, or resources. Wildfire sparked by combustible vegetation could result in unplanned, uncontrolled, and unpredictable wildfire. Wildfire behavior is based on three primary factors: topography, weather, and fuels. As shown on Figure 9-10, Alternative 5 would traverse an area recommended by the California Department of Forestry and Fire Protection (CAL FIRE) and designated by the Local Responsibility Area (LRA) as a Very High Fire Hazard Severity Zone (VHFHSZ). Mapping of the areas, referred to as VHFHSZs, are based on data and models of potential fuels over a 30-year to 50-year time horizon and their associated expected fire behavior and burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings (CAL FIRE, 2011). The effects of wildfire include the direct health impacts of smoke and fire, as well as destruction of property. Figure 9-11 illustrates historic fires that have occurred since 2017 including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b).

Figure 9-10. Alternative 5: Wildfire Hazard Zone



Source: CAL FIRE, 2011; HTA, 2024

Figure 9-11. Alternative 5: Historical Wildfires


Source: CAL FIRE, 2025c; HTA, 2025

Undeveloped land that has natural habitats (e.g., grasslands, sage scrub) — with extended droughts and the characteristic of the region’s Mediterranean climate — results in large areas of dry vegetation that provide fuel for wildland fires. A fuel’s moisture level, chemical makeup and density determine the degree of flammability. The moisture defines how quickly a fire can spread and how intense or hot a fire might become. High moisture content slows the burning process. A fuel’s chemical makeup determines how readily a fire will burn. For example, some plants, shrubs, and trees contain oils or resins that promote faster and more intense burning. The physical density of the fuel source also influences flammability. For example, if fuel sources are compacted, where air cannot circulate easily, the fuel source will not burn as quickly (NPS, 2017).

9.2.3.1 Weather

Weather conditions such as wind, temperature, and humidity are contributing factors to fire behavior. Wind can bring oxygen to the fire and push the fire toward a new fuel source. The temperature of a fuel influences the ignition of the fire. Combustible fuel sources will ignite more easily at high temperatures than at low temperatures. Low humidity levels allow the fuels to become dry and more prone to catching fire, and fuels burn more quickly than when humidity levels are high. A red-flag warning means warm temperatures, very low humidities, and stronger winds are expected to combine to produce an increased risk of fire danger (NPS, 2017).

9.2.3.2 Topography

Topography describes land shape, including descriptions of elevation, slope, and aspect. The elevation is the height above sea level, the slope is the steepness of the land, and aspect is the direction of a slope. These topographic features can help or hinder the spread of fire, influencing a fire’s intensity, direction, and rate of spread. Elevation, slope, and aspect are also important to consider in order to determine how hot and dry a given area would be. Higher elevations could be drier with colder temperatures compared to the lower elevations. In addition, north-facing slopes would be slower to heat up or dry out (NPS, 2017). Fires burning in flat or gently sloping areas tend to burn more slowly and spread in wider ellipses than fires on steep slopes.

9.2.4 Disaster Routes

For the purposes of disaster routes, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Disaster routes play a primary role in disaster response and recovery. During a disaster and immediately following, disaster routes are used to transport emergency equipment, supplies, and personnel into an Affected Area. Disaster routes are also utilized by fire, EMS, and others involved with public safety for life saving measures. Disaster routes have priority for clearing, repairing, and restoration over all other roads. A number of disaster routes identified by the County of Los Angeles currently serve the RSA where Alternative 5 would be located. Figure 9-12 shows the locations of the disaster routes.



Figure 9-12. Alternative 5: Disaster Routes



Source: LADPW, 2022; HTA, 2024

9.3 Environmental Impacts

9.3.1 Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?

9.3.1.1 Operational Impact

The LAFD would be the primary provider of fire and emergency services within the RSA. While the LACFD is the AHJ for the VA, which is an unincorporated area of Los Angeles County, LAFD would service the VA under mutual aid. Table 9-6 identifies the fire stations as potential first responders to Alternative 5. Alternative 5 would not include any housing component that would directly increase population compared to the existing conditions, although some indirect concentration of growth may occur around some station areas due to the new transit access. The population growth is accommodated through the Southern California Association of Governments regional growth projections (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]).

Potential impacts would occur if Alternative 5 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. The Alternative 5 alignment would be underground or within the existing LOSSAN rail corridor. Alternative 5 would include some changes to existing roadway facilities surrounding proposed station areas, but none that would inhibit the flow of vehicular traffic and impart delays upon fire and emergency vehicles. Alternative 5 would therefore not result in adverse physical impacts that would impart delays to fire and emergency services. Therefore, fire protection response times are anticipated to remain at acceptable levels, and no new or physically altered fire protection facilities are expected to be required for the operation of Alternative 5.

During operation of Alternative 5, there would be low potential increase in the demand for fire services from incidents or emergencies occurring at the proposed stations or train-vehicles, which could result in an increase in overall response calls within the local jurisdictions. The City of Los Angeles has a duty under the California Constitution to provide adequate fire and emergency service (Cal. Const., art. XIII, § 35, subd. (a)(2)). Funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD evaluate staffing levels during the annual budgetary process, and hire personnel, as needed, to ensure that adequate fire protection and emergency response services are maintained.

Furthermore, Alternative 5 would be designed in compliance with applicable codes. The proposed alignment and stations would be designed in accordance with National Fire Protection Association (NFPA) 130 to ensure life safety from fire and fire protection requirements at all locations at all locations along the guideway and stations. The provisions under these fire protection requirements ensure that stations, trainways, emergency ventilation systems, vehicles, emergency procedures, communications, and control systems are designed and constructed to ensure life safety from fire. Train vehicles would be built using vehicle specifications to minimize fire hazards that include the use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times would be maintained at acceptable levels. Operation of the proposed underground alignment and stations would not impact fire protection response times because those segments would not affect

emergency vehicles traveling on surface streets. Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 5.

The California Fire Code requires that adequate fire flows would be required. Sufficient water supply and hose systems would be provided protection to suppress fire hazards for all project elements. Stations would be equipped with a fire alarm control system in each station facility — conforming to NFPA 72 (NFPA, 2022) and California Code of Regulations (CCR) Title 24 (International Code Council Incorporated, 2023b), and meeting Americans with Disabilities requirements — as well as signaling and fire detection systems, fire alarm panels, and sprinkler systems in accordance with NFPA 130.

While fires are not anticipated, there is the potential that a fire could occur at a station, along the tunnel alignment, TPSS locations, or at the MSF. In the event of an emergency situation, LAFD fire department personnel would respond, and the fire station to respond would be dependent on the location of the emergency along the alignment. Under National Fire Protection Association (NFPA) 130 Section 9.1 (NFPA, 2023b), the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for emergencies that could involve the system. Under the provisions of NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire. The risk of fire would be minimized within the station locations along the alignment through adherence to the requirements of the Los Angeles City Fire Code.

Although operation of Alternative 5 would potentially result in an increase in demand for fire protection services, Alternative 5 would be designed in compliance with applicable codes to maintain response times at acceptable levels. Fire protection response times would remain within acceptable levels and would not necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Therefore, operation of Alternative 5 would have a less than significant impact with respect to fire protection services.

9.3.1.2 Construction Impact

Construction of Alternative 5 would potentially temporarily increase demands on fire protection and EMS responses as a result of new workers, construction equipment, and construction materials in the RSA as well as periodic construction-related street closures or detours. The Alternative 5 alignment would be underground or within the existing LOSSAN rail corridor. Temporary lane closures would occur for construction of proposed stations and construction staging areas. As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under Mitigation Measure (MM) TRA-4, a Transportation Management Plan (TMP) would be prepared and approved in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.

As outlined in regulatory framework described in Section 2.2, Alternative 5 would comply with the provisions set forth under CCR Title 8 (California Department of Industrial Relations, 2024) and the California Occupational Safety and Health Administration (Cal/OSHA) (California Department of Industrial Relations, 2023) regulations. Under Cal/OSHA, the contractor would create a Fire Prevention Plan that identifies potential fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems that can control a fire involving them. A training program would inform employees of the fire hazards of the materials and processes to which they are exposed. The

contractor would review with each worker upon initial assignment those parts of the Fire Prevention Plan that the employee must know to protect the worker in the event of an emergency. The written plan would be kept in the workplace and made available for employee review. With the measures previously mentioned, the demand for fire protection and emergency response during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities. Therefore, impacts associated with fire protection services would be less than significant during construction activities.

9.3.1.3 Maintenance and Storage Facility

Operation of the proposed MSF would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 2.2, Alternative 5 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 81 and Metro Transit Service Bureau officers would respond. Under the provisions of the NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire, and Metro shall coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations through adherence to the requirements of the NFPA 101, California Building Code, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

9.3.2 Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection?

9.3.2.1 Operational Impact

Potential impacts would occur if Alternative 5 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. The Alternative 5 alignment would be underground or within the existing LOSSAN rail corridor. Alternative 5 would include some changes to existing roadway facilities surrounding proposed station areas, but none that would inhibit the flow of vehicular traffic and impart delays upon police patrol vehicles. Alternative 5 would therefore not result in adverse physical impacts that would impart delays to police protection services. Therefore, police protection response times are anticipated to remain at acceptable levels, and no new or physically altered fire protection facilities are expected to be required for the operation of Alternative 5.

As of 2024, Metro has established an in-house Metro Public Safety Department specializing in a transit environment. During the transition period, up until 2029, During operation, of Alternative 5, the LASD and LAPD would provide police services under Metro's existing service agreements with the agencies. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the

Metro system within the City of Los Angeles. Since Alternative 5 would be within the jurisdiction of the City of Los Angeles, the LAPD would be the first responders for Alternative 5 in the event of an emergency that requires police protection. The following first-response facilities would provide police protection services for the Alternative 5 RSA:

- Van Nuys Community Station, located approximately 1.20 miles east of the northern segment of Alternative 5 at 6240 Sylmar Avenue, Van Nuys, CA 91401
- West Los Angeles Community Station, located 0.50 miles southwest of the southern portion of Alternative 5 at 1663 Butler Avenue, Los Angeles, CA 90025

During operation of Alternative 5, there would be low potential increase in the demand for police protection services from incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. Alternative 5 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's transit security officers (TSO) and contract security personnel. Metro's TSOs are Metro's own security team and are deployed to specific locations with high frequencies of public-safety issues. TSOs enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system. Additionally, Metro deploys trained contract personnel on Metro's buses, bus stops, trains, and stations to provide customer support. Ambassadors are unarmed and travel the system or are present at stations to promote safety for riders and operators. While not acting as security officers or replacing security officers, they provide a visible presence and support riders by connecting them with resources they may need such as providing directions or connecting them to other agencies and services as appropriated or warranted. They also help Metro to respond to issues more quickly by reporting maintenance, cleanliness, or safety concerns directly to the appropriate Metro department. The purpose of this multi-agency approach is to achieve higher visibility, enhanced response time, and improved customer experience, and to deploy specifically trained officers who engage patrons with special needs at stations and within train vehicles. In addition, the UCLA PD would provide supportive police services at the UCLA Gateway Plaza Station. For the reasons previously mentioned, Alternative 5 would have less than significant operational impacts related unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

9.3.2.2 Construction Impact

Alternative 5 would include any housing component that would increase population compared to the existing conditions as well as adopted regional planned forecasts (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]). However, construction of Alternative 5 would increase daytime and nighttime worker populations, which has the potential to increase the need for police services.

Police service agencies in the area — including the LAPD, LASD, UCLA PD, and CHP — allocate funding from tax revenues to maintain adequate staffing levels and response times. The operation of Alternative 5 would not require the construction of new or expanded police facilities, as existing service capacity is anticipated to accommodate any potential changes in demand.

During construction, relevant police service agencies would review Health and Safety Plans for Alternative 5, which include safety measures such as nighttime lighting, clear signage, and pedestrian detour routes. Agencies may also assess fees to support police protection services as needed. Additionally, as discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report*

(Metro, 2025b), Metro standard practices require that lane and roadway closures be scheduled to minimize disruptions, with a Transportation Management Plan (TMP) prepared and approved in coordination with local police departments prior to construction. The contractor would coordinate with first responders and emergency service providers to minimize any impacts on emergency response. For these reasons, construction of Alternative 5 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

9.3.2.3 Maintenance and Storage Facilities

During operation and construction, police services would be provided by LAPD under Metro's service agreements with the agency. Metro has contracted with the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF would not require the need for new or physically altered police protection services.

During construction and operation of the MSF, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. MSFs associated with Alternative 5 would be fully fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF. For these reasons, construction and operation of the MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

9.3.3 Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

9.3.3.1 Operational Impact

Alternative 5 would not conflict with an adopted emergency response plan or emergency evacuation plan (City of Los Angeles, 2023). As shown Figure 9-12, the County of Los Angeles identifies Sepulveda Boulevard south of US-101 as a disaster route. Since Alternative 5 would operate primarily underground along Sepulveda Boulevard, Alternative 5 would not affect emergency response or evacuation plans, and routes because roadway conditions on surface streets would be kept accessible to emergency vehicles and fire equipment. Additionally, as required by law, Alternative 5 during operation would be required to provide adequate access for emergency vehicles during operational activities. Compliance with applicable county and city design criteria pertinent to emergency vehicle access, as well as the California Fire Code standards, would ensure that sufficient ingress and egress routes would be provided at all station areas.

In addition, the *All-Hazards Mitigation Plan* (AHMP) for the County of Los Angeles (CoLA CEO, 2020) and the *Local Hazard Mitigation Plan* (LHMP) for the City of Los Angeles (City of Los Angeles, 2018) address procedures for large-scale emergency situations, such as natural disasters and technological incidents, and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale

emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and City of Los Angeles, including Alternative 5.

With adherence to existing regulations and implementation of the standard coordination and design practices identified previously, such as applicable federal, state, and local fire code regulations, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles, Alternative 5 would result in a less than significant impact during operation activities.

9.3.3.2 Construction Impact

As required by existing regulations, Alternative 5 would be required to provide adequate access for emergency vehicles and equipment during construction activities. As shown on Figure 9-12, Sepulveda Boulevard is identified by the County of Los Angeles as a disaster route south of US-101. Temporary short-term construction impacts on street traffic adjacent to and along Sepulveda Boulevard would occur for Alternative 5 due to roadway improvements and construction of the underground stations, and construction staging yards. Underground station construction and roadway improvements would result in a reduced number of lanes or temporary closure of roadways. Temporary lane and/or roadway closures, increased truck traffic, and other roadway effects that could temporarily interfere physically with an emergency response plan or emergency evacuation plans and therefore result in a significant impact.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under MM TRA-4, a TMP shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Implementation of MM TRA-4 would reduce the impacts related to the physical interference with an emergency response plan or emergency evacuation plans to less than significant.

Additionally, as outlined in the regulatory framework described in Section 2.2, Alternative 5 would comply with the provisions set forth under the CCR Title 8 and Cal/OSHA. Under Cal/OSHA (California Department of Industrial Relations, 2023), the contractor would create an Emergency Action Plan that would cover designated actions that employers and employees must take to ensure employee safety from fire and other emergencies. The following elements, at a minimum, would be included in the plan:

- Procedures for emergency evacuation, including type of evacuation and exit route assignments
- Procedures to be followed by employees who remain to operate critical plant operations before they evacuate
- Procedures to account for all employees after emergency evacuation has been completed
- Procedures to be followed by employees performing rescue or medical duties
- The preferred means of reporting fires and other emergencies
- Names or regular job titles of persons or departments who can be contacted for further information or explanation of duties under the plan

Adherence to existing regulations and implementation of MM TRA-4 would ensure that Alternative 5 would provide adequate access for emergency vehicles and not impede with an adopted emergency response plan or emergency evacuation plan (City of Los Angeles, 2023). Therefore, construction of

Alternative 5 would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant with mitigation.

9.3.3.3 Maintenance and Storage Facilities

As required by law, the proposed MSF during operation would be required to provide adequate access for emergency vehicles during operational activities. Additionally, the proposed MSF would comply with applicable federal, state, and local fire code regulations outlined in Section 2 for during the design and implementation of the MSF including fire protection systems and equipment, fire suppression and sprinkler systems, general safety precautions, and equipped with fire hydrants. In addition, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles address procedures for large-scale emergency situations, such as natural disasters and technological incidents, and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and the City of Los Angeles, including the proposed MSF. With adherence to existing regulations, the proposed MSF would result in a less than significant impact during operational activities.

As required by existing regulations, the proposed MSF would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed MSF due to roadway and infrastructure improvements could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways. Any such impacts would be limited to the construction period of the proposed MSF and would affect only adjacent streets.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under MM TRA-4, a TMP shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.

Adherence to existing regulations and implementation of the TMP under MM TRA-4 would ensure that the proposed MSF would provide adequate access for emergency vehicles, and the impact would be less than significant during operational and construction periods with mitigation.

9.3.4 Impact WFR-2: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

9.3.4.1 Operational Impact

Operational activities associated with the implementation of Alternative 5 would occur within the Wildfire Hazard Zone shown on Figure 9-10, which CAL FIRE has designated as VHFHSZ. The proposed alignment and TPSS sites would be located underground at the depth of the tunnel underneath landscaped areas east of I-405. The Sepulveda Pass region comprises an elevated slope and height above sea level and steepness of land that can increase the spread of fire by influencing a fire's intensity, direction, and rate of spread.

Due to the depth of the proposed alignment and TPSS sites, operation of Alternative 5 would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to the existing slope, prevailing winds, and other factors associated with the project elements. Alternative 5 would introduce the tunnel portal within the VHFHSZ; the portal would consist of

reinforced concrete and rail. Project elements associated with the tunnel portal are not prone to flammability, nor would they consist of electrical components that would be a source of ignition. Additionally, provisions under NFPA 130 would require the operator of Alternative 5 to develop a passenger evacuation protocol under emergency circumstances where assistance is required. Project measure (PM) SAF-1 would ensure that Alternative 5 would reduce wildfire risks through Metro's compliance with all regulations of the California Health and Safety Code Sections 13000 et seq. and the LAMC pertaining to fire protection systems during operations.

Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1 (Section 9.4.1) for Alternative 5 would ensure that impacts to wildfire risks would be less than significant.

9.3.4.2 Construction Impact

As shown on Figure 9-10, construction activities associated with the implementation of Alternative 5 would be located within the Wildfire Hazard Zone and have the potential for wildfires. Construction activities associated with project elements for the proposed alignment and TPSS locations would be underground and would have minimal direct health impacts related to smoke and fire, as well as the destruction of property. The tunnel boring machine would bore the Alternative 5 alignment underground. The entire alignment in the VHFHSZ would be underground at the depth of the tunnel where no impacts related to the exacerbation of wildfires are anticipated. Therefore, the impacts associated with exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire risks due to slope, prevailing winds, and other factors that exacerbate wildfire risks, would be less than significant.

9.3.4.3 Maintenance and Storage Facilities

The MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 9-10. The closest areas designated as a State Responsibility Area (SRA) or land classified as VHFHSZ are located approximately 4.2 miles south of the MSF. Therefore, the operation and construction of the MSF would not intensify slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, and no impact would occur.

9.3.5 Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

9.3.5.1 Operational Impact

The Alternative 5 alignment and associated infrastructure within the VHFHSZ would be underground at the depth of the tunnel where no impacts related to the exacerbation of wildfires are anticipated. Additionally, Alternative 5 would comply with all state laws, plans, policies, and regulations regarding fire prevention and suppression, as well as compliance with PM SAF-1. Alternative 5 would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk in a VHFHSZ. Therefore, there would be no impact during operations.

9.3.5.2 Construction Impact

The Alternative 5 alignment and associated infrastructure within the VHFHSZ would be underground at the depth of the tunnel where no impacts related to the exacerbation of wildfires are anticipated. Alternative 5 would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk in a VHFHSZ. Therefore, there would be no impact during construction.

9.3.5.3 Maintenance and Storage Facilities

The proposed MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 9-10. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4.2 miles south of the proposed MSF. The proposed MSF would wash and maintain HRT vehicles and require installation of associated infrastructure. Therefore, the operation and construction of the MSF would not require the installation or maintenance of associated infrastructure that would exacerbate wildfire risks or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

9.3.6 Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

9.3.6.1 Operational Impact

Operational activities associated with the implementation of Alternative 5 would occur within the Wildfire Hazard Zone shown on Figure 9-10, which CAL FIRE has designated as VHFHSZ. As shown on Figure 9-11, this segment of the Santa Monica Mountains has historically experienced wildfires, including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b). However, the proposed alignment would be located underground at the depth of the tunnel underneath landscaped areas east of I-405. Due to its underground configuration, the operation of Alternative 5 would not create additional runoff, post-fire slope instability, or drainage changes within the Wildfire Hazard Zone. Alternative 5 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. Therefore, there would be no impact.

9.3.6.2 Construction Impact

Construction activities associated with the implementation of Alternative 5 would occur within the Wildfire Hazard Zone shown on Figure 9-10, which CAL FIRE has designated as VHFHSZ. However, the proposed alignment would be located underground at the depth of the tunnel underneath landscaped areas east of I-405. Due to its underground configuration, the construction of Alternative 5 would not create additional runoff, post-fire slope instability, or drainage changes within the Wildfire Hazard Zone. Alternative 5 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. Therefore, there would be no impact.

9.3.6.3 Maintenance and Storage Facilities

The proposed MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 9-10. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4.2 miles south of the proposed MSF. The MSF would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, there would be no impact.

9.4 Project and Mitigation Measures

9.4.1 Operation

Alternative 5 would implement the following project measure to ensure that impacts to wildfire and fire risks remain less than significant during operation activities.

PM SAF-1 *The Project shall comply with all regulations of California Health and Safety Code Sections 13000 et seq. and City of Los Angeles Municipal Code pertaining to fire protection systems, such as the adequate provision of smoke alarms, fire extinguishers, building access, emergency response notification systems (master alarm system), fire flows, and hydrant pressure and spacing, and relevant building codes relating to fire suppression and defensible space.*

9.4.2 Construction

No operational mitigation measures are proposed for Alternative 5.

9.4.3 Impacts After Mitigation

Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1, would ensure that impacts associated with wildfire and fire risks would be less than significant during operation activities.

Adherence to existing regulations and implementation of the TMP (MM TRA-4; refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that Alternative 5 would provide adequate access for emergency vehicles, and the impact would be less than significant during construction activities for Alternative 5.

10 ALTERNATIVE 6

10.1 Alternative Description

Alternative 6 is a heavy rail transit (HRT) system with an underground track configuration. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 12.9 miles.

The seven underground HRT stations would be as follows:

1. Metro E Line Expo/Bundy Station (underground)
2. Santa Monica Boulevard Station (underground)
3. Wilshire Boulevard/Metro D Line Station (underground)
4. UCLA Gateway Plaza Station (underground)
5. Ventura Boulevard/Van Nuys Boulevard Station (underground)
6. Metro G Line Van Nuys Station (underground)
7. Van Nuys Metrolink Station (underground)

10.1.1 Operating Characteristics

10.1.1.1 Alignment

As shown on Figure 10-1, from its southern terminus station at the Metro E Line Expo/Bundy Station, the alignment of Alternative 6 would run underground through the Westside of Los Angeles (Westside), the Santa Monica Mountains, and the San Fernando Valley (Valley) to the alignment's northern terminus adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located beneath the Bundy Drive and Olympic Boulevard intersection. Tail tracks for vehicle storage would extend underground south of the station along Bundy Drive for approximately 1,500 feet, terminating just north of Pearl Street. The alignment would continue north beneath Bundy Drive before turning to the east near Iowa Avenue to run beneath Santa Monica Boulevard. The Santa Monica Boulevard Station would be located between Barrington Avenue and Federal Avenue. After leaving the Santa Monica Boulevard Station, the alignment would turn to the northeast and pass under Interstate 405 (I-405) before reaching the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.

Figure 10-1. Alternative 6: Alignment



Source: HTA, 2024

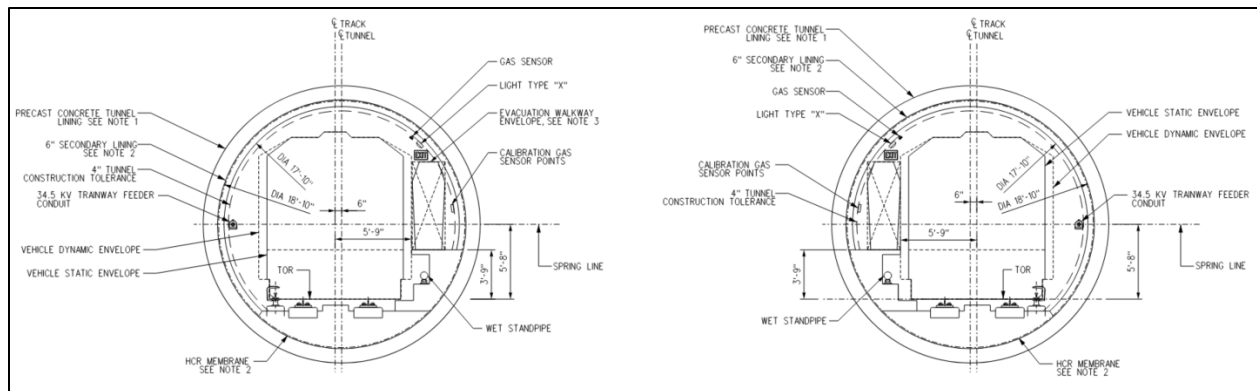
After leaving the UCLA Gateway Plaza Station, the alignment would continue to the north and travel under the Santa Monica Mountains. While still under the mountains, the alignment would shift slightly to the west to travel under the City of Los Angeles Department of Water and Power (LADWP) Stone Canyon Reservoir property to facilitate placement of a ventilation shaft on that property east of the reservoir. The alignment would then continue to the northeast to align with Van Nuys Boulevard at Ventura Boulevard as it enters the San Fernando Valley. The Ventura Boulevard Station would be beneath Van Nuys Boulevard at Moorpark Street. The alignment would then continue under Van Nuys

Boulevard before reaching the Metro G Line Van Nuys Station just south of Oxnard Street. North of the Metro G Line Van Nuys Station, the alignment would continue under Van Nuys Boulevard until reaching Sherman Way, where it would shift slightly to the east and run parallel to Van Nuys Boulevard before entering the Van Nuys Metrolink Station. The Van Nuys Metrolink Station would serve as the northern terminus station and would be located between Satcoy Street and Keswick Street. North of the station, a yard lead would turn sharply to the southeast and transition to an at-grade configuration and continue to the proposed maintenance and storage facility (MSF) east of the Van Nuys Metrolink Station.

10.1.1.2 Guideway Characteristics

The alignment of Alternative 6 would be underground using Metro's standard twin-bore tunnel design. Figure 10-2 shows a typical cross-section of the underground guideway. Cross-passages would be constructed at regular intervals in accordance with Metro Rail Design Criteria (MRDC). Each of the tunnels would have a diameter of 19 feet (not including the thickness of wall). Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation.

Figure 10-2. Typical Underground Guideway Cross-Section



Source: HTA, 2024

10.1.1.3 Vehicle Technology

Alternative 6 would utilize driver-operated steel-wheel HRT trains, as used on the Metro B and D Lines, with planned peak headways of 4 minutes and off-peak-period headways ranging from 8 to 20 minutes. Trains would consist of four or six cars and are expected to consist of six cars during the peak period. The HRT vehicle would have a maximum operating speed of 67 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be 10.3 feet wide with three double doors on each side. Each car would be approximately 75 feet long with capacity for 133 passengers. Trains would be powered by a third rail.

10.1.1.4 Stations

Alternative 6 would include seven underground stations with station platforms measuring 450 feet long. The southern terminus underground station would be adjacent to the existing Metro E Line Expo/Bundy Station, and the northern terminus underground station would be located south of the existing Van Nuys Metrolink/Amtrak Station. Except for the Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, and Metro G Line Van Nuys Stations, all stations would have a 30-foot-wide center platform. The Wilshire/Metro D Line Station would have a 32-foot-wide platform to accommodate the anticipated passenger transfer volumes, and the UCLA Gateway Plaza Station would have a 28-foot-wide platform because of the width constraint between the existing buildings. At the Metro G Line Van Nuys Station,

the track separation would increase significantly in order to straddle the future East San Fernando Valley Light Rail Transit Line Station piles. The platform width at this station would increase to 58 feet.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Bundy Station

- This underground station would be located under Bundy Drive at Olympic Boulevard.
- Station entrances would be located on either side of Bundy Drive between the Metro E Line and Olympic Boulevard, as well as on the northeast corner of Bundy Drive and Mississippi Avenue.
- At the existing Metro E Line Expo/Bundy Station, escalators from the plaza to the platform level would be added to improve inter-station transfers.
- An 80-space parking lot would be constructed east of Bundy Drive and north of Mississippi Avenue. Passengers would also be able to park at the existing Metro E Line Expo/Bundy Station parking facility, which provides 217 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under Santa Monica Boulevard between Barrington Avenue and Federal Avenue.
- Station entrances would be located on the southwest corner of Santa Monica Boulevard and Barrington Avenue and on the southeast corner of Santa Monica Boulevard and Federal Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- A station entrance would be provided on the northwest corner of Midvale Avenue and Ashton Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.
- Direct internal station transfers to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza, north of the Luskin Conference Center, and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Van Nuys Boulevard Station

- This underground station would be located under Van Nuys Boulevard at Moorpark Street.
- The station entrance would be located on the northwest corner of Van Nuys Boulevard and Ventura Boulevard.
- Two parking lots with a total of 185 parking spaces would be provided on the west side of Van Nuys Boulevard between Ventura Boulevard and Moorpark Street.

Metro G Line Van Nuys Station

- This underground station would be located under Van Nuys Boulevard south of Oxnard Street.
- The station entrance would be located on the southeast corner of Van Nuys Boulevard and Oxnard Street.
- Passengers would be able to park at the existing Metro G Line Van Nuys Station parking facility, which provides 307 parking spaces. No additional automobile parking would be provided at the proposed station.

Van Nuys Metrolink Station

- This underground station would be located immediately east of Van Nuys Boulevard between Saticoy Street and Keswick Street.
- Station entrances would be located on the northeast corner of Van Nuys Boulevard and Saticoy Street and on the east side of Van Nuys Boulevard just south of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces. Metrolink parking would not be available to Metro transit riders.

10.1.1.5 Station-to-Station Travel Times

Table 10-1 presents the station-to-station distance and travel times for Alternative 6. The travel times include both run time and dwell time. Dwell time is 30 seconds for stations anticipated to have higher passenger volumes and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 10-1. Alternative 6: Station-to-Station Travel Times and Station Dwell Times

| From Station | To Station | Distance (miles) | Northbound Station-to-Station Travel Time (seconds) | Southbound Station-to-Station Travel Time (seconds) | Dwell Time (seconds) |
|---------------------------------------|------------------------|------------------|---|---|----------------------|
| <i>Metro E Line Station</i> | | | | | 20 |
| Metro E Line | Santa Monica Boulevard | 1.1 | 111 | 121 | — |
| <i>Santa Monica Boulevard Station</i> | | | | | 20 |
| Santa Monica Boulevard | Wilshire/Metro D Line | 1.3 | 103 | 108 | — |
| <i>Wilshire/Metro D Line Station</i> | | | | | 30 |
| Wilshire/Metro D Line | UCLA Gateway Plaza | 0.7 | 69 | 71 | — |
| <i>UCLA Gateway Plaza Station</i> | | | | | 30 |
| UCLA Gateway Plaza | Ventura Boulevard | 5.9 | 358 | 358 | — |
| <i>Ventura Boulevard Station</i> | | | | | 20 |
| Ventura Boulevard | Metro G Line | 1.8 | 135 | 131 | — |

| From Station | To Station | Distance (miles) | Northbound Station-to-Station Travel Time (seconds) | Southbound Station-to-Station Travel Time (seconds) | Dwell Time (seconds) |
|-----------------------------------|--------------------|------------------|---|---|----------------------|
| <i>Metro G Line Station</i> | | | | | 30 |
| Metro G Line | Van Nuys Metrolink | 2.1 | 211 | 164 | — |
| <i>Van Nuys Metrolink Station</i> | | | | | 30 |

Source: HTA, 2024

— = no data

10.1.1.6 Special Trackwork

Alternative 6 would include seven double crossovers within the revenue service alignment, enabling trains to cross over to the parallel track with terminal stations having an additional double crossover beyond the end of the platform.

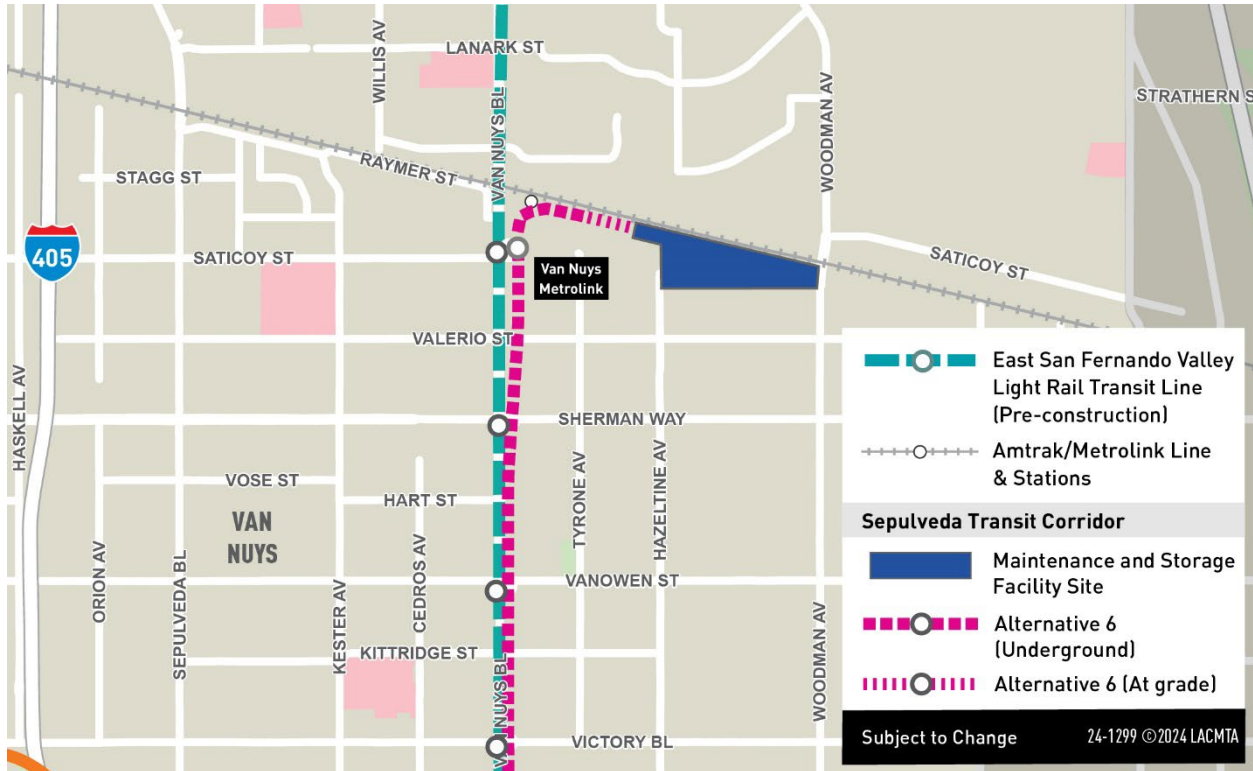
10.1.1.7 Maintenance and Storage Facility

The MSF for Alternative 6 would be located east of the Van Nuys Metrolink Station and would encompass approximately 41 acres. The MSF would be designed to accommodate 94 vehicles and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue to the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Heavy rail trains would transition from underground to an at-grade configuration near the MSF, the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

The site would include the following facilities:

- Two entrance gates with guard shacks
- Maintenance facility building
- Maintenance-of-way facility
- Storage tracks
- Carwash
- Cleaning platform
- Administrative offices
- Pedestrian bridge connecting the administrative offices to employee parking
- Two traction power substations (TPSS)

Figure 10-3 shows the location of the MSF for Alternative 6.

Figure 10-3. Alternative 6: Maintenance and Storage Facility Site


Source: HTA, 2024

10.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twenty-two TPSS facilities would be located along the alignment and would be spaced approximately 1 mile apart except within the Santa Monica Mountains. Each at-grade TPSS along the alignment would be approximately 5,000 square feet. Table 10-2 lists the TPSS locations for Alternative 6.

Figure 10-4 shows the TPSS locations along the Alternative 6 alignment.

Table 10-2. Alternative 6: Traction Power Substation Locations

| TPSS No. | TPSS Location Description | Configuration |
|-----------|--|------------------------------|
| 1 and 2 | TPSSs 1 and 2 would be located immediately north of the Bundy Drive and Mississippi Avenue intersection. | Underground (within station) |
| 3 and 4 | TPSSs 3 and 4 would be located east of the Santa Monica Boulevard and Stoner Avenue intersection. | Underground (within station) |
| 5 and 6 | TPSSs 5 and 6 would be located southeast of the Kinross Avenue and Gayley Avenue intersection. | Underground (within station) |
| 7 and 8 | TPSSs 7 and 8 would be located at the north end of the UCLA Gateway Plaza Station. | Underground (within station) |
| 9 and 10 | TPSSs 9 and 10 would be located east of Stone Canyon Reservoir on LADWP property. | At-grade |
| 11 and 12 | TPSSs 11 and 12 would be located at the Van Nuys Boulevard and Ventura Boulevard intersection. | Underground (within station) |
| 13 and 14 | TPSSs 13 and 14 would be located immediately south of Magnolia Boulevard and west of Van Nuys Boulevard. | At-grade |
| 15 and 16 | TPSSs 15 and 16 would be located along Van Nuys Boulevard between Emelita Street and Califa Street. | Underground (within station) |
| 17 and 18 | TPSSs 17 and 18 would be located east of Van Nuys Boulevard and immediately north of Vanowen Street. | At-grade |
| 19 and 20 | TPSSs 19 and 20 would be located east of Van Nuys Boulevard between Saticoy Street and Keswick Street. | Underground (within station) |
| 21 and 22 | TPSSs 21 and 22 would be located south of the Metrolink tracks and east of Hazeltine Avenue. | At-grade (within MSF) |

Source: HTA, 2024

Figure 10-4. Alternative 6: Traction Power Substation Locations


Source: HTA, 2024

10.1.1.9 Roadway Configuration Changes

In addition to the access road described in the following section, Alternative 6 would require reconstruction of roadways and sidewalks near stations.

10.1.1.10 Ventilation Facilities

Tunnel ventilation for Alternative 6 would be similar to existing Metro ventilation systems for light and heavy rail underground subways. In case of emergency, smoke would be directed away from trains and extracted through the use of emergency ventilation fans installed at underground stations and crossover locations adjacent to the stations. In addition, a mid-mountain facility located on LADWP property east of Stone Canyon Reservoir in the Santa Monica Mountains would include a ventilation shaft for the extraction of air, along with two TPSSs. An access road from the Stone Canyon Reservoir access road would be constructed to the location of the shaft, requiring grading of the hillside along its route.

10.1.1.11 Fire/Life Safety – Emergency Egress

Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation. Cross-passages would be provided at regular intervals to connect the two tunnels to allow for safe egress to a point of safety (typically at a station) during an emergency. Access to tunnel segments for first responders would be through stations.

10.1.2 Construction Activities

Temporary construction activities for Alternative 6 would include construction of ancillary facilities, as well as guideway and station construction and construction staging and laydown areas, which would be co-located with future MSF and station locations. Construction of the transit facilities through substantial completion is expected to have a duration of 7½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, twin-bore tunnels would be constructed using two tunnel boring machines (TBM). The tunnel alignment would be constructed over three segments—including the Westside, Santa Monica Mountains, and Valley—using a different pair of TBMs for each segment. For the Westside segment, the TBMs would be launched from the Metro E Line Station and retrieved at the UCLA Gateway Plaza Station. For the Santa Monica Mountains segment, the TBMs would operate from the Ventura Boulevard Station in a southerly direction for retrieval from UCLA Gateway Plaza Station. In the Valley, TBMs would be launched from the Van Nuys Metrolink Station and retrieved at the Ventura Boulevard Station.

The distance from the surface to the top of the tunnels would vary from approximately 50 feet to 130 feet in the Westside, between 120 feet and 730 feet in the Santa Monica Mountains, and between 40 feet and 75 feet in the Valley.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties. In addition to permanent facility locations, TBM launch at the Metro E Line Station would require the closure of I-10 westbound off-ramps at Bundy Drive for the duration of the Sepulveda Transit Corridor Project (Project) construction.

Alternative 6 would include seven underground stations. All stations would be constructed using a “cut-and-cover” method whereby the station structure would be constructed within a trench excavated from the surface that is covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures have been taken to resume cross traffic. In addition, portions of the Wilshire Boulevard/Metro D Line Station crossing underneath the Metro D Line Westwood/UCLA Station and underneath a mixed-use building at the north end of the station would be

constructed using sequential excavation method as it would not be possible to excavate the station from the surface.

Construction of the MSF site would begin with demolition of existing structures, followed by earthwork and grading. Building foundations and structures would be constructed, followed by yard improvements and trackwork, including paving, parking lots, walkways, fencing, landscaping, lighting, and security systems. Finally, building mechanical, electrical, and plumbing systems, finishes, and equipment would be installed. The MSF site would also be used as a staging site.

Station and MSF sites would be used for construction staging areas. A construction staging area, shown on Figure 10-5, would also be located off Stone Canyon Road northeast of the Upper Stone Canyon Reservoir. In addition, temporary construction easements outside of the station and MSF footprints would be required along Bundy Drive, Santa Monica Boulevard, Wilshire Boulevard, and Van Nuys Boulevard. The westbound to southbound loop off-ramp of the I-10 interchange at Bundy Drive would also be used as a staging area and would require extended ramp closure. Construction staging areas would provide the necessary space for the following activities:

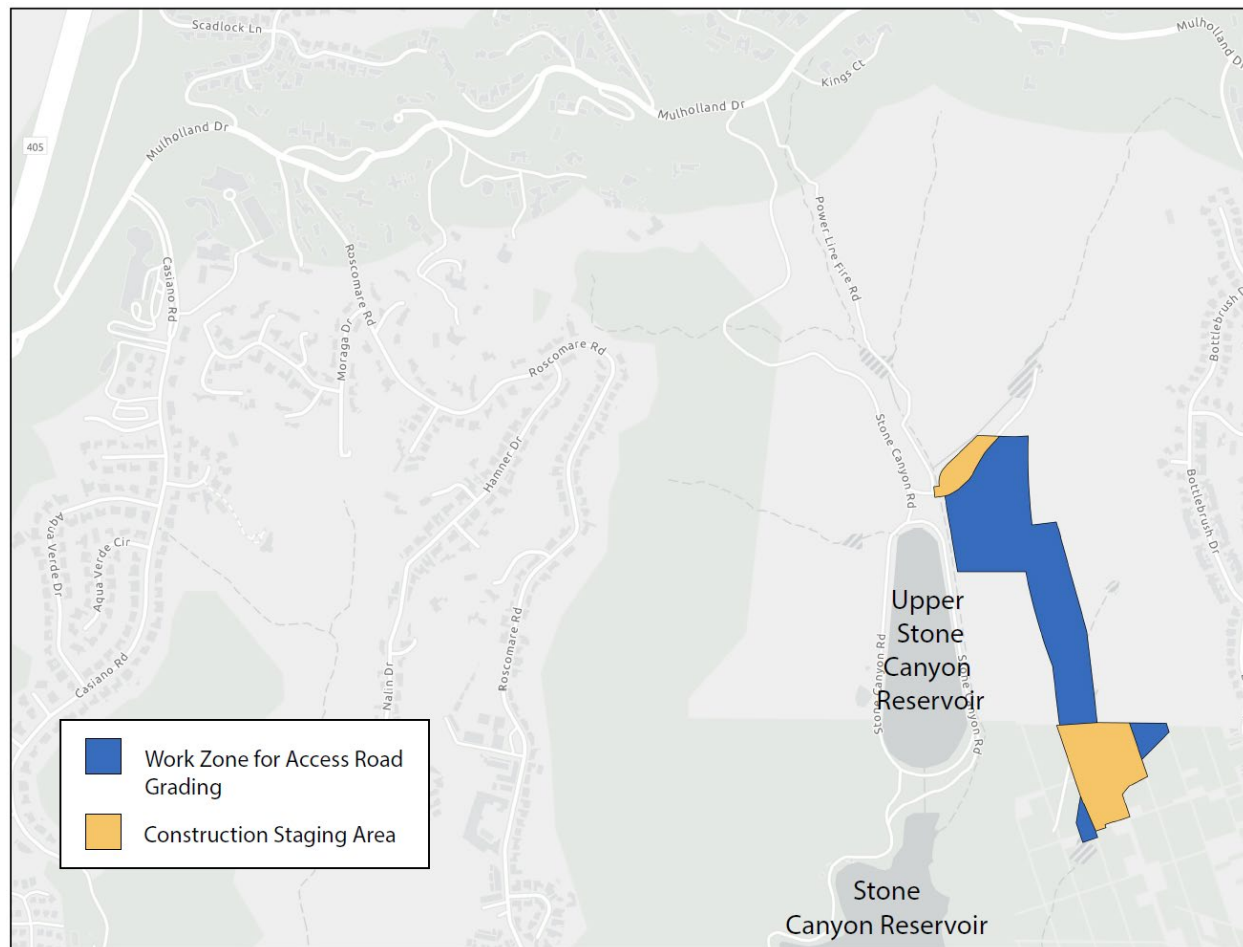
- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

The size of proposed construction staging areas for each station would depend on the level of work to be performed for a specific station and considerations for tunneling, such as TBM launch or extraction. Staging areas required for TBM launching would include areas for launch and access shafts, cranes, material and equipment, precast concrete segmental liner storage, truck wash areas, mechanical and electrical shops, temporary services, temporary power, ventilation, cooling tower, plants, temporary construction driveways, storage for spoils, and space for field offices.

Alternative 6 would also include several ancillary facilities and structures, including TPSS structures, a deep vent shaft structure at Stone Canyon Reservoir, as well as additional vent shafts at stations and crossovers. TPSSs would be co-located with MSF and station locations, except for two TPSSs at the Stone Canyon Reservoir vent shaft and four along Van Nuys Boulevard in the Valley. The Stone Canyon Reservoir vent shaft would be constructed using a vertical shaft sinking machine that uses mechanized shaft sinking equipment to bore a vertical hole down into the ground. Operation of the machine would be controlled and monitored from the surface. The ventilation shaft and two TPSSs in the Santa Monica Mountains would require an access road within the LADWP property at Stone Canyon Reservoir. Construction of the access road would require grading east of the reservoir. Construction of all mid-mountain facilities would take place within the footprint shown on Figure 10-5.

Additional vent shafts would be located at each station with one potential intermediate vent shaft where stations are spaced apart. These vent shafts would be constructed using the typical cut-and-cover method, with lateral bracing as the excavation proceeds. During station construction, the shafts would likely be used for construction crew, material, and equipment access.

Figure 10-5. Alternative 6: Mid-Mountain Construction Staging Site



Source: HTA, 2024

Alternative 6 would utilize precast tunnel lining segments in the construction of the transit tunnels. These tunnel lining segments would be similar to those used in recent Metro underground transit projects. Therefore, it is expected that the tunnel lining segments would be obtained from an existing casting facility in Los Angeles County and no additional permits or approvals would be necessary specific to the facility.

10.2 Existing Conditions

10.2.1 Fire Services

For the purposes of fire services, the Affected Area is defined as the Resource Study Area (RSA) which has the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes fire services. For the purposes of fire services, the Affected Area is defined as the RSA. Figure 10-6 shows the fire stations in the RSA and Table 10-3 lists the addresses. While the City of Santa Monica exists within the RSA, Alternative 6 would be located within the City of Los Angeles where the Los Angeles Fire Department (LAFD) would provide essential emergency and non-emergency services.

10.2.1.1 City of Los Angeles Fire Department

The LAFD is the Authority Having Jurisdiction (AHJ) and has primary responsibility for fire and emergency services response within the City of Los Angeles. The LAFD has 3,434 uniformed personnel and 381 non-uniformed support staff (LAFD, 2023a). The organization is composed of 4 bureaus, 14 battalions and 106 fire stations (LAFD, 2022a). A professionally trained staff of 1,018 uniformed firefighters is always on duty at 106 neighborhood fire stations located across the LAFD 469-square-mile jurisdiction (LAFD, 2023a).

The LAFD has a sophisticated mix of apparatus that includes the following (LAFD, 2022a):

- 98 Type I engines
- 93 advanced life support (ALS) ambulances
- 43 basic life support ambulances
- 43 truck/light forces
- 16 brush patrols
- 9 airport units
- 7 helicopters
- 6 urban search and rescue companies
- 6 Type III engines
- 5 fire boats
- 5 mental health therapeutic vans
- 5 dozers/loaders
- 4 hazardous materials squads
- 5 swift water rescue teams
- 4 advanced provider response units
- 4 fast response vehicles
- 4 foam tenders
- 1 sobriety emergency response unit
- 1 heavy rescue

The LAFD services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. The LAFD provides fire protection and emergency services to the City of Los Angeles's population with 499,622 incidents in 2022 and 470,274 number of incidents in 2021 (LAFD, 2022a). The LAFD provides fire services for Alternative 6. The location of the fire stations near the Alternative 6 are listed in Table 10-3 and shown on Figure 10-6.

10.2.1.2 Los Angeles County Fire Department

The LAFD would be the primary provider of fire and emergency services within the RSA. While the Los Angeles County Fire Department (LACFD) is the AHJ within the unincorporated areas of Los Angeles County, which includes the U.S. Department of Veterans Affairs (VA) property, LAFD would service the VA due to proximity. LAFD Station 37 is located 0.19 miles from the VA while the nearest LACFD is located in West Hollywood, 3.54 miles from the Alternative 6 alignment. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), the City of Los Angeles would provide essential emergency and non-emergency services to the VA under mutual aid.

For the purposes of fire services, the Affected Area is defined as the RSA. Figure 10-6 shows the fire stations within and near the RSA. The cities of Santa Monica, Culver City, and Beverly Hills have their own municipal fire departments that provide fire protection services within their respective jurisdictions. Under mutual aid, fire and police stations operating outside the City of Los Angeles and County of Los Angeles would provide essential emergency and non-emergency services to the RSA.

Table 10-3. Alternative 6: Fire Station Locations

| Fire Station | Address | Approximate Distance ^a to Fire Station (miles) | Compass Direction |
|--|---|--|----------------------|
| Station 39 | 14415 Sylvan Street, Van Nuys, CA 91401 | 0.09 | East |
| Station 81 | 14355 Arminta Street, Panorama City, CA 91402 | 0.18 | North |
| Station 37 | 1090 Veteran Avenue, Los Angeles, CA 90024 | 0.19 | West |
| Station 71 | 107 South Beverly Glen Boulevard, Los Angeles, CA 90024 | 0.47 | North |
| Station 59 | 11505 Olympic Boulevard, Los Angeles, CA 90064 | 0.55 | East |
| Station 92 | 10556 West Pico Boulevard, Los Angeles, CA 90064 | 0.61 | East |
| Station 88 | 5101 Sepulveda Boulevard, Sherman Oaks CA 91403 | 1.02 | East |
| Station 19 | 12229 Sunset Boulevard, Los Angeles, CA 90049 | 1.59 | Northwest |
| Station 102 | 13200 Burbank Boulevard, Sherman Oaks, CA 91401 | 1.61 | East |
| Station 62 | 11970 Venice Boulevard, Los Angeles, CA 90066 | 1.91 | Southeast |
| Station 90 | 7921 Woodley Avenue, Van Nuys, CA 91406 | 2.09 | West |
| Station 99 | 14145 Mulholland Drive, Sherman Oaks, CA 91423 | 2.27 | West |
| Station 109 | 16500 Mulholland Drive, Los Angeles, CA 90049 | 2.29 | West |
| Station 78 | 4041 Whitsett Avenue, Studio City CA 91604 | 2.45 | East |
| Station 108 | 12520 Mulholland Drive, Los Angeles, CA 90210 | 2.70 | East |
| Station 83 | 4960 Balboa Boulevard, Encino, CA 91436 | 2.97 | West |
| Station 100 | 6751 Louise Avenue, Lake Balboa, CA 91406 | 3.54 | West |
| Station 58 | 1556 South Robertson Boulevard, Los Angeles, CA 90035 | 3.55 | East |
| Station 43 | 3690 Motor Avenue, Los Angeles, CA 90034 | 2.5 | Southeast |
| <i>City of Santa Monica Fire Department^b</i> | | | |
| Station 1 | 1337 7th Street, Santa Monica, CA 90401 | 2.27 | Southwest |
| Station 2 | 222 Hollister Avenue, Santa Monica, CA 90405 | 2.6 | Southwest |
| Station 3 | 1302 19th Street, Santa Monica, CA 90404 | 1.44 | Southwest |
| Station 4 | 2500 Michigan Avenue, Santa Monica, CA 90404 | 1.3 | Southwest |
| Station 5 | 2450 Ashland Avenue, Santa Monica, CA 90405 | 1 | Southwest |
| Station 7 | 1100 Pacific Coast Highway, Santa Monica, CA 90403 | 2.86 | Southwest |
| <i>City of Beverly Hills Fire Department^b</i> | | | |
| Station 1 | 445 North Rexford Drive, Beverly Hills, CA 90210 | 2.7 | East |
| Station 2 | 1100 Coldwater Canyon Drive, Beverly Hills, CA 90210 | 1.9 | Northeast |
| Station 3 | 180 South Doheny Drive, Beverly Hills, CA 90211 | 3.23 | East |
| <i>City of Culver City Fire Department^b</i> | | | |
| Station 1 | 9600 Culver Boulevard, Culver City, CA 90232 | 3.11 | East |
| Station 2 | 11252 Washington Boulevard, Culver City, CA 90230 | 2.5 | South |

Source: LAFD, 2023b

^aApproximate Distance = nearest point of project element to fire station.

^bDuring the construction or operation phase, the Los Angeles Fire Department would be the primary responder since Alternative 6 would be located within the City of Los Angeles. Under the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), these

agencies would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

Figure 10-6. Alternative 6: Fire and Police Station Locations Within and Near the Resource Study Area



Source: LAFD, 2023b; LAPD, 2021, 2023b; HTA, 2024

Fire prevention, fire suppression, and life safety services activities are governed by the Safety Element of the *City of Los Angeles General Plan*, as well as the Fire Code of the City of Los Angeles Municipal Code (LAMC). The Safety Element and Fire Code serve as guides to City of Los Angeles departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles.

More than 85 percent of the LAFD's daily emergency responses are related to emergency medical services (EMS). The LAFD transports on average more than 500 people every day to local hospitals (LAFD, 2023c). The average LAFD operational response time for EMS was 7 and 31 seconds in 2022 (LAFD, 2022b). Critical ALS incidents include the most critical types of incidents, such as those that may result in death or serious physical injury. The ALS response team includes two firefighter/paramedics (LAFD, 2023d). The average LAFD operational response time for critical ALS was 6 minutes 29 seconds in 2022 (LAFD, 2022b). Structure fire incidents are incident types indicating that a building or structure is reported to be actively burning (LAFD, 2023c). The average LAFD operational response time for structure fire incidents was 6 minutes 20 seconds in 2022 (LAFD, 2022b). The average LAFD operational response time for non-emergency medical services (Non-EMS) incidents was 7 minutes 22 seconds in 2022 (LAFD, 2022b). Table 10-4 lists the average operation response times for the station near Alternative 6.

Table 10-4. Alternative 6: Average Operational Response Times per Fire Station

| Fire Station | EMS | Non-EMS | Critical ALS | Structure Fire |
|--------------|--------------|--------------|--------------|----------------|
| Station 19 | 8 min 48 sec | 8 min 22 sec | 7 min 14 sec | 7 min 0 sec |
| Station 37 | 7 min 14 sec | 6 min 32 sec | 6 min 4 sec | 5 min 24 sec |
| Station 39 | 7 min 17 sec | 7 min 0 sec | 6 min 10 sec | 5 min 14 sec |
| Station 58 | 7 min 16 sec | 7 min 7 sec | 6 min 5 sec | 5 min 17 sec |
| Station 43 | 5 min 18 sec | 5 min 12 sec | 6 min 22 sec | 5 min 32 sec |
| Station 59 | 7 min 5 sec | 6 min 31 sec | 6 min 7 sec | 5 min 29 sec |
| Station 62 | 7 min 26 sec | 7 min 20 sec | 6 min 17 sec | 6 min 25 sec |
| Station 71 | 7 min 27 sec | 8 min 4 sec | 6 min 26 sec | 8 min 4 sec |
| Station 78 | 7 min 11 sec | 7 min 16 sec | 6 min 8 sec | 6 min 29 sec |
| Station 81 | 7 min 30 sec | 7 min 17 sec | 6 min 22 sec | 5 min 29 sec |
| Station 83 | 7 min 2 sec | 7 min 1 sec | 6 min 1 sec | 5 min 7 sec |
| Station 88 | 6 min 32 sec | 6 min 28 sec | 6 min 8 sec | 5 min 17 sec |
| Station 90 | 7 min 26 sec | 7 min 13 sec | 6 min 28 sec | 6 min 16 sec |
| Station 92 | 8 min 2 sec | 7 min 2 sec | 6 min 31 sec | 5 min 9 sec |
| Station 99 | 7 min 24 sec | 8 min 4 sec | 6 min 32 sec | 6 min 35 sec |
| Station 100 | 6 min 35 sec | 6 min 20 sec | 6 min 2 sec | 5 min 29 sec |
| Station 102 | 6 min 30 sec | 6 min 26 sec | 5 min 31 sec | 5 min 4 sec |
| Station 108 | 9 min 24 sec | 9 min 10 sec | 8 min 35 sec | 11 min 6 sec |
| Station 109 | 9 min 14 sec | 9 min 10 sec | 8 min 4 sec | 9 min 4 sec |

Source: LAFD, 2023d, 2023e, 2023f, 2023g, 2023h, 2023i, 2023j, 2023k, 2023l, 2023m, 2023n, 2023o, 2023p, 2023q, 2023r, 2023s, 2023t, 2023u

min = minutes
sec = seconds

10.2.2 Police Services

For the purposes of police services, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. The following section summarizes police services. Figure 10-6 shows the police stations in the RSA and lists the addresses. While the City of Santa Monica exists within the RSA,

Alternative 6 would be located within the City of Los Angeles where the Los Angeles Police Department (LAPD) and Los Angeles County Sheriff's Department (LASD) would provide essential emergency and non-emergency services. The University of California, Los Angeles Police Department (UCLA PD), Veterans Affairs Police Department (VAPD), California Highway Patrol (CHP), and Federal Protective Services (FPS) would patrol and provide services on their respective jurisdictions or properties. Metro system-wide crime statistics from the latest *Monthly Update on Public Safety Attachment C – Total Crime Summary – August 2023* (Metro, 2023) are as follows:

- 2,088 annual crimes against persons between September 2022 and August 2023.
- 747 annual crimes against property between September 2022 and August 2023.
- 1,295 annual crimes against society between September 2022 and August 2023.

Table 10-5. Alternative 6: Police Station Locations

| Police Station | Address | Approximate Distance ^a to Police Station (miles) | Compass Direction |
|--|--|---|-------------------|
| LAPD Van Nuys Community Station | 6240 Sylmar Avenue Van Nuys, CA 91401 | 0.20 | East |
| LAPD West Los Angeles Community Station | 1663 Butler Avenue Los Angeles, CA 90025 | 0.13 | Southwest |
| UCLA Police Department | 601 Westwood Plaza Los Angeles, CA 90095 | 0.1 | West |
| LASD West Hollywood Station | 780 North San Vicente Boulevard West Hollywood, CA 90069 | 3.5 | East |
| LASD Transit Services Bureau | One Gateway Plaza (Metro Headquarters) Los Angeles, CA 90012 | 12.2 | East |
| VAPD | 11301 Wilshire Boulevard Building 236 West Los Angeles, CA 90073 | 0.5 | East |
| CHP West Los Angeles Area Station | 6300 Bristol Parkway Culver City, CA 90230 | 4.7 | South |
| CHP West Valley Area | 5825 De Soto Avenue Woodland Hills, CA 91367 | 8.1 | East |
| City of Santa Monica Police Department ^b | 333 Olympic Drive Santa Monica, CA 90401 | 2.5 | Southwest |
| City of Beverly Hills Police Department ^b | 464 North Rexford Drive Beverly Hills, CA 90210 | 3.0 | Northeast |
| City of Culver City Police Department ^b | 4040 Duquesne Avenue Culver City, CA 90232 | 3.2 | Southeast |

Source: LAPD, 2023a, 2023b; LASD, 2024; CHP, 2023a, 2023b

^aApproximate Distance = nearest point of project element to police station.

^bUnder the California Disaster and Civil Defense Master Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), this agency would provide essential emergency and non-emergency services to the Resource Study Area under mutual aid only.

10.2.2.1 Federal Protective Services

The FPS is a federal law enforcement agency that provides security and law enforcement to federally owned and leased facilities. The Federal Building located at 11000 Wilshire Boulevard, Los Angeles CA 90024, houses the Los Angeles Federal Bureau of Investigations (FBI) field office.

The FBI field offices investigate domestic terrorism, cyber-crime, civil rights, organized crime and drugs, violent crimes, and major offenders by working collaboratively with other federal, state, local law enforcement and intelligence agencies.

10.2.2.2 Los Angeles County Sheriff's Department

The LASD is a law enforcement agency that serves Los Angeles County. The LASD West Hollywood Station patrols the unincorporated areas of Los Angeles County including the VA complex west of I-405, in the RSA. The LASD holds jurisdictional responsibilities over 4,084 square miles and to over 10 million Los Angeles area residents. LASD provides general law enforcement and security-related services to 42 contract cities, 140 unincorporated communities, 38 superior courts, ten community colleges, and county parks.

The LASD is part of a three department law enforcement provider team, with LAPD and Long Beach Police Department. Metro contracts with the LASD to provide law enforcement for all Metro transit systems and property outside the City of Los Angeles and City of Long Beach. The LASD security personnel and deputies patrol the transit system routes and stations. LASD is responsible for general law enforcement for the passengers and property of the Metro rail lines and buses operated by Metro. LASD is responsible for all crimes or incidents occurring on originating, or continuing from trains, passenger stations, facilities, property, or Metro owned and operated vehicle parking areas of the Metro transit system. In addition to providing patrol and investigative services, the LASD offers a broad range of support services, including Neighborhood Watch coordination, community education programs, drug prevention education for school children, and homeland security. A key crime-prevention program run by the LASD is the Community/Law Enforcement Partnership Program. As part of this program, the LASD helps communities mobilize and organize against gangs, drugs, and violence by working through schools, community-based organizations, local businesses, churches, residents, and local governments.

Table 10-6. Alternative 6: Sheriff Staffing Levels

| Sheriff Station | Sworn Officers | Population Served |
|-------------------------|----------------|-------------------|
| West Hollywood Station | 142 | 37,069 |
| Transit Services Bureau | 259 | Not Applicable |

Source: LASD, 2020

10.2.2.3 Los Angeles Police Department

The LAPD provides police protection services within the jurisdictional boundaries of the City of Los Angeles (LAPD, 2023d). The LAPD serves the City of Los Angeles population in a 468-square-mile jurisdiction (LAPD, 2021). The LAPD is divided into four bureaus: Central, South, Valley, and West. The Valley Bureau contains seven community police stations: Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley. The West Bureau contains five community police stations: Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire (LAPD, 2023a).

Alternative 6 is located in the Valley Bureau and the West Bureau. The LAPD’s Van Nuys Community Station and the West Los Angeles Community Station would provide law enforcement services to Alternative 6 (LAPD, 2023b). Table 10-5 and Figure 10-6 identify the police stations that would serve Alternative 6.

The Van Nuys Community Police Station provides police services to the Sherman Oaks and Van Nuys neighborhoods, an area of 30 square miles with over 325,000 residents and is under the jurisdiction of the Valley Bureau (LAPD, 2023b).

West Los Angeles officers protect and serve people within the station’s boundaries of 65.14 square miles and 748 street miles, bordering the Cities of Beverly Hills, Culver City, and Santa Monica, Los Angeles County, and the Pacific Ocean. West Los Angeles is under the jurisdiction of the West Bureau. In comparison to the other 17 community police stations, West Los Angeles is responsible for the largest number of square miles (LAPD, 2023b). The West Los Angeles Community Police Station provides service to a diverse residential population that exceeds 228,000 people. Throughout the day, the business and residential population swells to approximately 500,000 people (LAPD, 2023b). The increase is due to those who either pursue knowledge and skills training at educational and professional institutes, including UCLA, and those who work or visit the neighborhoods of West Los Angeles.

The LAPD traditionally has used crime trends, per-capita approach, minimum-employment levels, authorized/budgeted levels, and least-commonly, workload-based models to make staffing decisions (LAPD, 2023b). The LAPD is staffed with 9,100 sworn personnel. However, 10,000 sworn personnel are approved, and the LAPD is hiring and recruiting to restore the LAPD to 9,500 sworn personnel (LAPD, 2023b). Table 10-7 shows the LAPD staffing level of sworn officers at the Van Nuys Community Station and the West Los Angeles Community Station.

Table 10-7. Alternative 6: Police Staffing Levels

| Police Station | Captain | Lieutenant | Sergeant | Detective | Police Officer | Total Sworn Officers |
|------------------------------------|---------|------------|----------|-----------|----------------|----------------------|
| Van Nuys Community Station | 2 | 5 | 30 | 33 | 155 | 225 |
| West Los Angeles Community Station | 2 | 5 | 24 | 24 | 181 | 236 |

Source: LAPD, 2023b, 2023e

In 2022, the LAPD received 828,411 calls for service, a decrease of 7.5 percent compared to 2021, which had a total of 895,757 calls. In addition, in 2022, the LAPD made 331,139 stops, a decrease of 22.9 percent compared to 2021 of 429,348 stops (LAPD, 2023c). The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD. Generally, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, increases. However, because several other factors also contribute to the resultant crime rate — such as police presence, crime-prevention measures, and ongoing legislation and/or funding — the potential for increased crime rates is not necessarily directly proportional to increase in land use activity.

In addition to crime rates, the LAPD’s operational statistics are also analyzed in terms of response times. Table 10-8 identifies the LAPD’s response times for emergency to non-emergency calls. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are often in a mobile state; therefore, the actual distance between a

headquarters facility and the project site is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time.

Table 10-8. Alternative 6: Los Angeles Police Department Response Times

| Name | Emergency Code 3 | Urgent/Emergency Code 2 | Non-Emergency Non-Coded |
|------------------------------------|---------------------|----------------------------|----------------------------|
| <i>Station Response Time</i> | | | |
| Van Nuys Community Station | 5 min 30 sec | 19 min 54 sec | 53 min 0 sec |
| West Los Angeles Community Station | 7 min 36 sec | 23 min 36 sec | 51 min 36 sec |
| <i>Bureau Response Time</i> | | | |
| Valley Bureau | 6 min 36 sec | 21 min 42 sec | 50 min 42 sec |
| West Bureau | 6 min 6 sec | 23 min 6 sec | 56 min 18 sec |
| <i>City Response Time</i> | | | |
| City of Los Angeles | 6 min 30 sec | 24 min 12 sec | 57 min 12 sec |

Source: LAPD, 2023b

min = minutes

sec = seconds

Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. If the LAPD continues to hold the contract after the implementation of Alternative 6, an exploratory committee would be established to assess and evaluate potential future deployments and threat assessments (LAPD, 2023b).

10.2.2.4 California Highway Patrol

The RSA is within the CHP West Los Angeles Area. The CHP provides road and highway traffic law enforcement throughout the state. The CHP West Los Angeles Area houses 102 uniformed and 10 civilian employees in concert with agency partners to provide traffic law enforcement and address traffic safety concerns, while promoting educational programs along I-405, I-10, and U.S. Highway 101. The West Valley Area has a patrol area of approximately 400 square miles that includes portions of the City of Los Angeles and San Fernando Valley. The West Los Angeles Area Station CHP is composed of 102 uniformed and 10 civilian employees (CHP, 2023a, 2023b).

10.2.2.5 Veterans Affairs Police Department

The VAPD oversees the West Los Angeles Medical Center, Downtown Los Angeles Outpatient Patient Clinic, Sepulveda Medical Center, and outer Community-Based Outpatient Clinics. VAPD officers have the authority to enforce federal laws on department properties and make arrests on warrants.

10.2.2.6 University of California, Los Angeles Police Department

The UCLA PD is dedicated to providing a safe and secure environment for teaching, research, and public service. With 66 sworn officers, 41 professional staff, 15 security services, and 5 public-safety aides, the UCLA PD is linked to city, state, and federal criminal justice agencies to prevent and apprehend criminal suspects. The UCLA PD patrols, responds to calls for services, and investigates, educates, and implements preventive strategies.

The Police Community Services Division with the UCLA PD consists of an EMS team that is staffed by employees who respond to life support medical emergencies and provide medical services. This Police Community Services Division also has the responsibilities of public information, media relations, and campus/external relations.

The Operations Bureau of the UCLA PD consists of the General Management, Patrol, and Investigations Divisions. The Patrol Division includes the Motor Program, Bicycle Team, Special Events Sergeant, and Field Training Officer Programs. The Investigations Division includes the Detectives, Threat Management, Property & Evidence, and Crime Analysis/Clearly Units.

The Administrative Bureau of the UCLA PD provides general management direction, and consists of the Personnel and Training Unit, the Communications Center, and the Police Community Services Division. The Police Community Services Division — which consists of EMS, the Crime-Prevention Unit, and the Crime Analysis/Clearly Unit — is tasked with public information and media relations, as well as campus and external relations.

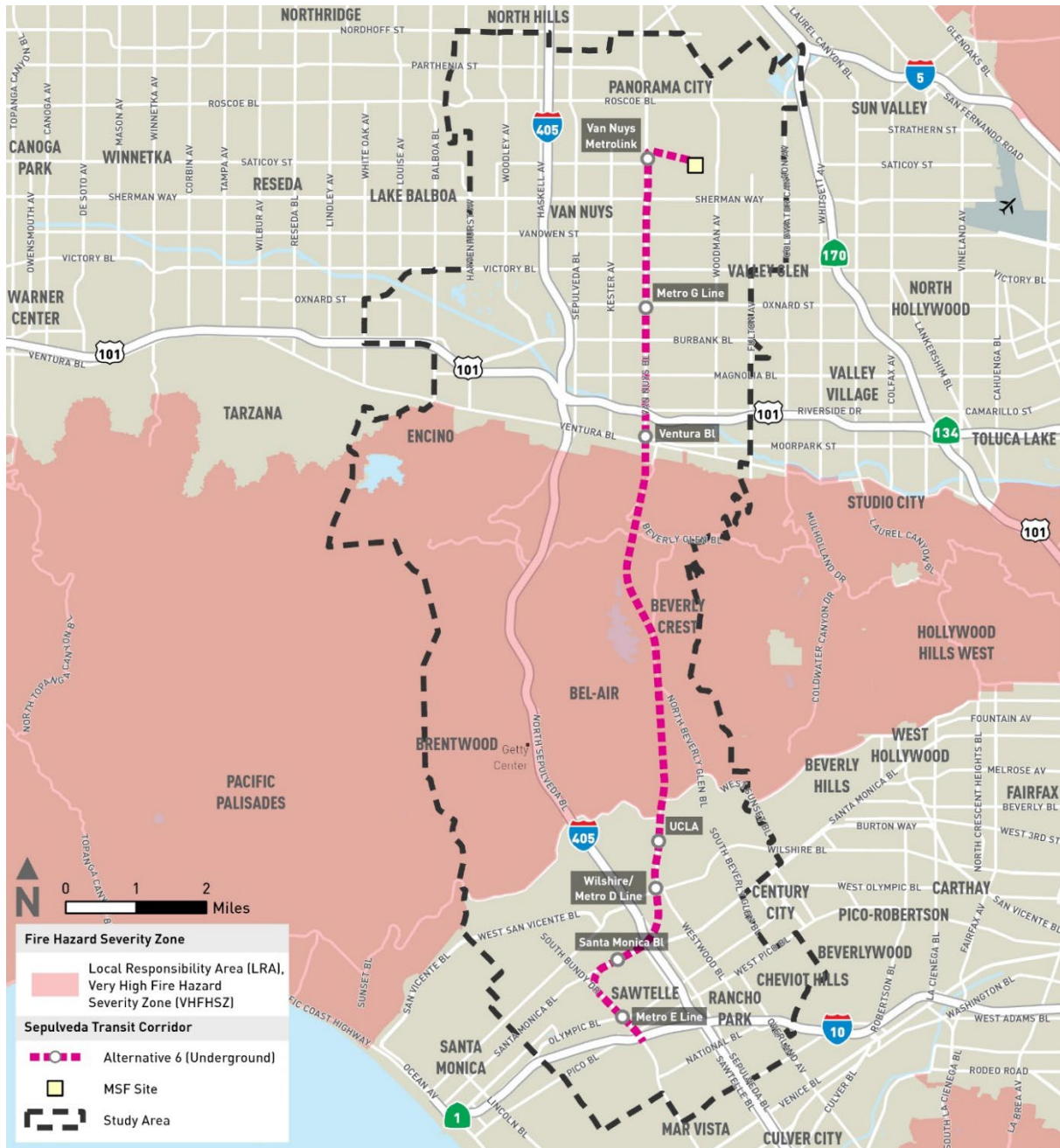
10.2.2.7 Santa Monica Police Department

While the City of Santa Monica exists within the RSA, Alternative 6 would be outside of the Santa Monica city boundaries and would therefore rely on services primarily from the LAPD, LASD, and UCLA PD. The Santa Monica Police Department provides its services through 401 employees and an annual budget of \$100.6 million (FY 2022 through 2023) (City of Santa Monica, 2022). One deputy police chief, four lieutenants, one senior administrative analyst, and one executive assistant report directly to the police chief.

10.2.3 Wildfire

For the purposes of wildfire, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Wildfire is any uncontrolled fire spreading through vegetative fuels that threatens to destroy life, property, or resources. Wildfire sparked by combustible vegetation could result in unplanned, uncontrolled, and unpredictable wildfire. Wildfire behavior is based on three primary factors: topography, weather, and fuels. As shown on Figure 10-7, Alternative 6 would traverse an area recommended by the California Department of Forestry and Fire Protection (CAL FIRE) and designated by the Local Responsibility Area (LRA) as a Very High Fire Hazard Severity Zone (VHFHSZ). Mapping of the areas, referred to as VHFHSZ, are based on data and models of potential fuels over a 30-year to 50-year time horizon and their associated expected fire behavior and burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings (CAL FIRE, 2011). The effects of wildfire include the direct health impacts of smoke and fire, as well as destruction of property. Figure 10-8 illustrates historic fires that have occurred since 2017 including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b).

Figure 10-7. Alternative 6: Wildfire Hazard Zone



Source: CAL FIRE, 2011; HTA, 2024



Figure 10-8. Alternative 6: Historical Wildfires



Source: CAL FIRE, 2025c; HTA, 2025

Undeveloped land that has natural habitats (i.e., grasslands, sage scrub) — with extended droughts, and the characteristic of the region’s Mediterranean climate — results in large areas of dry vegetation that provide fuel for wildland fires. A fuel’s moisture level, chemical makeup, and density determine the degree of flammability. The moisture defines how quickly a fire can spread and how intense or hot a fire might become. High moisture content slows the burning process. A fuel’s chemical makeup determines how readily a fire will burn. For example, some plants, shrubs, and trees contain oils or resins that promote faster and more intense burning. The physical density of the fuel source also influences flammability. For example, if fuel sources are compacted where air cannot circulate easily, the fuel source will not burn as quickly (NPS, 2017).

10.2.3.1 Weather

Weather conditions such as wind, temperature, and humidity are contributing factors to fire behavior. Wind can oxygen to the fire and push the fire toward new fuel sources. The temperature of a fuel influences the ignition of the fire. Combustible fuel sources will ignite more easily at high temperatures than at low temperatures. Low humidity levels allow the fuels to become dry and more prone to catching fire, and fuel burns more quickly than when humidity levels are high. A red-flag warning means warm temperatures, very low humidities, and stronger winds are expected to combine to produce an increased risk of fire danger (NPS, 2017).

10.2.3.2 Topography

Topography describes land shape, including descriptions of elevation, slope, and aspect. The elevation is the height above sea level, the slope is the steepness of the land, and aspect is the direction of a slope. These topographic features can help or hinder the spread of fire and can influence a fire’s intensity, direction, and rate of spread. Elevation, slope, and aspect are also important to consider in order to determine how hot and dry a given area would be. Higher elevations could be drier with colder temperatures compared to the lower elevations. In addition, north-facing slopes would be slower to heat up or dry out (NPS, 2017). Fires burning in flat or gently sloping areas tend to burn more slowly and spread in wider ellipses than fires on steep slopes.

10.2.4 Disaster Routes

For the purposes of disaster routes, the RSA is the same geographical boundaries as the Project Study Area described in Section 1. Disaster routes play a primary role in disaster response and recovery. During a disaster and immediately following, disaster routes are used to transport emergency equipment, supplies, and personnel into an Affected Area. Disaster routes are also utilized by fire, EMS, and others involved with public safety for life saving measures. Disaster routes have priority for clearing, repairing, and restoration over all other roads. A number of disaster routes identified by the County of Los Angeles serve the RSA where Alternative 6 would be located. Figure 10-9 shows the locations of the disaster routes.



Figure 10-9. Alternative 6: Disaster Routes



Source: LADPW, 2022; HTA, 2024

10.3 Environmental Impacts

10.3.1 Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the fire protection and emergency response?

10.3.1.1 Operational Impact

The LAFD would be the primary provider of fire and emergency services. While the LACFD is the AHJ for the VA, which is an unincorporated area of Los Angeles County, LAFD would service the VA under mutual aid. Table 10-3 identifies the fire stations as potential first responders for Alternative 6.

The implementation of Alternative 6 is not anticipated to generate or directly increase population growth to create new demands on fire services, although some indirect concentration of growth may occur around some station areas due to the new transit access. The population growth is accommodated through the Southern California Association of Governments regional growth projections (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]).

Potential impacts would occur if Alternative 6 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. The Alternative 6 alignment would be underground. Alternative 6 would include some changes to existing roadway facilities surrounding proposed station areas, but none that would inhibit the flow of vehicular traffic and impart delays upon fire and emergency vehicles. Alternative 6 would therefore not result in adverse physical impacts that would impart delays to fire and emergency services. Therefore, fire protection response times are anticipated to remain at acceptable levels, and no new or physically altered fire protection facilities are expected to be required for the operation of Alternative 6.

During operation of Alternative 6, there would be a low potential for increased demand on fire services due to incidents or emergencies occurring at the proposed stations, which could result in an increase in overall response calls within the local jurisdictions. The City of Los Angeles has a duty under the California Constitution to provide adequate fire and emergency service (Cal. Const., art. XIII, § 35, subd. (a)(2)). Funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD evaluates staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained. The LAFD would also evaluate Alternative 6 within their respective jurisdiction to ensure that adequate fire protection could be accommodated with project implementation. Continued coordination with Metro's Fire/Life Safety Committee would facilitate the interchange of information, make evaluations and recommendations, and promulgate Fire/Life Safety Criteria to ensure that acceptable service ratios, response times, or other performance objectives for any of the fire protection are maintained during operations. Permanent members include a representative(s) of the LAFD, California Public Utilities Commission, and representatives from other local jurisdictions affected by Alternative 6.

In addition, the proposed alignment and stations would be designed in accordance with the MRDC, including the Fire/Life Safety Criteria to ensure safety and minimize potential hazards at all locations.

Metro's Fire/Life Safety Criteria outlines specific requirements for fire protection at stations, along the alignment, and within rail vehicles. Metro's standard fire/life safety certification process would be followed during station design to ensure compliance with National Fire Protection Association (NFPA) 130, Standard for Fixed Guideway Transit and Passenger Rail Systems and Metro's Fire/Life Safety Criteria. This process ensures that stations are designed and constructed to ensure safe and secure operation, including use of non-combustible construction materials, adequate emergency ventilation in below-grade portions, emergency lighting, emergency egress, emergency access, emergency backup power, fire detection and suppression, and communications. Train vehicles would be built using vehicle specifications to minimize fire hazards that include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensures that response times are maintained at acceptable levels. Operation of the proposed underground alignment and stations would not impact fire protection response times because those segments would not affect emergency vehicles traveling on surface streets. Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 6.

The California Fire Code requires adequate fire flows prior to construction. Sufficient water supply and hose systems would be provided protection to suppress fire hazards for all project elements. Stations would be equipped with a fire alarm control system in each station facility, conforming to NFPA 72 and CCR Title 24 and meeting Americans with Disabilities Act requirements, as well as signaling and fire detection systems, fire alarm panels, and sprinkler systems in accordance with Metro's Fire/Life Safety Criteria.

While fires are not anticipated, there is the potential that a fire could occur at a station, along the tunnel alignment, or at the vent shaft and TPSS in the Stone Canyon Reservoir. In the event of an emergency situation, fire department personnel from LAFD would respond, and the fire station to respond would be dependent on the location of the emergency along the alignment. Metro's *All-Hazard Mitigation Plan* (Metro, 2022) would be followed in the event of a fire. The risk of fire would be minimized within the station locations along the alignment through adherence to the requirements of the Fire/Life Safety Criteria, the Los Angeles City Fire Code, or design equivalent.

Although Alternative 6 could lead to a slight increase in the need for fire protection services (e.g., due to emergencies at stations or HRT vehicles), Alternative 6 would adhere to relevant building, safety, and fire codes during its design and construction. Compliance with these codes would ensure that the layout, infrastructure, and operational elements of Alternative 6 do not create unacceptable fire risks and do not impede fire service emergency response efforts. Fire protection response times would remain within acceptable levels. As a result, operation of Alternative 6 would have a less than significant impact with respect to fire protection and emergency response services.

10.3.1.2 Construction Impact

Construction of Alternative 6 would potentially temporarily increase demands on fire protection response times as a result of new workers construction equipment, and construction materials in the RSA as well as periodic construction-related street closures or detours. Specifically, temporary lane closures on adjacent streets would occur for construction of the proposed alignment, stations, TPSS sites, and construction staging areas. Although temporary lane closures could interfere with fire service response times, this temporary condition would not necessitate the construction of new or physically altered governmental facilities. As discussed in the *Sepulveda Transit Corridor Project Transportation*

Technical Report (Metro, 2025b), under Mitigation Measure (MM) TRA-4, a Transportation Management Plan (TMP) would be prepared and approved in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.

As outlined in the regulatory framework described in Section 2.2, Alternative 6 would comply with the provisions set forth under CCR Title 8 (California Department of Industrial Relations, 2024) and the California Occupational Safety and Health Administration (Cal/OSHA) (California Department of Industrial Relations, 2023) regulations. Under Cal/OSHA, the contractor would create a Fire Prevention Plan that identifies potential fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems that can control a fire involving them. A training program would inform employees of the fire hazards of the materials and processes to which they are exposed. The contractor would review with each worker upon initial assignment those parts of the Fire Prevention Plan that the employee must know to protect the worker in the event of an emergency. The written plan would be kept in the workplace and made available for employee review. The demand for fire protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities. Therefore, impacts associated with fire protection services would be less than significant during construction activities.

10.3.1.3 Maintenance and Storage Facility

Operation of the proposed MSF would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 2.2 Regulatory and Policy Framework, Alternative 6 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 81 and Metro Transit Service Bureau officers would respond. The *Metro Emergency Response Plan* would be followed in the event of a fire, and Metro shall coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations through adherence to the requirements of the Fire/Life Safety Criteria, CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

10.3.2 Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the police protection?

10.3.2.1 Operational Impact

Potential impacts would occur if Alternative 6 were to delay police protection response times. The Alternative 6 alignment would be underground. Alternative 6 would include some changes to existing roadway facilities surrounding proposed station areas, but none that would inhibit the flow of vehicular traffic and impart delays upon police patrol vehicles. Alternative 6 would therefore not result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Therefore, police protection response times are anticipated to remain at acceptable levels, and no new or physically altered police protection facilities would not be required for the operation of Alternative 6.

During operations, the LASD and LAPD would provide police services under Metro's existing service agreements with the agencies. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Since Alternative 6 is within the jurisdiction of the City of Los Angeles, the LAPD would be the first responders for Alternative 6 in the event of an emergency requiring police protection. The following first-response facilities would provide police protection services for the Alternative 6 RSA:

- Van Nuys Community Station, located approximately 0.20 mile east of the northern segment of Alternative 6 at 6240 Sylmar Avenue, Van Nuys, CA 91401
- West Los Angeles Community Station, located 0.13 mile southwest of the southern portion of Alternative 6 at 1663 Butler Avenue, Los Angeles, CA 90025

During operation of Alternative 6, there would be low potential increase in the demand for police protection services from incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. Alternative 6 would be policed by Metro, which has implemented a multi-policing model inclusive of Metro's transit security officers (TSO) and contract security personnel. Metro's TSOs are Metro's own security team and are deployed to specific locations with high frequencies of public safety issues. TSOs enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system. Additionally, Metro deploys trained contract personnel on Metro's buses, bus stops, trains, and stations to provide customer support. Metro ambassadors are unarmed and travel the system or are present at stations to promote safety for riders and operators. While not acting as security officers or replacing security officers, they provide a visible presence and support riders by connecting them with resources they may need such as providing directions or connecting them to other agencies and services as appropriate or warranted. They also help Metro to respond to issues more quickly by reporting maintenance, cleanliness, or safety concerns directly to the appropriate Metro department. The purpose of this multi-agency approach is to achieve higher visibility, enhanced response time, improved customer experience, and to deploy specifically trained officers who engage patrons with special needs at stations and within train vehicles. In addition, the UCLA PD would provide supportive police services at the UCLA Gateway Plaza Station. Therefore, Alternative 6 would have less than significant operational impacts related to unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

10.3.2.2 Construction Impact

Alternative 6 would not include any housing component that would increase population compared to the existing conditions as well as adopted regional planned forecasts (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]). However, construction of

Alternative 6 would increase daytime and nighttime worker population, which has the potential to increase the need for police services.

Police service agencies in the area — including the LAPD, LASD, UCLA PD, and CHP — allocate funding from tax revenues to maintain adequate staffing levels and response times. The operation of Alternative 6 would not require the construction of new or expanded police facilities, as existing service capacity is anticipated to accommodate any potential changes in demand.

During construction, relevant police service agencies would review Health and Safety Plans for Alternative 6, which include safety measures such as nighttime lighting, clear signage, and pedestrian detour routes. Agencies may also assess fees to support police protection services as needed. Additionally, as discussed in Section 3.15.6, Transportation, Metro standard practices require that lane and roadway closures be scheduled to minimize disruptions, with a Transportation Management Plan (TMP) prepared and approved in coordination with local police departments prior to construction. The contractor would coordinate with first responders and emergency service providers to minimize any impacts on emergency response. For these reasons, construction of Alternative 6 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

10.3.2.3 Maintenance and Storage Facilities

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. Potential impacts would occur if the MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF would not require the need for new or physically altered police protection services.

During construction and operation of the MSF, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF. For these reasons, construction and operation of the MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

10.3.3 Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

10.3.3.1 Operational Impact

Since Alternative 6 would operate entirely underground within the Santa Monica Mountains and within the public right-of-way (ROW) along Van Nuys Boulevard, Alternative 6 would not affect emergency response or evacuation plans and routes because roadway conditions on surface streets would be kept accessible to emergency vehicles and fire equipment. In addition, all new guideways, stations, and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations of the project elements. Further compliance with applicable county and city design criteria pertinent to emergency vehicle access, as well as the California

Fire Code standards, would ensure that sufficient ingress and egress routes would be provided at all station areas.

As required by law, operation of Alternative 6 would be required to provide adequate access for emergency vehicles during operational activities. In addition, the *All-Hazards Mitigation Plan* (AHMP) for the County of Los Angeles (CoLA CEO, 2020) and the *Local Hazard Mitigation Plan* (LHMP) for the City of Los Angeles (City of Los Angeles, 2018) address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and City of Los Angeles, including Alternative 6. With adherence to existing regulations and implementation of the standard coordination and design practices identified previously, Alternative 6 would result in a less than significant impact during operation activities.

10.3.3.2 Construction Impact

As required by existing regulations, Alternative 6 would be required to provide adequate access for emergency vehicles and equipment during construction activities. Temporary short-term construction impacts on street traffic adjacent to and along Bundy Avenue, Santa Monica Boulevard, Van Nuys Boulevard, Wilshire Boulevard, Midvale Avenue, Gayley Avenue, Westwood Plaza, and all crossing streets would occur for the working area surrounding Alternative 6. Such detours would support roadway and infrastructure improvements to provide sufficient space for the proposed guideway, stations, TPPS sites, and construction staging yards, and the potential extension of construction activities into the ROW that would result in a reduction of the number of lanes or temporary closure of roadways. Temporary lane and/or roadway closures, increased truck traffic, and other roadway effects that could temporarily interfere physically with an emergency response plan or emergency evacuation plans and therefore result in a significant impact.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), under MM TRA-4, a TMP shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Implementation of MM TRA-4 would reduce the impacts related to the physical interference with an emergency response plan or emergency evacuation plans to less than significant.

Additionally, as outlined in the regulatory framework described in Section 2.2, Alternative 6 would comply with the provisions set forth under the CCR Title 8 and Cal/OSHA. Under Cal/OSHA (California Department of Industrial Relations, 2023), the contractor would create an Emergency Action Plan that would cover designated actions that employers and employees must take to ensure employee safety from fire and other emergencies. The following elements, at a minimum, would be included in the plan:

- Procedures for emergency evacuation, including type of evacuation and exit route assignments
- Procedures to be followed by employees who remain to operate critical plant operations before they evacuate
- Procedures to account for all employees after emergency evacuation has been completed
- Procedures to be followed by employees performing rescue or medical duties
- The preferred means of reporting fires and other emergencies

- Names or regular job titles of persons or departments who can be contacted for further information or explanation of duties under the plan

Adherence to existing regulations and implementation of the TMP under MM TRA-4 would ensure that Alternative 6 would provide adequate access for emergency vehicles and the impact would be less than significant during construction activities for Alternative 6 with mitigation.

10.3.3.3 Maintenance and Storage Facilities

As required by law, the proposed MSF during operation would be required to provide adequate access for emergency vehicles during operational activities. Additionally, the proposed MSF would comply with applicable federal, state, county, and city fire code regulations for issues including fire protection systems and equipment, fire suppression and sprinkler systems within stations, general safety precautions, and equipped with fire hydrants. In addition, the AHMP for the County of Los Angeles and the LHMP for the City of Los Angeles address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations (e.g., earthquakes, wildfire) that would be applicable to the entire County of Los Angeles and the City of Los Angeles, including the proposed MSF. With adherence to existing regulations, the proposed MSF would result in a less than significant impact during operational activities.

As required by existing regulations, the proposed MSF would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed MSF due to roadway and infrastructure improvements could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways. Any such impacts would be limited to the construction period of the proposed MSF and would affect only adjacent streets.

As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro 2025b), under MM TRA-4, a TMP shall be prepared in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.

Adherence to existing regulations and implementation of the TMP under MM TRA-4 would ensure that the proposed MSF would provide adequate access for emergency vehicles and the impact would be less than significant during construction activities with mitigation.

10.3.4 Impact WFR-2: Would the project, due to slope, prevailing winds, or other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

10.3.4.1 Operational Impact

Operational activities associated with the implementation of Alternative 6 would occur within the Wildfire Hazard Zone shown on Figure 10-7, which CAL FIRE has designated as VHFHSZ. The areas surrounding the Sepulveda Mountains consist of undeveloped land that has natural habitats (e.g., grasslands, sage scrub) that experience extended droughts. These conditions combined with the region's characteristic Mediterranean climate result in large areas of dry vegetation and provide fuel for wildland fires. Additionally, these areas include an elevated slope and height above sea level, and steepness of land that can increase the spread of fire by influencing a fire's intensity, direction, and rate of spread.

The Alternative 6 alignment would be underground at the depth of the tunnel and would not exacerbate fire risks. However, some project elements, including the ventilation shaft, two TPSS locations (Figure 10-4), and the access road would be located above ground, within the private open space areas designated for the Stone Canyon Reservoir east of I-405 and Sepulveda Boulevard. A TPSS is an electrical substation that would convert electric power to an appropriate voltage to power the proposed monorail. Equipment malfunction associated with the TPSSs could create sparks and could potentially ignite the fuel sources at the undeveloped areas in the Sepulveda Mountains.

Project measure (PM) SAF-1 (Section 10.4.1) would ensure that Alternative 6 would reduce wildfire risks through Metro's compliance with all regulations of the California Health and Safety Code Sections 13000 et seq. and the LAMC pertaining to fire protection systems during operations. Due to the depth of the proposed alignment, operation of Alternative 6 would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. The operation of the ventilation shaft is intended to provide adequate air circulation in the tunnel. If a wildfire were to occur at the surface level, some of the pollutant concentrations from a wildfire may reach the tunnel. However, the ventilation shaft is also a fire line safety requirement, which includes fire suppression and pollutant capturing elements. Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1, would ensure that impacts associated with wildfire risks would be less than significant during operational activities.

10.3.4.2 Construction Impact

Construction activities associated with the implementation of Alternative 6 would occur within the Wildfire Hazard Zone shown on Figure 10-7 and have the potential to ignite wildfires. While the proposed alignment would be constructed underground at the depth of the proposed tunnel, the ventilation shaft and its access road would require construction in open space areas. The Stone Canyon Reservoir is located south of Mulholland Drive and features an elevated slope and height above sea level, and steepness of land that can increase the spread of fire by influencing a fire's intensity, direction, and rate of spread. The areas surrounding the ventilation shaft and access road consist of private undeveloped land that has natural habitats (e.g., grasslands, sage scrub), as well as developed land consisting of residential uses and facilities associated with the Stone Canyon Reservoir. Extended droughts, combined with the region's characteristic Mediterranean climate can yield large areas of dry vegetation and provide fuel for wildland fires. Additionally, low humidity levels allow the fuels to become dry and more prone to catching fire and burning more quickly than when humidity levels are high (NPS, 2017).

Construction activities occurring within the landscaped areas of the Stone Canyon Reservoir could exacerbate the potential risk of wildfire by adding to ignition sources within the area if not properly controlled. Potential ignition sources include surface-level welding activities and hot exhaust from a vehicle or motorized construction equipment parked on dry grass; additionally, welding during high winds could send sparks traveling through the air to land on and ignite dry grass. Wildfire ignition from construction activity could increase the risk of exposure to pollutants and result in a potentially significant impact.

To reduce the impacts related to wildfires, Alternative 6 would implement MM SAF-1 and MM SAF-2 (Section 10.4.2). MM SAF-1 and MM SAF-2 provide construction-related protocols that would curtail work under red-flag warning days and maintain and monitor potential sources of fuel and ignition to reduce impacts related to exacerbating wildfire risks to a less than significant level. In the event of a wildfire in the Santa Monica Mountains, the construction contractor would halt construction activities if

wildfires posed a threat to human health. The implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire risks (due to slope, prevailing winds, and other factors that exacerbate wildfire) would be less than significant with mitigation.

10.3.4.3 Maintenance and Storage Facilities

The proposed MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 10-7. The closest areas designated as a State Responsibility Area (SRA) or land classified as VHFHSZ are located approximately 4.2 miles south of the proposed MSF. Therefore, the operation and construction of the proposed MSF would not intensify slope, prevailing winds, and other factors, or exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, and no impact would occur.

10.3.5 Impact WFR-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

10.3.5.1 Operational Impact

Operational activities associated with the implementation of Alternative 6 would occur within the Wildfire Hazard Zone shown on Figure 10-7, which CAL FIRE has designated as VHFHSZ. Operation of Alternative 6 would require the maintenance of roads, fuel breaks, emergency water sources, and other utilities associated infrastructure to support project elements including the proposed alignment, ventilation shaft, and access road.

The Alternative 6 alignment would be underground at the depth of the tunnel and would not exacerbate fire risks. However, some project elements, including the ventilation shaft, two TPSS locations (Figure 10-4), and the access road would be located within the private open space areas designated for the Stone Canyon Reservoir east of I-405 and Sepulveda Boulevard. A TPSS is an electrical substation that would convert electric power to an appropriate voltage to power the proposed monorail. Equipment malfunction associated with the TPSSs could create sparks and could potentially ignite the fuel sources at the undeveloped areas in the Sepulveda Mountains. PM SAF-1 (Section 10.4.1) would ensure that Alternative 6 would reduce wildfire risks through Metro's compliance with all regulations of the California Health and Safety Code Sections 13000 et seq. and the LAMC pertaining to fire protection systems during operations.

Compliance with all state laws, plans, policies, and regulations regarding fire prevention and suppression, as well as compliance with PM SAF-1, would ensure that the impact associated with fire risk would be less than significant.

10.3.5.2 Construction Impact

As shown on Figure 10-7, construction activities associated with the implementation of Alternative 6 would be located within the Wildfire Hazard Zone and has the potential for wildfires. While the proposed alignment would be constructed underground at the depth of the proposed tunnel, the ventilation shaft and its access road would require construction in open space areas. The Stone Canyon Reservoir is located south of Mulholland Drive and features an elevated slope and height above sea level, and steepness of land that can increase the spread of fire by influencing a fire's intensity, direction, and rate of spread).

Construction activities occurring within the landscaped areas of the Stone Canyon Reservoir could exacerbate the potential risk of wildfire by adding to ignition sources within the area if not properly controlled. Potential ignition sources include surface-level welding activities and hot exhaust from a vehicle or motorized construction equipment parked on dry grass; additionally, welding during high winds could send sparks traveling through the air to land on and ignite dry grass. Wildfire ignition from construction activity could exacerbate a wildfire that may result in temporary and potentially significant impacts to the environment.

To minimize the impacts related to wildfires, Alternative 6 would implement MM SAF-1 and MM SAF-2 (Section 10.4.2). To reduce the impacts related to wildfires, Alternative 6 would implement MM SAF-1 and MM SAF-2 (Section 10.4.2). MM SAF-1 and MM SAF-2 provide construction-related protocols that would curtail work under red-flag warning days and maintain and monitor potential sources of fuel and ignition to reduce impacts related to exacerbating wildfire risks to a less than significant level. In addition, the implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with fire risks would be less than significant with mitigation.

10.3.5.3 Maintenance and Storage Facilities

The proposed MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 10-7. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4.2 miles south of the proposed MSF. The proposed MSF would wash and maintain HRT vehicles and require installation of associated infrastructure. Therefore, the operation and construction of the MSF would not require the installation or maintenance of associated infrastructure that would exacerbate wildfire risks or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

10.3.6 Impact WFR-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

10.3.6.1 Operational Impact

The discussions on exposure of people or structures to flooding as a result of runoff or drainage changes are in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c). The discussion on exposure of people or structures to landslides is in the *Sepulveda Transit Corridor Project Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report* (Metro, 2025d). The remainder of this discussion analyzes post-fire slope instability.

Operational activities associated with the implementation of Alternative 6 would occur within the Wildfire Hazard Zone shown on Figure 10-7, which CAL FIRE has designated as VHFHSZ. As shown on Figure 10-8, this segment of the Santa Monica Mountains has historically experienced wildfires, including the 2025 Palisades Fire, 2025 Sepulveda Fire, 2019 Getty Fire, and the 2017 Skirball Fire (CAL FIRE, 2017, 2019, 2025a, 2025b). The proposed alignment would be located underground at the depth of the tunnel underneath landscaped areas east of I-405. The Stone Canyon Reservoir vent shaft, TPSS, and access road would be located on surface level within the Wildfire Hazard Zone in the Santa Monica Mountains. Fire incidents have not occurred in the Stone Canyon Reservoir in recent history (CAL FIRE, 2019) and therefore post-fire slope instability in this location would be less than significant. The operation of Alternative 6 would not create additional runoff, post-fire slope instability, or drainage changes within the Wildfire Hazard Zone. Alternative 6 would not expose people or structures to

significant risks, including downslope or downstream flooding or landslides. Therefore, impacts would be less than significant.

10.3.6.2 Construction Impact

The discussions on exposure of people or structures to flooding as a result of runoff or drainage changes are in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c). The discussion on exposure of people or structures to landslides is in the *Sepulveda Transit Corridor Project Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report* (Metro, 2025d). The remainder of this discussion analyzes post-fire slope instability.

Construction activities associated with the implementation of Alternative 6 would occur within the Wildfire Hazard Zone shown on Figure 10-7, which CAL FIRE has designated as VHFHSZ. The proposed alignment would be located underground at the depth of the tunnel underneath landscaped areas east of I-405. The Stone Canyon Reservoir vent shaft, TPSS, and access road would be located on surface level within the Wildfire Hazard Zone in the Santa Monica Mountains. Fire incidents have not occurred in the Stone Canyon Reservoir in recent history and therefore post-fire slope instability in this location would be less than significant.

Additionally, during construction, to address potential post-wildfire ground instabilities, Alternative 6 would implement project design features and would implement a Stormwater Pollution Prevention Plan (SWPPP). As described in further detail in *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025c), regulatory framework set forth by the State Water Resources Control Board (SWRCB) would require Alternative 6 to prepare and submit a construction SWPPP to comply with the National Pollutant Discharge Elimination System Construction General Permit. A construction SWPPP must be submitted to the SWRCB prior to construction and adhered to during construction. The construction SWPPP would identify the best management practices (BMP) that would be in place prior to the start of construction activities and during construction. BMPs are identified in the *Sepulveda Transit Corridor Project Water Resources* (Metro, 2024e) with categories that would include erosion control, sediment control, non-stormwater management, and materials management BMPs. the construction of Alternative 6 would include the implementation of BMPs and would not create additional runoff, post-fire slope instability, or drainage changes within the Wildfire Hazard Zone. Alternative 6 would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. Therefore, impacts would be less than significant.

10.3.6.3 Maintenance and Storage Facilities

The proposed MSF would not be located on land designated as an LRA or VHFHSZ and would not have potential for wildfires as shown on Figure 10-7. The closest areas designated as an SRA or land classified as VHFHSZ are located approximately 4.2 miles south of the proposed MSF. The MSF would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

10.4 Project and Mitigation Measures

10.4.1 Operation

Alternative 6 would implement the following project measure to ensure that impacts to wildfire and fire risks remain less than significant during operation activities:

PM SAF-1 *The Project shall comply with all regulations of California Health and Safety Code Sections 13000 et seq. and City of Los Angeles Municipal Code pertaining to fire protection systems, such as the adequate provision of smoke alarms, fire extinguishers, building access, emergency response notification systems (master alarm system), fire flows, and hydrant pressure and spacing, and relevant building codes relating to fire suppression and defensible space.*

10.4.2 Construction

Alternative 6 would implement the following mitigation measures to ensure that impacts to the emergency response plan or emergency evacuation plan, wildfire and fire risks remain less than significant during construction activities.

MM SAF-1 *Curtail above ground construction and maintenance activities requiring spark-producing equipment during high-risk wildfire periods in applicable areas. Applicable areas would be areas in the Santa Monica Mountain Range that CAL FIRE designates as a wildfire zone and is populated with dried vegetation or other material that could ignite. Construction and maintenance activities utilizing motorized equipment shall be curtailed during red-flag warning days and other high-risk periods characterized by relative humidity of 15 percent or less combined with and windy conditions consisting of frequent gusts at 25 miles per hour or greater for at least 3 hours in a 12 hour period.*

MM SAF-2 *During construction of the Project, all staging areas, welding areas, or areas slated for development that use spark-producing equipment shall be cleared of dried vegetation or other material that could ignite. Any construction equipment that includes a spark arrestor shall be monitored to ensure the spark arrestor is in good working order. All vehicles and crews working on the Project shall have access to functional fire extinguishers at all times.*

10.4.3 Impacts After Mitigation

Compliance with all state laws, plans, policies, and regulations regarding wildfire prevention and suppression, as well as implementation of PM SAF-1, would ensure that impacts associated with wildfire and fire risks would be less than significant during operation activities.

Implementation of MM SAF-1 and MM SAF-2 would ensure that the impacts associated with wildfire and fire risks would be less than significant during construction activities.

Adherence to existing regulations and implementation of the TMP (MM TRA-4; refer to *the Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would ensure that Alternative 6 would provide adequate access for emergency vehicles, and the impact would be less than significant during construction activities for Alternative 6.

11 PREPARERS OF THE TECHNICAL REPORT

| Name | Title | Experience (Years) |
|-----------------|--------------------------------|--------------------|
| Kat Lee | Transportation Planner | 14 |
| Jennifer J. Lee | Transportation Project Manager | 21 |
| Jessica Koon | Transportation Planner | 11 |
| Edgar Mejia | Transportation Planner | 6 |
| Rashanda Davis | Transportation Planner | 2 |

12 REFERENCES

- Abdollahi, M., and F. Vahedifard. 2023. *Post-Wildfire Stability of Unsaturated Hillslopes Against Rainfall-Triggered Landslides*. agupubs.onlinelibrary.wiley.com/doi/10.1029/2022EF003213. Accessed April 9, 2024.
- American Society of Civil Engineers (ASCE). 2021. *Automated People Mover Standards*. ascelibrary.org/doi/book/10.1061/asce21. Accessed April 9, 2024.
- California Department of Forestry and Fire Protection (CAL FIRE). 2011. Los Angeles, Very High Fire Hazard Severity Zones in LRA. experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed May 9, 2023.
- California Department of Forestry and Fire Protection (CAL FIRE). 2017. Skirball Fire. fire.ca.gov/incidents/2017/12/6/skirball-fire/. Accessed January 23, 2025.
- California Department of Forestry and Fire Protection (CAL FIRE). 2019. 2019 Incidents. fire.ca.gov/incidents/2019. Accessed April 9, 2024.
- California Department of Forestry and Fire Protection (CAL FIRE). 2025a. Palisades Fire. fire.ca.gov/incidents/2025/1/7/palisades-fire. Accessed Jan 23, 2025.
- California Department of Forestry and Fire Protection (CAL FIRE). 2025b. Sepulveda Fire. fire.ca.gov/incidents/2025/1/23/sepulveda-fire. Accessed Jan 23, 2025.
- California Department of Forestry and Fire Protection (CAL FIRE). 2025c. GIS Mapping and Data Analytics. fire.ca.gov/what-we-do/fire-resource-assessment-program/gis-mapping-and-data-analytics. Accessed January 23, 2025.
- California Department of Industrial Relations. 2023. *California Occupational Safety and Health Administration (Cal/OSHA) Guidance for Construction Employers*. dir.ca.gov/dosh/Construction-guide-summary.html. Accessed April 19, 2024.
- California Department of Industrial Relations. 2024. Office of the Director, Title 8 regulations. dir.ca.gov/samples/search/queryod.htm. Accessed April 19, 2024.
- California Department of Transportation (Caltrans). 2020. *Highway Design Manual, Chapter 200 – Geometric Design and Structure Standards*. July 1, 2020. dot.ca.gov/-/media/dot-media/programs/design/documents/chp0200-092923-a11y.pdf.
- California Department of Transportation (Caltrans). 2023. Standard Environmental Reference, Volume 1: Guidance for Compliance, Chapter 24 – Community Impacts. dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-24-community-impacts. Accessed August 9, 2023.
- California Governor’s Office of Emergency Services. 2003. *California Disaster and Civil Defense Master Mutual Aid Agreement*. caloes.ca.gov/wp-content/uploads/Preparedness/Documents/CAMasterMutAidAgreement.pdf.
- California Highway Patrol (CHP). 2023a. California Highway Patrol Programs and Services. chp.ca.gov/programs-services. Accessed August 9, 2023.
- California Highway Patrol (CHP). 2023b. West Los Angeles Area Station. [chp.ca.gov/find-an-office/southern-division/offices/\(565\)-west-los-angeles](https://chp.ca.gov/find-an-office/southern-division/offices/(565)-west-los-angeles). Accessed August 9, 2023.

- California Legislative Information. 2024. Health and Safety Code (HSC), Division 12: Fires and Fire Protection.
leginfo.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC&tocTitle=+Health+and+Safety+Code+-+HSC. Accessed April 9, 2024.
- City of Beverly Hills. 2022. *General Plan – Safety Element*.
beverlyhills.org/DocumentCenter/View/5514/09-Safety-PDF.
- City of Los Angeles. 2018. *City of Los Angeles 2018 Local Hazard Mitigation Plan*. January.
emergency.lacity.gov/sites/g/files/wph1791/files/2021-10/2018_LA_HMP_Final_with_maps_2018-02-09.pdf.
- City of Los Angeles. 2023. *City of Los Angeles Base Emergency Operations Plan*.
emergency.lacity.gov/sites/g/files/wph1791/files/2023-10/Emergency%20Operations%20Base%20Plan_2023.pdf.
- City of Los Angeles Administrative Code. 2023. City of Los Angeles Administrative Code, Division 22, Chapter 11. Current through March 31, 2023.
codelibrary.amlegal.com/codes/los_angeles/latest/laac/0-0-0-49065. Accessed May 14, 2023.
- City of Los Angeles Charter. 2023. *City of Los Angeles Charter*, Article V, Section 570. Current through March 31, 2023. codelibrary.amlegal.com/codes/los_angeles/latest/laac/0-0-0-2624. Accessed May 14, 2023.
- City of Los Angeles Department of City Planning (DCP). 2001. *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*. Approved July 27, 1995. Re-adopted August 8, 2001.
planning.lacity.gov/odocument/513c3139-81df-4c82-9787-78f677da1561/Framework_Element.pdf.
- City of Los Angeles Department of City Planning (DCP). 2021. *Safety Element of the City of Los Angeles General Plan*. planning.lacity.org/odocument/bf51ae04-1c7b-4931-9a29-d46209998b89/Safety_Element.pdf.
- City of Los Angeles Department of Transportation (LADOT). 2010. *Appendix of Standard Drawings*.
ladot.lacity.gov/sites/default/files/2020-03/application-and-design-for-striping-channelization-and-special-signing.pdf.
- City of Los Angeles Municipal Code (LAMC). 2023a. Los Angeles Fire Code, Chapter V Article 7. Current through March 31, 2023. codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-339601. Accessed May 14, 2023.
- City of Los Angeles Municipal Code (LAMC). 2023b. LAMC Chapter V, Article 2. Current through March 31, 2023. codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-135624. Accessed May 14, 2023.
- City of Santa Monica. 1995. *General Plan - Safety Element*.
santamonica.gov/media/Document%20Library/Topic%20Explainers/Planning%20Resources/Safety%20Element%20January%201995.pdf.
- City of Santa Monica. 2022. *Adopted Biennial Budget*. finance.smgov.net/Media/Default/annual-reports/FYE2022/FYE2022-Operating-Budget.pdf.
- County of Los Angeles, Chief Executive Office (CoLA CEO). 2020. *2020 County of Los Angeles All-Hazards Mitigation Plan*. ceo.lacounty.gov/wp-content/uploads/2022/04/County-of-Los-Angeles-All-Hazards-Mitigation-Plan-APPROVED-05-2020.pdf.

- County of Los Angeles, Chief Executive Office (CoLA CEO). 2023. *Los Angeles County Operational Area Emergency Operation Plan*. ceo.lacounty.gov/wp-content/uploads/2023/11/County-of-Los-Angeles-OAEOP-2023-Final-for-Website.pdf.
- Culver City. 2024. *Public Safety Element General Plan*. culvercity.org/Services/Building-Development/General-Plan. Accessed on November 5, 2024.
- Federal Protective Services (FPS). 2023. Department of Homeland Security: FPS Who We Are and What We Do. dhs.gov/who-we-are. Accessed August 8, 2023.
- Google Earth. 2024. Google Earth Pro, V 7.1.1.1580. Accessed April 10, 2024.
- International Code Council Incorporated. 2023a. 2022 California Fire Code California Code of Regulations, Title 24, Part 9. codes.iccsafe.org/content/CAFC2022P1/copyright. Accessed October 17, 2023.
- International Code Council Incorporated. 2023b. 2022 California Building Code Title 24. codes.iccsafe.org/content/CABC2022P1. Accessed April 17, 2024.
- Los Angeles County Department of Public Works (LADPW). 2022. *Disaster Routes*. geohub.lacity.org/datasets/lacounty::disaster-routes-1/explore. Accessed November 6, 2023.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2008. *Measure R Expenditure Plan*. July. metro.net/about/measure-r/, dropbox.com/scl/fi/jzu11yppo8q1eeh16nzcl/2009-MeasureR-expenditure-plan.pdf. Amended July 2021.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2016. *Measure M Los Angeles County Traffic Improvement Plan. Attachment A, Measure M Expenditure Plan*. libraryarchives.metro.net/dpqt/MeasureM/201609-proposed-ordinance-16-01-county-traffic%20improvement-plan.pdf.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2019. *Sepulveda Transit Corridor Project Final Feasibility Report*. November. libraryarchives.metro.net/dpqt/pre-eir-eis-reports-and-studies/sepulveda-transit-corridor/2019-sepulveda-transit-corridor-final-feasibility-report.pdf.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2020. *Public Transportation Agency Safety Plan*. libraryarchives.metro.net/DB_Attachments/200401_Attachment%20B%20-%20PTASP.pdf.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2021. *Sepulveda Transit Corridor Project Notice of Preparation*. November 30, 2021. ceqanet.opr.ca.gov/2021110432. Accessed October 1, 2024.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2022. *All-Hazards Mitigation Plan*. [metro.legistar.com/LegislationDetail.aspx?ID=5936197&GUID=CFBFCA6E-42B4-4C8A-8EDD-0D5771B62FF5&Options=&Search=&FullText=1#:~:text=The%20All%2DHazards%20Mitigation%20Plan,\(5\)%20enhance%20emergency%20services](https://metro.legistar.com/LegislationDetail.aspx?ID=5936197&GUID=CFBFCA6E-42B4-4C8A-8EDD-0D5771B62FF5&Options=&Search=&FullText=1#:~:text=The%20All%2DHazards%20Mitigation%20Plan,(5)%20enhance%20emergency%20services). Accessed October 21, 2024.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2023. *Monthly Update on Public Safety, Attachment C – Total Crime Summary – August 2023*. metro.legistar1.com/metro/attachments/c257a39a-1618-4ba0-854d-26d03de1f6cb.pdf.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2024a. *Sepulveda Transit Corridor Alternative 2 Update*. July 3.

boardarchives.metro.net/BoardBox/2024/240703_Sepulveda_Transit_Corridor_Alternative_2_Update.pdf.

Los Angeles County Metropolitan Transportation Authority (Metro). 2024b. *Transit Community Public Safety Department (TCPD) Implementation Plan*.

metro.legistar1.com/metro/attachments/63063925-bf7b-4ec7-af93-4df7b8747a40.pdf.

Los Angeles County Metropolitan Transportation Authority (Metro). 2025a. *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2025b. *Sepulveda Transit Corridor Project Transportation Technical Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2025c. *Sepulveda Transit Corridor Project Water Resources Technical Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2025d. *Sepulveda Transit Corridor Project Geotechnical, Subsurface, Seismic, and Paleontological Resources Technical Report*.

Los Angeles County Sheriff's Department (LASD). 2014. LASD Information Detail.

shq.lasdnews.net/pages/PageDetail.aspx. Accessed August 9, 2023.

Los Angeles County Sheriff's Department (LASD). 2020. Population and Geographic Data.

shq.lasdnews.net/CrimeStats/yir9600/yir2020/dept/89.htm. Accessed April 4, 2024.

Los Angeles County Sheriff's Department (LASD). 2024. West Hollywood Sheriff's Station. lasd.org/west-hollywood/. Accessed April 4, 2024.

Los Angeles County Sheriff's Department Transit Services Bureau (TSB). 2019. Transit Services Bureau: Links for Information. lasd.org/transitservicesbureau/#partner_agencies. Accessed August 9, 2023.

Los Angeles Fire Department (LAFD). 2019. *Getty Fire*. lafd.org/news/getty-fire. Accessed April 14, 2024.

Los Angeles Fire Department (LAFD). 2022a. *Los Angeles City Fire Department Strategic Plan 2023-2026*. lafd.org/sites/default/files/pdf_files/LAFD-2023-2026-STRATEGIC-PLAN-04042023%20.pdf.

Los Angeles Fire Department (LAFD). 2022b. City Wide Response Metrics for 2022. lafd.org/fsla/stations-map#. Accessed May 14, 2023.

Los Angeles Fire Department (LAFD). 2023a. Find Your Station. lafd.org/fire-stations/station-results. Accessed May 14, 2023.

Los Angeles Fire Department (LAFD). 2023b. How We Calculate Results. lafd.org/how-we-calculate-results. Accessed May 14, 2023.

Los Angeles Fire Department (LAFD). 2023c. Apparatus. lafd.org/about/about-lafd/apparatus. Accessed May 14, 2023.

Los Angeles Fire Department (LAFD). 2023d. Station 19 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.

Los Angeles Fire Department (LAFD). 2023e. Station 37 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.

Los Angeles Fire Department (LAFD). 2023f. Station 39 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.

- Los Angeles Fire Department (LAFD). 2023g. Station 58 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023h. Station 59 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023i. Station 62 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023j. Station 71 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023k. Station 78 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023l. Station 81 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023m. Station 83 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023n. Station 88 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023o. Station 90 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023p. Station 92 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023q. Station 99 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023r. Station 100 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023s. Station 102 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023t. Station 108 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2023u. Station 109 Response Metrics for 2022. lafd.org/fsla/stations-map. Accessed May 14, 2023.
- Los Angeles Fire Department (LAFD). 2024. Organization. lafd.org/about/organization. Accessed January 14, 2025.
- Los Angeles Police Department (LAPD). 2021. LAPD Divisions by Bureau. August 30. lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2021/09/citywide.pdf.
- Los Angeles Police Department (LAPD). 2023a. LAPD Organization Chart. lapdonline.org/lapd-organization-chart/v. Accessed April 4, 2023.

- Los Angeles Police Department (LAPD). 2023b. Information provided by LAPD Transit Services Group on May 12, 2023, in response to questionnaire, sent by Metro, regarding the Sepulveda Transit Corridor Project.
- Los Angeles Police Department (LAPD). 2023c. LAPD Public Contact Snapshot as of December 31, 2022. January 18, 2023. lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2023/01/PublicContacts_Monthly-UOF-Report_123122.pdf.
- Los Angeles Police Department (LAPD). 2023d. History of the LAPD. lapdonline.org/history-of-the-lapd/. Accessed April 4, 2023.
- National Fire Protection Association (NFPA). 2022. *NFPA 72 National Fire Alarm and Signaling Code*. nfpa.org/codes-and-standards/nfpa-72-standard-development/72. Accessed April 17, 2024.
- National Fire Protection Association (NFPA). 2023a. *NFPA 70 National Electrical Code*. nfpa.org/codes-and-standards/nfpa-70-standard-development/70. Accessed April 17, 2024.
- National Fire Protection Association (NFPA). 2023b. *NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems*. nfpa.org/codes-and-standards/nfpa-130-standard-development/130. Accessed April 17, 2024.
- National Fire Protection Association (NFPA). 2023c. *NFPA 780 Standard for the Installation of Lightning Protection Systems*. nfpa.org/codes-and-standards/nfpa-780-standard-development/780. Accessed April 17, 2024.
- National Fire Protection Association (NFPA). 2023d. *NFPA 855 Standard for the Installation of Stationary Energy Storage Systems*. nfpa.org/codes-and-standards/nfpa-855-standard-development/855. Accessed April 17, 2024.
- National Fire Protection Association (NFPA). 2024. *NFPA 101 Life Safety Code*. nfpa.org/codes-and-standards/nfpa-101-standard-development/101. Accessed April 17, 2024.
- National Park Service (NPS). 2017. *Wildland Fire Behavior*. Last update February 17. nps.gov/articles/wildland-fire-behavior.htm. Accessed May 8, 2023.
- Santa Monica Police Department (SMPD). 2023. *Police, Divisions*. santamonica.gov/departments/police#DivisionsBagPart. Accessed May 9, 2023.
- Southern California Association of Governments (SCAG). 2020a. *Connect SoCal, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. September 3. scaq.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf.
- Southern California Association of Governments (SCAG). 2020b. *Connect SoCal, 2020-2045 RTP/SCS Final Connect SoCal Project List Technical Report*. scaq.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_0.pdf.
- Southern California Association of Governments (SCAG). 2021a. *Final 2021 Federal Transportation Improvement Program Technical Appendix*. Volume II of III. March. scaq.ca.gov/sites/main/files/file-attachments/f2021-ftip-technical-appendix.pdf.
- Southern California Association of Governments (SCAG). 2021b. *Final 2021 Federal Transportation Improvement Program. Consistency Amendment #21-05*. scaq.ca.gov/sites/main/files/file-attachments/21-05-la-finalcomparison.pdf.

UCLA Police Department (UCLA PD). 2023. Mission, Vision, Values, and Background.
police.ucla.edu/about-ucla-pd/department-information/ucla-pd-mission-statement-background.
Accessed August 9, 2023.

United States Department of Veterans Affairs (VA). 2025. VA Police. va.gov/greater-los-angeles-health-care/programs/va-police/. Accessed February 10, 2025.