

Appendix N. Land Use and Development Technical Report



SEPULVEDA TRANSIT CORRIDOR PROJECT

Land Use and Development Technical Report

March 2025



Metro®

SEPULVEDA TRANSIT CORRIDOR PROJECT

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Land Use and Development Technical Report

Task 5.24.11

Prepared for:



Metro

Los Angeles County

Metropolitan Transportation Authority

Prepared by:



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Abbreviations and Acronyms

§	Section
AB	Assembly Bill
ABC	Accelerated Bridge Construction
APM	automated people mover
BRT	bus rapid transit
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CBSC	California Building Standards Commission
CEQA	California Environmental Quality Act
CIDH	cast-in-drilled-hole
CPA	community plan area
DCP	City of Los Angeles Department of City Planning
DMV	Department of Motor Vehicles
DOC	California Department of Conservation
EFC	Equity Focus Community
EIR	Environmental Impact Report
ENG	Engineering
ExpressLanes project	I-405 Sepulveda Pass ExpressLanes project
Farmland	Farmland of Statewide Importance
FLM	First/Last Mile
FMMP	Farmland Mapping and Monitoring Program
FRA	Federal Railroad Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
HRT	heavy rail transit
HTA	HTA Partners
I-10	Interstate 10
I-405	Interstate 405
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LASRE	LA SkyRail Express
LAX	Los Angeles International Airport
LESA	Land Evaluation Site Assessment

LOSSAN	Los Angeles-San Diego-San Luis Obispo
LRT	light rail transit
L RTP	Long Range Transportation Plan
MBS	Moving Beyond Sustainability
Metro	Los Angeles County Metropolitan Transportation Authority
MM	mitigation measure
MOW	maintenance-of-way
MRT	monorail transit
MSF	maintenance and storage facility
NEN	Neighborhood Enhanced Network
NOP	Notice of Preparation
NPS	National Park Service
NRCS	Natural Resources Conservation Service
PM	project measure
PRC	Public Resources Code
Project	Sepulveda Transit Corridor Project
RCP	Regional Comprehensive Plan
ROW	right-of-way
RSA	Resource Study Area
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCORE	Southern California Optimized Rail Expansion
SCS	Sustainable Communities Strategy
SLTRP	Strategic Long-Term Resource Plan
SMMC	Santa Monica Mountains Conservancy
SMMNRA	Santa Monica Mountains National Recreation Area
SRTP	Short Range Transportation Plan
STCP	Sepulveda Transit Corridor Partners
TBM	tunnel boring machine
TMP	Transportation Management Plan
TNP	Transit Neighborhood Plans
TOD	transit oriented development
TPSS	traction power substation
UCLA	University of California, Los Angeles
US/U.S.	United States

US-101	U.S. Highway 101
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
VA	U.S. Department of Veterans Affairs
Valley	San Fernando Valley
VCA ASEC	VCA Animal Specialty & Emergency Center
VMT	vehicle miles traveled
Westside	Westside of Los Angeles
WSCCOG	Westside Cities Council of Governments
ZIMAS	Zone Information and Map Access System

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 (Westside). 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, 2019a), 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, 2021a). 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, 2019a). 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 land use and development. It describes existing land use and development 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 U.S. Department of Veterans Affairs – Greater Los Angeles Healthcare System West Los Angeles Campus Master Plan 2022

The United States (U.S.) Department of Veterans Affairs (VA), *Greater Los Angeles Healthcare System, West Los Angeles Campus Master Plan* (U.S. Department of Veterans Affairs, 2022) is a framework that assists the VA in determining and implementing the most effective use of the campus for veterans. The plan was developed in 2016 and updated in 2022 to expand needed services to veterans including homelessness and housing; to guide the land use development and the environment and historic due diligence; and to support the veterans in the region. The plan has four zoning zones 1) Healthcare, 2) Long term and Auxiliary Services, 3) Veteran Housing, Services, and Amenities (including the Town Center), and 4) Veteran Community and Engagement that are based on the existing and future development patterns. Goals of the plan also include revitalizing the Veterans Affairs Greater Los Angeles campus facilities and improving connectivity with area resources and communities.

2.1.2 U.S. Department of Veterans Affairs – West Los Angeles Veterans Affairs North Campus Community Plan

The *West Los Angeles Veterans Affairs North Campus Community Plan* (U.S. Department of Veterans Affairs, 2023) provides a roadmap for a long-term phase development to deliver a permanent supportive housing community within the northern section of the VA's West Los Angeles Campus. The plan focuses on the redevelopment of more than 20 parcels as supportive housing across multiple phases. The plan provides a framework and guidelines for the development of the campus, mobility and access, open space and habitat, infrastructure, and design guidelines and standards.

2.1.3 U.S. Army Corps of Engineers – Master Plan and Draft Environmental Assessment for Sepulveda Dam Basin

The U.S. Army Corps of Engineers (USACE) *Master Plan and Draft Environmental Assessment for Sepulveda Dam Basin* (USACE, 2011) provides direction and guidance for land development and utilization in the Sepulveda Dam Basin pursuant to applicable federal laws, regulations, and policies. The Master Plan provides guidance for balancing flood risk management requirements, recreation opportunities, and preservation of natural resources. It describes the existing resources in the Sepulveda Dam Basin and provides a guide for USACE land management responsibilities and decisions in regard to project lands, water, and boundaries of floodplain areas. The Master Plan provides direction and guidance for land development and utilization in the Sepulveda Dam Basin pursuant to applicable federal laws, regulations, and policies.

2.1.3.1 U.S. Department of Interior, National Park Services – Santa Monica Mountains National Recreation Area General Management Plan

The *Santa Monica Mountains National Recreation Area General Management Plan and Environmental Impact Statement* (NPS, 2002) provides a framework for managing development, visitation, and natural and cultural resources. Issues addressed in the plan include impacts to natural and cultural resources caused by development, growing visitation and demand for outdoor recreation, lack of transportation to

and within the national recreation area and increasing awareness about the national recreation area among residents of the Metropolitan Los Angeles area.

2.1.4 National Park Service Climate Friendly Parks Program

The program provides parks with the tools and resources to address climate change and ensure the most sustainable operations across the agency. To provide national parks with comprehensive support to address climate change within both park boundaries and surrounding communities, the Climate Friendly Parks Program established goals to measure park-based greenhouse gas (GHG) emissions; educate staff, partners, stakeholders, and the public about climate change and demonstrate ways individuals and groups can take action to address the issue; and assist parks in developing strategies and specific actions to address sustainability challenges, reduce GHG emissions, and anticipate the impacts of climate change on park resources (NPS, 2024).

2.1.5 Green Parks Plan

The *Green Parks Plan* outlines strategic goals that focus on facilities and operational impacts on the environment and human wellbeing to improve service wide performance in sustainability. The five goals focus on achieving net-zero GHG emissions, net-zero water use and energy for facilities, net-zero waste and sustainable procurement, zero-emission transportation methods, and engage communities to support and participate in sustainability, climate resilience, and environmental justice (NPS, 2023).

2.2 State

California Government Code Authority for and Scope of General Plans (Section (§) 65300-65303.4) requires that each city adopt a General Plan with eight mandatory elements to guide the city's long-term growth. The code states the following:

Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning. Chartered cities shall adopt general plans which contain the mandatory elements specified in Section 65302.

Mandatory elements dictated in § 65302 and required for each city's General Plan are land use, circulation, housing, conservation, open space, noise, safety, and environmental justice.

2.2.1 Sustainable Communities and Climate Protection Act of 2008

The Sustainable Communities and Climate Protection Act (Senate Bill [SB] 375, Chapter 728) requires regional planning agencies in California to develop Regional Land Use Plans, entitled Sustainable Community Strategies (SCS), as an integral part of their Regional Transportation Plan (RTP) aimed at lowering GHG emissions by reducing sprawl, co-locating uses to shorten necessary trips (e.g., home to work, home to store, etc.), and coordinating land use and transportation/transit planning. Coordination is enforced by requiring transportation planning projects to comply with the SCS to receive state funding. SB 375 also allows projects that meet regional sustainable community strategies to qualify for the California Environmental Quality Act (CEQA) exemptions or streamlining.

2.2.2 California Planning and Zoning Law

California State Planning and Zoning Law (California Government Code §§ 65000-66210) delegates most of the state's local land use and development decisions to cities and counties. It describes laws pertaining to land use regulations by local governments, including the General Plan requirement, Specific Plans, subdivisions, and zoning.

State law mandates that each General Plan includes at least seven elements, of which the conservation and open space elements typically include goals, objectives, and policies relating to agricultural farmland.

2.2.3 California Farmland Conservation Program Act

The California Farmland Conservation Program Act (California Public Resources Code §§ 10200-10277) provides a mechanism for the California Department of Conservation (DOC) to establish agricultural conservation easements on farmland.

2.2.4 California Conservation Easement Law

The Conservation Easement Law (California Civil Code §§ 815-816) provides for the establishment of permanent easements on land for the purpose of "retain[ing] land predominantly in its natural, scenic, historical, agricultural, forested, or open-space condition" (California Civil Code § 815.1). Such easements can be granted by willing property owners to nonprofit land trusts, governmental entities, and Native American tribes.

Typically, conservation easements are held by nonprofit land trusts, conservancies, and governmental entities (such as an open-space district or open-space authority) for protecting agricultural land. The terms of the easements, including the allowable uses of the land, depend on the agreement made with the property owner granting the easement.

2.2.5 California Land Conservation Act of 1965

The California Land Conservation Act of 1965 (Williamson Act, California Government Code §§ 51200-51297.4) is the state's primary program for the conservation of agricultural land. The Williamson Act creates an arrangement whereby private landowners voluntarily restrict their land to agricultural and compatible open space uses under a rolling 10-year contract. In return, parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than their potential market value.

2.2.6 Farmland Security Zone Act

The Farmland Security Zone Act (California Government Code §§ 51296-51297.4) allows a landowner that is already under a Williamson Act contract to apply for Farmland Security Zone status. Contracts under the Farmland Security Zone Act are sometimes referred to as the "Super Williamson Act Contracts" and allow an additional 35 percent reduction in taxable value of the land. These contracts automatically renew every year for a 20-year period.

2.2.7 California Department of Conservation Farmland Mapping and Monitoring Program

Farmland maps are compiled by DOC's Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of § 65570 of the California Government Code. The FMMP, maintained by the DOC, assesses the location, quality, and quantity of agricultural land in the state. These maps utilize data from Natural Resources Conservation Service (NRCS) soil surveys and represent an inventory of agricultural

resources. The DOC has a minimum mapping unit of 10 acres. Parcels smaller than 10 acres are absorbed into the surrounding classification. The maps use seven classification categories as follows:

1. Prime Farmland
2. Farmland of Statewide Importance
3. Unique Farmland
4. Farmland of Local Importance
5. Grazing Land
6. Urban and Built-Up Land (Urban)
7. Other Land

Farmland is generally grouped within the top five of these classifications. The top four classifications are regarded as “Important Farmland” (DOC, 2023).

2.2.8 California Land Evaluation Site Assessment Model

The California Land Evaluation Site Assessment (LESA) was developed by the federal NRCS to assist state and local officials with making sound decisions regarding land use. LESA was subsequently adapted by the DOC for use in California (DOC, 1990). LESA analyzes soil resource quality, project size, water resource availability, surrounding protected resource lands, and surrounding agricultural lands. LESA includes a numeric threshold for determining significance of impacts under CEQA on conversion of mapped farmland to non-agricultural uses.

2.2.9 California Urban Agriculture Incentive Zones Act

The California Urban Agriculture Incentives Zones Act authorizes a city, county, and landowners in metropolitan areas to foster urban agriculture use and improve land security for urban agriculture projects. For private landowners, leasing land for urban agriculture use can potentially lower property tax assessment, creating an incentive to lease land to individuals and groups for farming or gardening.

2.2.10 University of California Los Angeles – Long Range Development Plan

The *UCLA Long Range Development Plan Amendment* (UCLA, 2017) is the Comprehensive Land Use Plan that guides the physical development of the campus to support its teaching, research, and public service mission. The *Long-Range Development Plan Amendment* identifies institutional and developmental objectives and delineates campus land use zones. It also estimates the new building space proposed for each zone. The update in 2017 added 1.5 million gross square feet to the UCLA campus development allocation and extended the time horizon of the *Long-Range Development Plan and Amendment* to 2025.

2.2.11 University of California Los Angeles – Physical Design Framework

The *UCLA Physical Design Framework* (UCLA, 2009) describes the approach for development of buildings, infrastructure, and landscape on the campus within the context of the physical planning objectives contained in the *UCLA Long-Range Development Plan and Amendment* (UCLA, 2017). The framework also describes the physical design standards that guide new development in order to ensure compatibility with the existing built environment and strengthen the identity of the UCLA campus.

2.2.12 California Green Building Standards Code (California Code of Regulations, Title 24 Part 11)

The California Green Building Standards Code—Part 11, Title 24, California Code of Regulations—known as CALGreen, is the first-in-the-nation mandatory green building standards code. In 2007, the California Building Standards Commission (CBSC) developed green building standards in an effort to meet the goals of California’s landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of GHG to 1990 levels by 2020.

The CBSC has the authority to propose CALGreen standards for nonresidential structures that include new buildings or portions of new buildings, additions and alterations, and all occupancies where no other state agency has the authority to adopt green building standards applicable to those occupancies.

2.2.13 Santa Monica Mountain Conservancy Comprehensive Plan

The *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979) guides land use management with the particular goal of doing the least damage to the natural and humanmade environment. It aims to only compromise this goal for projects with overriding benefit and importance. Specific objectives include valuing open space and recreation, preventing urban sprawl, improving air quality and preventing noise pollution, and developing public transportation alternatives for access to the Santa Monica Mountains.

2.2.14 Santa Monica Mountains National Recreation Area Action Plan

As a participant in the Climate Friendly Parks program, the Santa Monica Mountains National Recreation Area (SMMNRA) belongs to a network of parks nationwide that are putting climate friendly behavior at the forefront of sustainability planning. By conducting an emission inventory, setting an emission reduction goal, and developing the *Santa Monica Mountains National Recreation Area Action Plan* (NPS, 2009), SMMNRA is providing a model for climate friendly behavior within the park service. SMMNRA is committed to further educating the park staff, visitors, and community members about climate change. The plan identifies steps that SMMNRA plans to undertake to reduce GHG emissions and mitigate the park’s impact towards climate change. The plan presents emission reduction goals and associated reduction actions (NPS, 2009).

2.2.15 Eastern Santa Monica Mountains Natural Resource Protection Plan

The *Eastern Santa Monica Mountains Natural Resource Protection Plan* (SMMC, 2021) provides a baseline document that guides all forms of land protection in the portion of the Santa Monica Mountains between Topanga Canyon Boulevard (State Route 27) and the eastern boundary of Griffith Park. This plan focuses on connectivity via the existing system of non-contiguous habitat blocks (habitat patches) and the pathways that wildlife use to travel between them. Natural Resource Protection Plans that identify lands for conservation are foundational to the protection of all ecosystems. A goal of this plan is also to emphasize the importance of protecting the few remaining viable habitat linkages across the cross mountain busy arterial roadways that include Sepulveda Boulevard, Beverly Glen Boulevard, Benedict Canyon Drive, Coldwater Canyon Avenue, and Laurel Canyon Boulevard. Metro is also planning a new rail line through the Sepulveda Pass.

2.3 Regional

2.3.1 Southern California Association of Governments

2.3.1.1 Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) (SCAG, 2024a, 2024b), also referred to as Connect SoCal, is a Long-range Visioning Plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2024-2050 RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2024-2050 RTP/SCS includes a core vision for "sustainable development" that aligns transportation investments and land use decisions.

2.3.1.2 Southern California Association of Governments 2008 Regional Comprehensive Plan

The SCAG *Regional Comprehensive Plan* (RCP) (SCAG, 2008) is part of SCAG's *10-Year Strategic Plan* (SCAG, 2018) with the agency's goal to create an RCP to guide regional development, with the RCP representing a comprehensive overview of the region's economic, social, and environmental future with special attention being given to housing and transportation. The purpose of the RCP is to collect and disseminate regional policies and address each of the following major elements of planning for the region: Air Quality; Economy; Energy; Finance; Land Use and Housing; Open Space and Habitat; Security and Emergency Preparedness; Solid Waste; Transportation; and Water.

2.3.1.3 Sustainable Communities Program

The SCAG Sustainable Communities Program (SCAG, 2024c) (formerly known as Compass Blueprint Program) provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants are available in the following three categories:

1. Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD), and Land Use and Transportation Integration
2. Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans
3. Green Region – Natural Resource Plans, Climate Action Plans, and GHG Reduction Programs

2.3.2 Los Angeles County Metropolitan Transportation Authority

2.3.2.1 Metro Countywide Sustainability Planning Policy and Implementation Plan

The *Metro Countywide Sustainability Planning Policy and Implementation Plan* (Metro, 2012), adopted in December 2012, provides leadership for the implementation of a regional transportation system that supports mobility and a thriving economy, and presents a strategic framework to guide sustainable, cost-effective, and efficient energy use throughout Metro's operations and facilities. In addition, the plan is intended to define outcomes and establish measurements related to developing a sustainable regional transportation system that is safe and accessible to all users, stimulates economic development, reduces trip lengths, and supports opportunities for TOD.

2.3.2.2 Metro 2020 Long Range Transportation Plan

The *Metro 2020 Long Range Transportation Plan* (LRTP) (Metro, 2020a) addresses population growth, changes within mobility needs and preferences, technological advances, equitable access to opportunity, and adaptation to a changing environment. Categories of improvements include Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. As part of its strategy for expanding rail transportation countywide, LRTP provides context to the construction of an additional 100 miles of fixed-guideway transit to reduce congestion.

2.3.2.3 Metro Short Range Transportation Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) Board adopted the most recent *Short Range Transportation Plan* (SRTP) in 2014 (Metro, 2014a). The SRTP is a 10-year action plan that guides Metro's programs and projects through 2024, toward the long-range vision outlined in the LRTP. The Interstate 405 northbound carpool lane project is listed on the Highway Projects List in the SRTP.

2.3.2.4 Metro Complete Streets Policy

The State of California enacted the *California Complete Streets Act of 2008* (AB 1358), which requires that cities or counties that make substantive revisions to the circulation elements of their General Plans to identify how their plans will provide for the mobility needs of all users of the roadway. In response to AB 1358, Metro developed the *Complete Streets Policy* (Metro, 2014b) to help advance state, regional, and local efforts to create a more "complete" and integrated transportation network that serves all users and supports environmental sustainability. The Policy demonstrates Metro's ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices. This Policy also advances the vision provided in Metro's *Countywide Sustainability Planning Policy and Implementation Plan* (Metro, 2012) and the Metro Board's Active Transportation Agenda.

2.3.2.5 Metro First/Last Mile Strategic Plan

The *Metro First/Last Mile Strategic Plan* (Metro, 2014c) presents an approach for identifying barriers and planning and implementing improvements for the first/last mile (FLM) portions of an individual's journey. The plan provides an adaptable vision for addressing FLM improvements in a systematic way and coordinating infrastructure investments in station areas to extend the reach of transit with the ultimate goal of increasing ridership.

2.3.2.6 Metro East San Fernando Valley Light Rail Transit Line Corridor First/Last Mile Plan

The *First/Last Mile Plan for the East San Fernando Valley Light Rail Transit* (Metro, 2020b) analyzed FLM connections for the rail project's 14 stations by executing Metro's FLM planning methodology. The East San Fernando Valley Light Rail Transit Line necessitates changes to Van Nuys Boulevard and San Fernando Road to accommodate the light rail transit. The plan identifies FLM projects to improve pedestrian and bike/rolling-mode access to future stations, taking into account the constraints of Van Nuys Boulevard's width and the multi-modal vision for the corridor, which includes light rail transit.

2.3.2.7 G Line (Orange) Sepulveda Station First/Last Mile Plan

The *G Line (Orange) Sepulveda Station First/Last Mile Plan* (Metro, 2021b) analyzed first/last mile (FLM) connections for the bus rapid transit (BRT) station by executing Metro's FLM planning methodology. This plan responds to FLM policy by incorporating FLM project delivery into the planning, design, and construction of all new Metro transit projects (Board Motion 14.1, May 2016). The plan identifies

pedestrian-focused and bike/rolling mode-focused (bicycle, scooter, skateboard, etc.) projects that improve access to the station along specified routes called the Pathway. The impetus for this plan is the Metro G Line Improvements Project. This includes implementing grade separations on major streets, closing minor streets, incorporating advanced signal priority technology, establishing electronic bus connectivity, and implementing a four-quadrant gating system. As part of the Metro G Line Improvements Project, the Sepulveda Station will be relocated closer to Sepulveda Boulevard and rebuilt as an elevated station.

2.3.2.8 Metro Expo/Crenshaw First Last Mile Plan

The *Expo/Crenshaw First/Last Mile Plan* (Metro, 2020c) presents key pathways for improving safety and access to the Metro station, along public streets within the City of Los Angeles. Proposed recommendations for the *Expo/Crenshaw Station First/Last Mile Plan* includes street improvements such as new sidewalks, enhanced crosswalks, bike facilities, and expanded pedestrian lighting and tree canopy.

2.3.2.9 Metro D Line (Purple) Extension Transit Project First/Last Mile Plan

The *Draft Purple (D Line) Extension Transit Project First/Last Mile Plan* Section 1 (Metro, 2021c) identifies pedestrian-focused and bicycle-focused (inclusive of scooters, etc.) projects that improve safety and access to the station along specified routes that collectively are called the “Pathway Network.” FLM planning efforts are focused on three stations in Section 1 including Wilshire/LA Brea, Wilshire/Fairfax, and Wilshire/La Cienega. Proposed recommendations may include street improvements such as new sidewalks, enhanced crosswalks, bike facilities, and expanded pedestrian lighting and tree canopy.

2.3.2.10 Metro Transit Oriented Communities and Joint Development Policies

The *Metro Transit Oriented Communities Policy* (Metro, 2018a), adopted in June 2018, sets the direction for how Metro plans and implements new and existing transit corridor projects, for supporting land use and community development around existing transit corridors and for encouraging and incentivizing partners to pursue the same goals. Specific goals of the Policy include increasing transportation ridership and choice; stabilizing and enhancing communities surrounding transit; engaging organizations, jurisdictions, and the public; distributing transit benefits and accessibility to all; capturing value created by transit and enhance access to affordable housing. Under this Policy, Metro can only fund activities deemed to have a transportation purpose. If that transportation purpose is not otherwise explicitly defined in existing Metro policies or guidelines, the Metro Board of Directors must make a finding that the activity has a transportation nexus.

The Metro Joint Development Policy (Metro, 2024b) was recently updated to focus on the accelerated delivery of affordable housing on Metro-owned land. The Joint Development Policy prioritizes joint development sites for income-restricted housing projects with the goal to deliver as much housing as possible as quickly as possible for those who need it most. The Joint Development Policy also includes a provision to reinvest revenue generated from Metro ground leases in TOC activities including funds to ensure that properties acquired for the construction of new mobility corridors may be suitable for development in the long term. By prioritizing affordable housing, enhancing connectivity, and supporting community development, the JD program complements TOC initiatives to deliver walkable, transit-supportive neighborhoods that benefit diverse populations, reduce reliance on automobiles, and contribute to a sustainable future. Together, the TOC and JD policies prioritize the integration of land use and transportation planning to create walkable, transit-supportive neighborhoods that benefit diverse populations, reduce reliance on automobiles, and contribute to a sustainable future. By

leveraging its land assets, Metro seeks to deliver transit-supportive uses that align with its Vision 2028 Strategic Plan, which encourages the development of affordable housing near transit.

2.3.2.11 Metro Active Transportation Strategic Plan

The *Metro Active Transportation Strategic Plan* (Metro, 2023a), adopted in November 2023, is a countywide effort by Metro to identify strategies to increase walking, bicycling, and transit use in Los Angeles County. The plan serves as Metro's overall strategy for funding and supporting implementation of active transportation infrastructure and programs in Los Angeles County. The plan also focuses on improving FLM access to transit; proposes a regional network of active transportation facilities, including shared-use paths and on-street bikeways; and provides funding strategies.

2.3.2.12 Metro Sustainability Strategic Plan 2020 – Moving Beyond Sustainability

The *Metro Sustainability Strategic Plan 2020 — Moving Beyond Sustainability* (MBS) (Metro, 2020d) outlines a comprehensive sustainability strategy for the next 10 years – and beyond. MBS is Metro's most comprehensive sustainability planning document to date and sets goals, targets, strategies, and actions that align with and emanate from other key Metro guidance documents, including *Vision 2028* (Metro, 2018b), *Long Range Transportation Plan* (Metro, 2020a), *Equity Platform Framework* (Metro, 2018c), and the *Climate Action and Adaptation Plan* (Metro, 2019b). It is also designed to align with and support parallel efforts and plans underway at the City of Los Angeles and Los Angeles County, including LA's Green New Deal (City of Los Angeles Mayor's Office, 2019) and Our County (Los Angeles County, 2019).

2.3.3 County of Los Angeles

2.3.3.1 OurCounty Sustainability Plan

The *OurCounty Sustainability Plan* (Los Angeles County, 2019) sets sustainability goals and policies for Los Angeles County. It outlines ways to reduce damage to the natural environment and adapt to the changing climate while focusing on communities that have been disproportionately burdened by environmental pollution. The plan's equitable distribution of resources throughout the County, providing streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels.

2.3.3.2 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County Planning, 2024), adopted in October 2015, provides the policy framework as well as the overall conditions for land use planning decisions and community development within their respective jurisdictions. The plan establishes goals, policies, guiding principles, and programs to foster healthy, livable, and sustainable communities (refer to Chapter 3: Guiding Principles). The *Los Angeles County General Plan 2035* includes the Land Use Element, Mobility Element, Air Quality Element, Conservation and Natural Resources Element, Parks and Recreation Element, Noise Element, Safety Element, Public Services and Facilities Element, Economic Development Element, and Housing Element, and General Plan Implementation Chapters: General Plan Maintenance, General Plan Implementation Programs, and Goals and Policies Summary. The General Plan Implementation Programs also inform the budget process and will be used to set funding priorities.

The *Los Angeles County General Plan 2035* identifies 11 planning areas, making up the Planning Areas Framework, which provides a mechanism for local communities to work with Los Angeles County to develop plans that respond to their unique and diverse character. The Sepulveda Transit Corridor

Project (Project) would traverse through the unincorporated West Los Angeles Department of Veterans Affairs land.

2.3.3.3 Los Angeles County General Plan Land Use Element

The *Los Angeles County General Plan – Land Use Element* (Part III, Chapter 6 of the *Los Angeles County General Plan* [LA County Planning, 2024]) provides strategies and planning tools to facilitate and guide future development and revitalization efforts. The Land Use Element designates the proposed general distribution and general location and extent of uses and serves as the “blueprint” for how land will be used to accommodate growth and change in the unincorporated areas. The Land Use Element identifies TODs as areas within a 0.5-mile radius from a major transit stop. In these areas, the county created development and design standards, as well as incentives, to facilitate TODs. The applicable Land Use policies are as follows:

- Policy LU 2.7: Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.
- Policy LU 4.3: Encourage TOD in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.
- Policy LU 5.3: Support a mix of land uses that promote bicycling and walking and reduce vehicle miles traveled (VMT).
- Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.
- Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.

2.3.4 Los Angeles County General Plan Mobility Element

The *Los Angeles County General Plan – Mobility Element* (Part III, Chapter 7 of the *Los Angeles County General Plan* [LA County Planning, 2024]) provides policies and programs that consider all modes of travel, with the goal of making streets safer, accessible, and more convenient to walk, ride a bicycle, or take transit. The Mobility Element also assesses the challenges and constraints of the Los Angeles County transportation system and offers policy guidance to reach Los Angeles County’s long-term mobility goals. Applicable mobility goals and policies include the following:

- Goal M 1.0: Street designs that incorporate the needs of all users
 - Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.
- Goal M 2.0: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths, and trails that promote active transportation and transit use
 - Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians, and bicyclists, and reduce motor vehicle accidents through a context-sensitive

process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.

- Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
- Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.
- Goal M 4.0: An efficient multimodal transportation system that serves the needs of all residents
 - Policy M 4.1: Expand transportation options that reduce automobile dependence.
 - Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.
 - Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities.
 - Policy M 4.6: Support alternatives to level of service standards that account for a multimodal transportation system.
 - Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks.
 - Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.
 - Policy M 4.13: Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.
 - Policy M 4.14: Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
 - Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.
- Goal M 5.0: Land use planning and transportation management that facilitates the use of transit
 - Policy M 5.1: Facilitate transit oriented land uses and pedestrian oriented design, particularly in the FLM connections to transit, to encourage transit ridership.
 - Policy M 5.3: Maintain transportation right-of-way (ROW) corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
- Goal M 6.0: The safe and efficient movement of goods
 - Policy M 6.6: Preserve property for planned roadway and railroad ROWs, marine and air terminals, and other needed transportation facilities.
- Goal M 7.0: Transportation networks that minimize negative impacts to the environment and communities

2.3.5 Los Angeles General Plan Air Quality Element and Community Climate Action Plan

The *Los Angeles General Plan Air Quality Element* (Part III, Chapter 8 of the *Los Angeles County General Plan* and the *Unincorporated Los Angeles County Community Action Plan 2020* summarizes air quality issues and outlines the goals and policies that aim to improve air quality and reduce GHG emissions for the City of Los Angeles and the unincorporated areas in Los Angeles County [LA County Planning, 2015]. This includes an emphasis on reducing air pollution and mobile source emissions through coordinated land use, transportation, and air quality planning. Policies include encouraging design measures for sensitive areas near air pollution sources, participating in air quality programs, supporting conservation efforts, and coordinating with agencies to minimize fugitive dust.

2.3.6 Los Angeles County General Plan Conservation and Natural Resources Element

The *Los Angeles County Conservation and Natural Resources Element* (Part III, Chapter 9 of the *Los Angeles County General Plan* (LA County Planning, 2024) guides the long-term conservation of natural resources and preservation of available open space areas. The Conservation and Natural Resources Element addresses a wide range of conservation areas, including forests and woodlands, agricultural resources, and scenic resources, in addition to historic, cultural, and paleontological resources.

2.3.7 Los Angeles County 2045 Climate Action Plan

The *Los Angeles County 2045 Climate Action Plan* (LA County Planning, 2024) aims to address transportation emissions by prioritizing public transportation, walking, biking, and active transit options, and other alternatives to single-occupancy trips. The policy includes strategies to increase densities and diversity of land uses near transit; reduce single-occupancy vehicle trips; and institutionalize low-carbon transportation.

2.3.8 Los Angeles County Green Building Standards Code (Title 31)

Title 31 of the Los Angeles County Code, also known as the "Green Building Standards Code," enhances public health, safety, and welfare by promoting environmentally friendly building practices in planning, design, energy and water efficiency, material conservation, and environmental air quality. Title 31 aims to benefit the community without establishing a duty of care toward specific individuals. It clarifies that the County of Los Angeles and its officers are not held responsible for damages related to inspections or permit issuance. The provisions apply to all newly constructed buildings, unless specified otherwise in the Code.

2.4 Local

2.4.1 City of Los Angeles

2.4.1.1 City of Los Angeles General Plan Framework Element

The *Citywide General Plan Framework Element* (DCP, 2001a), adopted in December 1996 and amended in August 2001, establishes the broad overall policy and direction for the entire *City of Los Angeles's General Plan* (DCP, 2001b). It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the *General Plan's* (DCP, 2001b) other elements. The *Citywide General Plan Framework Element's* "smart growth" strategy generally seeks to accommodate growth near transit and other existing infrastructure to assure a sustainable, economically viable future for the City of Los Angeles. The *Citywide General Plan Framework Element's* transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers.

Together, the *Citywide General Plan Framework Element's* land use and transportation policies encourage development in these “targeted growth areas” by allowing TOD and calling for streamlined transportation analysis and mitigation procedures.

The *Citywide General Plan Framework Element's* Infrastructure and Public Services chapter establishes citywide planning policies regarding forestry resources. There are no policies or goals in the Framework Element related to agricultural uses, farm production, or timberland.

2.4.1.2 City of Los Angeles General Plan Land Use Element

The *Land Use Element of the City of Los Angeles General Plan* is composed of 35 community plans, which describe the land use designations, policies, and implementation programs for each Community Plan Area (CPA) (DCP, 2015). Each Community Plan discusses goals, objectives, and policies for developing a public transit system that improves mobility with convenient alternatives to automobile travel, encouraging transit demand management strategies, developing active transportation options, and coordinating activities with other jurisdictions.

Table 2-1 lists the Community Plans applicable to the Project and the corresponding neighborhoods.

Table 2-1. City of Los Angeles Community Plans

Community Plan	Neighborhoods
Palms-Mar Vista-Del Rey Community Plan, City of Los Angeles (DCP, 1997a) – currently being updated	Palms-Mar Vista-Del Rey and Playa Vista
West Los Angeles Community Plan, City of Los Angeles, (DCP, 1999a) – currently being updated	West Los Angeles, Century City, Pico-Robertson, Cheviot Hills, Rancho Park, and Sawtelle
Westwood Community Plan, City of Los Angeles (DCP, 1999b)	Westwood, Westwood Village, North Westwood Village and the University of California, Los Angeles campus
Brentwood-Pacific Palisades Community Plan, City of Los Angeles (DCP, 1998a)	Brentwood and Pacific Palisades
Bel Air-Beverly Crest Community Plan, City of Los Angeles (DCP, 1996)	Laurel Canyon, Laurel Hills, Lookout Mountain, Wonderland Park, Coldwater Canyon, Franklin Canyon, Benedict Canyon, Beverly Glen, Casiano Estates, Glenridge, Roscomare Valley, Bel Air Crest, and Summitridge
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, City of Los Angeles (DCP, 1998b) – currently being updated	Sherman Oaks, Studio City, Toluca Lake, and Cahuenga Pass
Encino-Tarzana Community Plan, City of Los Angeles (DCP, 1998c) – currently being updated	Encino and Tarzana
Reseda-West Van Nuys Community Plan, City of Los Angeles (DCP, 1999c) – currently being updated	Lake Balboa, Reseda, and West Van Nuys
Van Nuys-North Sherman Oaks Community Plan, City of Los Angeles (DCP, 1998d) – currently being updated	Van Nuys, North Sherman Oaks, and Valley Glen
Mission Hills-Panorama City-North Hills Community Plan, City of Los Angeles (DCP, 1999d)	Mission Hills, Panorama City, and North Hills

Source: HTA, 2024

2.4.1.3 City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) provides the set of detailed requirements that implement General Plan policies at the level of the individual parcel. Chapter 1 of the LAMC is the

Zoning Code that presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. The City of Los Angeles adopted the 2022 California Building Code within the LAMC, and the Los Angeles Building Code is a portion of the LAMC. The purpose of the Los Angeles Building Code is to safeguard the public by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures built or to be built throughout California.

2.4.1.4 City of Los Angeles Mobility Plan 2035

The *City of Los Angeles General Plan Mobility Plan 2035* (Mobility Plan 2035) (DCP, 2016), adopted in September 2016, is the *City of Los Angeles' General Plan* Transportation Element. *Mobility Plan 2035* presents a guide to the development of a citywide transportation system that provides for the efficient and safe movement of people and goods. *Mobility Plan 2035* recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focusing growth in proximity to public transit. *Mobility Plan 2035* also focuses on enhanced safety measures and Vision Zero policy to prevent traffic fatalities.

2.4.1.5 City of Los Angeles Land Use/Transportation Policy

The City of Los Angeles Land Use/Transportation Policy, adopted in November 1993, is a joint effort of Metro and the City of Los Angeles to coordinate land use and transportation investment decisions. This policy provides the framework to guide future development around transit station areas and aims to concentrate mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around transit stations, while protecting and preserving surrounding low-density neighborhoods from encroachment of incompatible uses.

2.4.1.6 City of Los Angeles Transit Neighborhood Plans

The *City of Los Angeles Transit Neighborhood Plans* (TNPs) *Program* provides strategies for creating neighborhoods that foster transit use through expanding mobility options with the goal of encouraging livable communities and employment centers in the region's growing transit network (DCP, 2021a). "Transit Neighborhoods" are defined as compact mixed-use neighborhoods located within walking distance of high frequency public transportation. These neighborhoods are complete and walkable, and provide amenities for all, providing access to a variety of destinations without reliance on the automobile. The following TNP are applicable to the Project:

Exposition Corridor Transit Neighborhood Plan

The *Exposition Corridor Transit Neighborhood Plan* (DCP, 2019) establishes guidelines for future development around each station on the transit corridor. This plan encourages infill development and a mix of uses within identified areas to promote greater transit ridership, reduce automobile reliance, and create vibrant transit stations. The plan aims to boost transit ridership along the corridor by enhancing active transportation facilities and promoting safe and convenient walking and bicycling between neighborhoods along the corridor. The corridor runs through the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans.

Orange (G) Line Transit Neighborhood Plan

The *Orange (G) Line Transit Neighborhood Plan* (DCP, 2021b) is currently being developed by the City of Los Angeles and is expected to be completed in 2027. The plan consists of regulatory tools and strategies to encourage transit ridership, enhance the urban built environment, and focus new growth and housing in proximity to the North Hollywood, Van Nuys, Sepulveda, Reseda, and Sherman Way

Stations along the Metro G Line. The Metro G Line is a BRT line that operates in the Valley and serves North Hollywood-Valley Village, Van Nuys-North Sherman Oaks, Reseda-West Van Nuys, Encino-Tarzana, and Canoga Park and Winnetka-Woodland Hills-West Hills CPAs. This plan includes improvements that promote walkable streets and multiple land uses.

2.4.1.7 City of Los Angeles Livable Boulevards Streetscape Plan

The City of Los Angeles *Livable Boulevards Streetscape Plan* (DCP, 2018) provides a blueprint for streetscape improvements in the public ROW on key street segments in the *West Los Angeles Transportation Improvement and Mitigation Specific Plan* (DCP, 1997b) and *Coastal Transportation Corridor Specific Plan* (DCP, 1993) areas with the goal of creating pedestrian friendly environments and enhancing the identity of the neighborhood in which each segment is located. This plan provides guidelines and examples for expanding the function of the street to be more inclusive of active travel modes by promoting bicycle and pedestrian-oriented streetscape amenities.

2.4.1.8 City of Los Angeles Ventura Cahuenga Boulevard Specific Plan

The *Ventura-Cahuenga Boulevard Corridor Specific Plan* (DCP, 2001c) provides guidelines and building requirements for an effective local circulation system of streets and alleys, which is minimally impacted by the regional circulation system. This plan seeks to reduce conflicts among motorists, pedestrians, and transit riders. These guidelines assure that an equilibrium is maintained between the transportation infrastructure and land use development in the corridor and within each separate community of the plan area.

2.4.1.9 Westside Cities Council of Governments Mobility Study

The Westside Cities Council of Governments (WSCCOG) is a joint powers authority created by the cities of Beverly Hills, Culver City, Santa Monica, West Hollywood, and Los Angeles, and the County of Los Angeles. The *Westside Cities Council of Governments Mobility Study* (WSCCOG, 2020) updates the 2003 *Westside Mobility Study* (WSCCOG, 2003) to identify new inter-jurisdictional projects and investments that address issues for all transportation modes, improve access to the Westside for disadvantaged communities, reduce GHG emissions, and promote social equity.

2.4.1.10 City of Los Angeles Specific Plans and Overlay Zones

The City of Los Angeles Specific Plans and overlay zones customize the regulations of the LAMC to plan the land use and zoning of specific geographic areas. The Specific Plans and overlay zones are used for systematic implementation of the *City of Los Angeles General Plan* (DCP, 2001b) goals and policies for particular geographic areas and create new zoning regulations that implement unique districts.

2.4.1.11 Westwood Village Specific Plan

The *Westwood Village Specific Plan* (DCP, 2004a) is generally bounded by Le Conte Avenue and Wilshire Boulevard along Westwood Boulevard. The purpose of this plan is to protect the historic character of the Village and promote new development that is compatible with existing uses. It also aims to create a balanced mix of uses and facilitate non-automobile access to the Village.

2.4.1.12 Mulholland Scenic Parkway Specific Plan

The *Mulholland Scenic Parkway Specific Plan* (DCP, 1992a) establishes specific land use policies for the area along Mulholland Drive from approximately Woodland Hills to the Hollywood Hills. It regulates land uses, environmental protection measures, grading, and building standards for projects within the specific plan area. It encourages preservation of scenic resources, recreational and educational land

uses, existing residential character, aesthetic compatibility, and protection of natural and archeological resources.

2.4.1.13 Sepulveda Corridor Specific Plan

The *Sepulveda Corridor Specific Plan* (DCP, 1992b) establishes specific land use policies for the area on either side of Sepulveda Boulevard between West Olympic Boulevard and West Pico Boulevard. This plan implements provisions of the *West Los Angeles Community Plan* (DCP, 1999a), which encourages the redevelopment of previously industrial areas, allows a transfer of allowable floor area from the railroad ROW to the specific plan area, and enforces the settlement terms of *Southern Pacific Transportation Company v. City of Los Angeles* (1990).

2.4.1.14 Van Nuys Central Business District Community Design Overlay

The *Van Nuys Central Business District Community Design Overlay* (DCP, 2004b) establishes design guidelines and standards for commercial projects along Van Nuys Boulevard between Calvert Street and Vanowen Street. It aims to guide development within a framework that is sensitive to the history of the Van Nuys Central Business District, while encouraging design creativity. It provides guidance and direction for the area, which will enhance the district's appearance to evoke the area's sense of history, place, and identity as the hub of the Valley.

2.4.1.15 Van Nuys Central Business District Streetscape Plan

The *Van Nuys Central Business District Streetscape Plan* (DCP, 2002) provides guidelines and standards for both public and private development projects along Van Nuys Boulevard between Calvert Street and Vanowen Street. The intent of the plan is to provide direction for improvements in the public ROW that create a pedestrian-friendly environment and enhance the identity of this area. The principal objective of the plan is to promote a long-term, coordinated program of public and private investment in the pedestrian environment that will enhance the area's role as the focus of community activity. The plan also establishes a design for the area's public ROW, which includes sidewalks and streets. Design considerations for this space include streetscape elements such as landscape, street lighting, public art, street furniture, infrastructure, and signage. The plan fulfills several goals within the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d).

2.4.1.16 West Los Angeles Transportation Improvement and Mitigation Specific Plan

The *West Los Angeles Transportation Improvement and Mitigation Specific Plan* (DCP, 1997b, amended in 2019) establishes a transportation mitigation program that applies to all or parts of Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista Del Rey areas. It aims to enhance mobility, increase access to transit and active transportation, reduce car trips and emissions, and preserve and enhance neighborhood identity.

2.4.1.17 City of Los Angeles Department of Water and Power Strategic Long-Term Resource Plan

The 2022 *Strategic Long-Term Resource Plan* (SLTRP) (LADWP, 2022) will provide a comprehensive roadmap to meeting the City of Los Angeles's future energy needs, regulatory mandates, and clean energy goals, while maintaining reliable and affordable power to customer communities. The study prioritizes the core objectives of power reliability, regulatory compliance, and reduction of GHG emissions. The SLTRP will also help to identify the optimal resource combination to meet the utility's core mission in providing low cost, reliable, equitable, and clean electric power service to the 4 million residents of Los Angeles and its businesses. Additionally, the City of Los Angeles Department of Water

and Power (LADWP) has plans to construct a new Water System District Yard that will consolidate and provide critical functions in support of water system operations throughout the San Fernando Valley as outlined in the Urban Water Management Plan (LADWP, 2020). The project includes 246,000 gross square feet of structures, 216,000 square feet of staff and fleet parking, and 170,500 square feet of exterior laydown yard space. The multi-purpose, water facility project includes an emergency response command center, administration offices, warehouse space, a refueling station, and yard storage for construction materials and equipment. Construction is anticipated to begin in fall 2027 and complete in winter 2029.

2.4.1.18 City of Los Angeles Green Building Code

The 2020 City of Los Angeles Green Building Code ensures public health, safety, and welfare through eco-friendly building practices. It addresses planning, design, energy and water efficiency, material conservation, and environmental quality. The code applies to new constructions, alterations with a permit valuation of \$200,000 or more, and new building additions throughout the City of Los Angeles unless specified otherwise.

2.4.2 City of Santa Monica

2.4.2.1 City of Santa Monica General Plan – Land Use and Circulation Element

The *City of Santa Monica General Plan – Land Use and Circulation Element* (City of Santa Monica, 2023a) encompasses the community's vision for the City of Santa Monica's future. The plan is designed to maintain the City of Santa Monica's character, neighborhoods, and transportation systems, and encourage additional housing in a sustainable manner that ensures a high quality of life. The *Land Use and Circulation Element* conserves the City of Santa Monica's neighborhoods and historic resources, expands open space, and creates new opportunities for housing where few or none currently exist. It reduces the amount of regional commercial growth and encourages smaller-scale local-serving uses and housing. It encourages new development connected directly to transit, creating a multimodal transportation system that incentivizes walking, biking, and transit. It also encourages local-serving retail within walking distance of existing and new neighborhoods, serving to reduce GHG emissions.

2.4.2.2 City of Santa Monica Green Code

The City of Santa Monica Green Code is a set of policies and ordinances aimed to reduce the carbon footprint of new construction. Policies and ordinances include the Zero Emission Building Code, which mandates all-electric buildings, prohibiting gas infrastructure for new constructions, demolitions, alterations, and additions. The City of Santa Monica Green Code aims to improve health, enhance safety, contribute to environmental goals, and achieve cost savings, aligning with the city's broader aim of reducing carbon emissions and reaching carbon neutrality by 2050. Despite temporarily pausing enforcement of the Zero Emissions Building Code since September 2022, the city advises new construction to eliminate gas usage for health, environmental, and cost benefit reasons. The City of Santa Monica Green Building Solar Ordinance provides planning and zoning requirements for solar. The ordinance requires energy reach code and solar requirements for all new construction projects in which an entirely new structure is constructed or involves demolition in which 50 percent or more of the exterior wall elements are removed or are no longer a necessary and integral structural component of the overall building.

3 METHODOLOGY

3.1 Operation and Construction

The analysis evaluated the potential impacts of the Sepulveda Transit Corridor Project (Project) based on the type of activities and the location in which these activities occur, such as roadway and sidewalk rights-of-way (ROW) and surface parking facilities, on publicly owned and private parcels. Construction-related land use impacts include construction staging, temporary ROW encroachments, and temporary access disruptions within or to adjacent existing land uses (e.g., residences, businesses, and other retail uses). Operational-related land use impacts include direct land acquisition, permanent ROW encroachments, underground easements, conversion of land uses to a transportation use, and permanent access disruptions within or adjacent to existing land uses (e.g., residences, businesses, and other retail uses).

California Environmental Quality Act (CEQA) Guidelines § 15125(d) require that an Environmental Impact Report (EIR) discusses if the Project would physically divide an established community. A physical division would occur if construction or operation of the Project results in the creation of physical barriers within an established community or neighborhood or the disruption of access to community assets, which includes, but is not limited to, community activity centers, residential neighborhoods, churches, schools, hospitals, libraries, and recreation centers. Additionally, the impact analysis addressed the compatibility of land uses identified for the Project with existing and planned land uses adjacent to the Project. The Resource Study Area (RSA) are considered the geographical areas of analysis for each alternative. For the No Project Alternative, the RSA encompasses the entirety of the Project Study Area as described in Section 1.3, and the No Project Alternative evaluates land use impacts at the Affected community level. For Alternatives 1 through 6, the RSA consists of a 0.5-mile buffer area (i.e., 0.5 miles on each side of the alignment and the proposed maintenance and storage facility (MSF) site options) where potential secondary or indirect impacts may occur was evaluated. In addition, the existing land uses within a 1-mile radius were evaluated for the proposed stations as shown in the existing land use figures under the impact evaluation sections for each alternative. The 0.5-mile buffer for the alignments and MSF site options is consistent with the methodology used for other Los Angeles County Metropolitan Transportation Authority (Metro) rail projects to identify potential impacts to parcels located immediately adjacent to and one parcel out from the Project footprint. The 1-mile radius is used for the proposed stations, which is consistent with Metro's First/Last Mile Policy.

Existing land use data was collected from the Southern California Association of Governments *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) (SCAG, 2024a, 2024b), and data for planned land uses were collected from local plans including, the *City of Los Angeles General Plan* and respective community plans (DCP, 1996, 1997a, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, and 2001b) and the *City of Santa Monica General Plan-Land Use and Circulation Element* (City of Santa Monica, 2023a).

CEQA Guidelines § 15125(d) require that an EIR discuss inconsistencies with applicable land use plans that the decision-makers should address. The impact analysis reviews the Project's consistency with goals and objectives presented in applicable land use plans, policies, and regulations (e.g., general plans, specific plans, zoning codes, and zoning maps) adopted by the regional and local jurisdictions within the RSA. A conflict between a project and an applicable plan is not necessarily a significant impact under

CEQA unless the inconsistency will result in an adverse physical change to the environment that is a “significant environmental effect” as defined by CEQA Guidelines § 15382¹.

Under the planning and zoning law (California Government Code § 65000 et seq.), strict conformity with all aspects of a plan is not required. Generally, given that land use plans reflect a range of competing interests, a project is considered consistent with the provisions of the identified regional and local land use plans if it meets the general intent of the plans and would not preclude the attainment of the primary intent of the land use plan or policy. Accordingly, if a project is determined to be inconsistent with specific objectives or policies of a land use plan but is largely consistent with the land use goals of that plan and would not preclude the attainment of the primary intent of the land use plan, the project would not be considered inconsistent with the Plan. In addition, inconsistency with specific objectives or policies of a land use plan does not necessarily mean that the project would result in a significant impact on the physical environment. Rather, to be “consistent, the project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning that a project must be in “agreement or harmony with the applicable land use plan to be consistent with that plan” (California Government Code § 65000 et seq.).

The identification of existing land use and zoning designations relied on aerial photographs, maps of land use and zoning designations from the *Los Angeles County General Plan 2035* (LA County Planning, 2024), *City of Los Angeles General Plan* (DCP, 2001b), City of Los Angeles Zone Information and Map Access System (ZIMAS) (City of Los Angeles, 2023), City of Santa Monica Zoning Map (City of Santa Monica, 2023b), and site reconnaissance. Consistency with applicable policies pertaining to land use would be addressed during operational and construction activities of the Project.

To determine whether agricultural lands and/or forest land would be affected by the Project, Williamson Act contract properties, Farmland Mapping and Monitoring Program (designated “Farmland”), and any land zoned or designated for agricultural use or forestry resources according to local regulations were identified in the RSA. Existing land uses were identified to determine if agricultural uses and/or forestry resources currently occur within the RSA and are described in Sections 6.2.1, 7.2.1, 8.2.1, 9.2.1, and 10.2.1.

3.2 CEQA Thresholds of Significance

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

- Physically divide an established community.
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.
- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.

¹ CEQA Guidelines refers to Title 14, Division 6, Chapter 3 of the California Code of Regulations and are administrative regulations governing implementation of the California Environmental Quality Act.

- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in California Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by California Government Code Section 51104(g)).
- Result in the loss of forest land or conversion of forest land to non-forest land use.
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

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, 2021a).

^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

The No Project Alternative would result in a continuation of current development patterns and trends. Local jurisdictions would continue to approve new development projects according to existing land uses as shown on Figure 5-1. While residential land uses are spread throughout the Project Study Area, commercial land uses (both retail and office) that support high levels of employment tend to be clustered in a limited number of geographic areas, primarily in the Westside area. This type of land use pattern can result in frequent travel by residents outside of their communities for work, leisure, or educational purposes. Patterns of population and employment density follow from the distribution of land uses: areas with high concentrations of residential land uses, particularly multi-family residential uses, have high population densities; similarly, areas with high concentrations of commercial land uses, particularly office uses, have high employment densities. Existing land uses within the Study Area include single-family and multi-family residential, commercial and services, industrial, open space and recreation, facilities, general office, mixed commercial and industrial, and mixed residential and commercial. Without improved connections to the regional transit network, the opportunities for transit-supportive and pedestrian oriented development would be limited in the Project Study Area, as defined in Section 0.

The No Project Alternative would not provide the land use benefits typical of high-capacity transit projects, including encouragement of transit oriented communities and mixed-use development, which provide a more walkable, bikeable, and sustainable urban form in these communities.

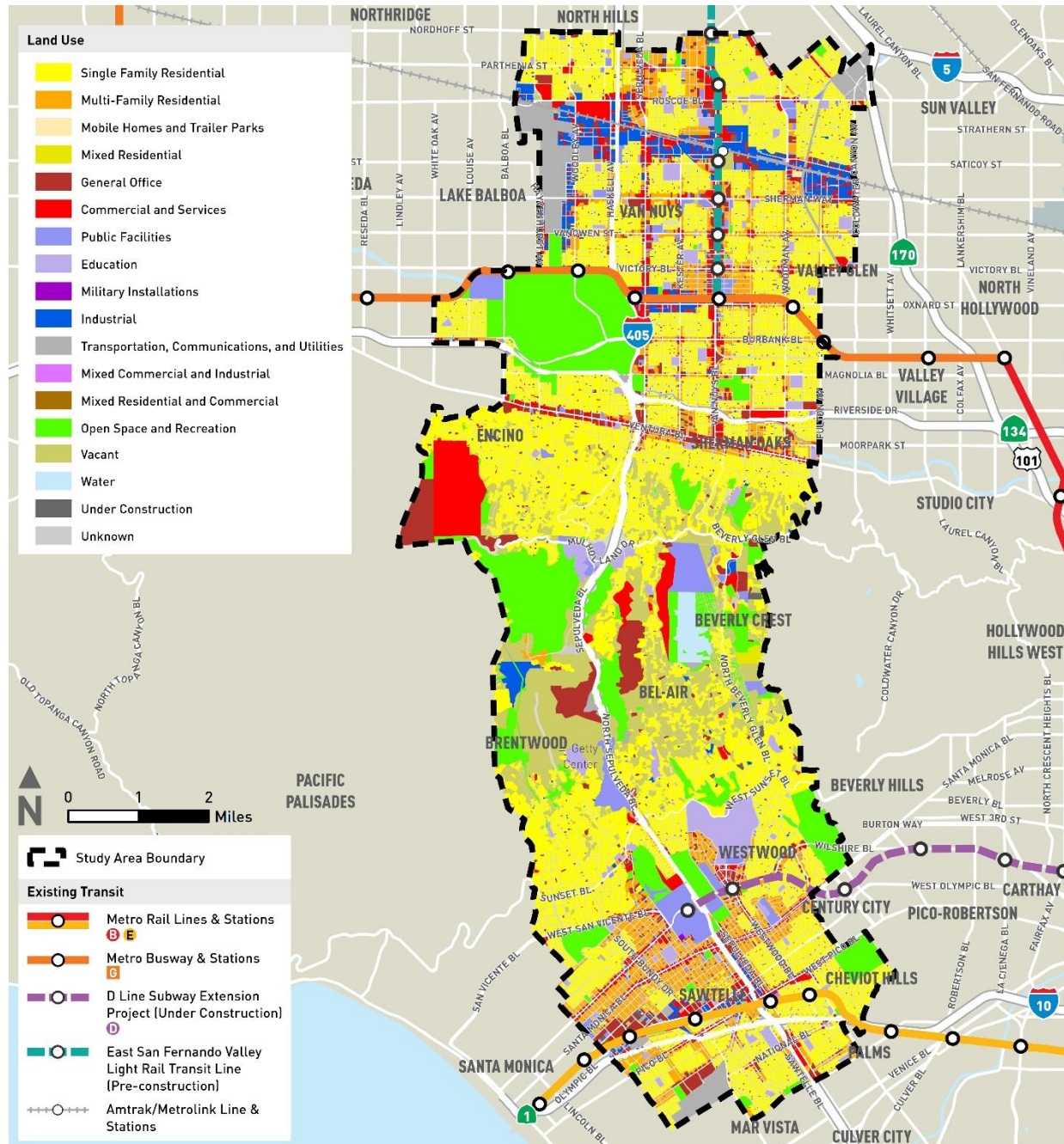
5.1.1 Sensitive Land Uses

Sensitive land uses are described in detail in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025a) and include the following institutions and facilities within the Project Study Area:

- Educational institutions (e.g., American Jewish University, Berkely Hall School, Curtis School, Emek Hebrew Academy, J Paul Getty Museum, Mirman School, University of California Los Angeles, and Wise School)
- Recreation facilities (e.g., Bel-Air Country Club, Brentwood Country Club, The Los Angeles Country Club, MountainGate Country Club, Rancho Park Golf Club, Sepulveda Basin Recreation Area, and Westridge-Canyonback Wilderness Park)
- Health and medical services institutions (e.g., Mission Community Hospital, Ronald Reagan UCLA Medical Center, Sherman Oaks Hospital, West Los Angeles VA Medical Center, and VA Greater Los Angeles Healthcare System)

- Places of worship (e.g., Leo Baeck Temple, Los Angeles California Temple – Church of Latter-Day Saints, St. Cyril of Jerusalem Catholic Church, St. John’s Presbyterian Church, Stephen Wise Temple, and Village Church-Westwood Lutheran)
- Government facilities (e.g., Air National Guard Recruiting, the Federal Building, Los Angeles County Department of Mental Health, Los Angeles County Department of Public Social Services, Social Security Administration, and United States Postal Service)

Figure 5-1. Existing Land Use within the Study Area



Source: SCAG, 2024a; HTA, 2024

5.2 Impacts Evaluation

5.2.1 Impact LUP-1: Would the project physically divide an established community?

5.2.1.1 Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761.

Changes to the bus line would have no potential to divide an established community as the existing bus line would continue to operate along existing streets and highways. The No Project Alternative would not have operational impacts related to division to an established community.

5.2.1.2 Construction Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to Metro Line 761. Construction of transit elements such as bus stops or canopies for the bus stops would not require substantial traffic detours. Therefore, the No Project Alternative would not have construction impacts related to division of an established community.

5.2.2 Impact LUP-2 Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

5.2.2.1 Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to Metro Line 761.

Changes to the bus line would not conflict with land use plans or policies as the existing bus line would continue to operate along existing streets and highways. The Project is identified in SCAG's 2024 RTP/SCS Project List (SCAG, 2024c), and would support the goal of the 2024-2050 RTP/SCS to provide a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Since the Project would not be operational under the No Project Alternative, the No Project Alternative would conflict with land use plans, policies, or regulations that prioritize public transportation improvements and reductions of vehicle trips, and impacts would be significant. Potential mitigation would be to implement the proposed Project, which would reduce this impact to less than significant.

5.2.2.2 Construction Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to Metro Line 761. Construction of transit elements such as bus stops or canopies for the bus stops would not require substantial traffic detours or land use development. The Project is identified in SCAG's 2024 RTP/SCS Project List (SCAG, 2024c), and would support the goal of the 2024-2050 RTP/SCS to provide a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Since the Project would not be constructed under the No Project Alternative, the No Project Alternative would conflict with land use plans, policies, or regulations that prioritize public transportation improvements and reductions of

vehicle trips, and impacts would be significant. Potential mitigation would be to implement the proposed Project, which would reduce this impact to less than significant.

5.2.3 Impact AFR-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

5.2.3.1 Operational Impacts

The Project Study Area as defined in Section 4² is located in densely developed areas on what the California Department of Conservation (DOC) Important Farmland map designates as Urban and Built-Up Land (DOC, 2022). Areas designated as Urban and Built-Up Land are not considered Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) under the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §§ 21060.1 and 21095 and CEQA Guidelines Appendix G). The DOC does not identify any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Project Study Area. The No Project Alternative would neither directly affect nor result in the conversion of this land to non-agricultural uses; therefore, no impact would occur.

5.2.3.2 Construction Impacts

The Project Study Area as defined in Section 4 is located in densely developed areas on what the DOC Important Farmland map designates as Urban and Built-Up Land (DOC, 2022). Areas designated as Urban and Built-Up Land are not considered Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) under CEQA (PRC §§ 21060.1 and 21095 and CEQA Guidelines Appendix G). The DOC does not identify any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Project Study Area. The No Project Alternative would neither directly affect nor result in the conversion of this land to non-agricultural uses; therefore, no impact would occur.

5.2.4 Impact AFR-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

5.2.4.1 Operational Impacts

There are no identified agricultural resources in the Project Study Area as defined in Section 4 for the No Project Alternative, nor does the Project Study Area contain areas zoned for agricultural use. Los Angeles County does not participate in the Williamson Act program; thus, no parcels within the Project Study Area are under a Williamson Act contract. The No Project Alternative would not conflict with existing zoning for agricultural use or a Williamson Act contract; therefore, no impact would occur.

5.2.4.2 Construction Impacts

There are no identified agricultural resources in the Project Study Area as defined in Section 4 for the No Project Alternative, nor does the Study Area contain areas zoned for agricultural use. Los Angeles County does not participate in the Williamson Act program; thus, no parcels within the Project Study Area as defined in Section 0 are under a Williamson Act contract. Operation of the No Project

² Section 12220(g) defines forest land as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Alternative would not conflict with existing zoning for agricultural use or a Williamson Act contract; therefore, no impact would occur.

5.2.5 Impact AFR-3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))

5.2.5.1 Operational Impacts

There are no areas of forest land as defined in PRC § 12220(g) or timberland as defined in PRC § 4526 within the Project Study Area as defined in Section 4. The No Project Alternative would not conflict with existing zoning for, or cause rezoning of, forest land or timberland; therefore, no impact would occur.

5.2.5.2 Construction Impacts

There are no areas of forest land as defined in PRC § 12220(g) or timberland as defined in PRC § 4526 within the Project Study Area as defined in Section 4. The No Project Alternative would not conflict with existing zoning for agricultural use or a Williamson Act contract; therefore, no impact would occur. The No Project Alternative would not conflict with existing zoning for, or cause rezoning of, forest land or timberland; therefore, no impact would occur.

5.2.6 Impact AFR-4: Would the project result in the loss of forest land or conversion of forest land to non-forest land use?

5.2.6.1 Operational Impacts

There are no areas of forest land as defined in PRC § 12220(g) or timberland as defined in PRC § 4526 within the Project Study Area as defined in Section 4. The No Project Alternative would not conflict with existing zoning for, or cause rezoning of, forest land or timberland; therefore, no impact would occur.

5.2.6.2 Construction Impacts

There are no areas of forest land as defined in PRC § 12220(g) or timberland as defined in PRC § 4526 within the Project Study Area as defined in Section 4. The No Project Alternative would not conflict with existing zoning for agricultural use or a Williamson Act contract; therefore, no impact would occur. The No Project Alternative would not conflict with existing zoning for, or cause rezoning of, forest land or timberland; therefore, no impact would occur.

5.2.7 Impact AFR-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

5.2.7.1 Operational Impacts

No forest land or farmland is located within the Project Study Area as defined in Section 4. Implementation of the No Project Alternative would not result in the direct or indirect conversion of any farmland or forest land to other kinds of land uses; therefore, no impact would occur.

5.2.7.2 Construction Impacts

No forest land or farmland is located within the Project Study Area as defined in Section 4. Implementation of the No Project Alternative would not result in the direct or indirect conversion of any farmland or forest land to other kinds of land uses; therefore, no impact would occur.

5.3 Mitigation Measures

5.3.1 Operational Impacts

As discussed in Section 5.2, operation of the No Project Alternative would have less than significant impacts, therefore, no project measures or mitigation measures would be required.

5.3.2 Construction Impacts

As discussed in Section 5.2, construction of the No Project Alternative would have less than significant impacts, therefore, no project measures or mitigation measures would be required.

5.3.3 Impacts After Mitigation

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

6 ALTERNATIVE 1

6.1 Alternative 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

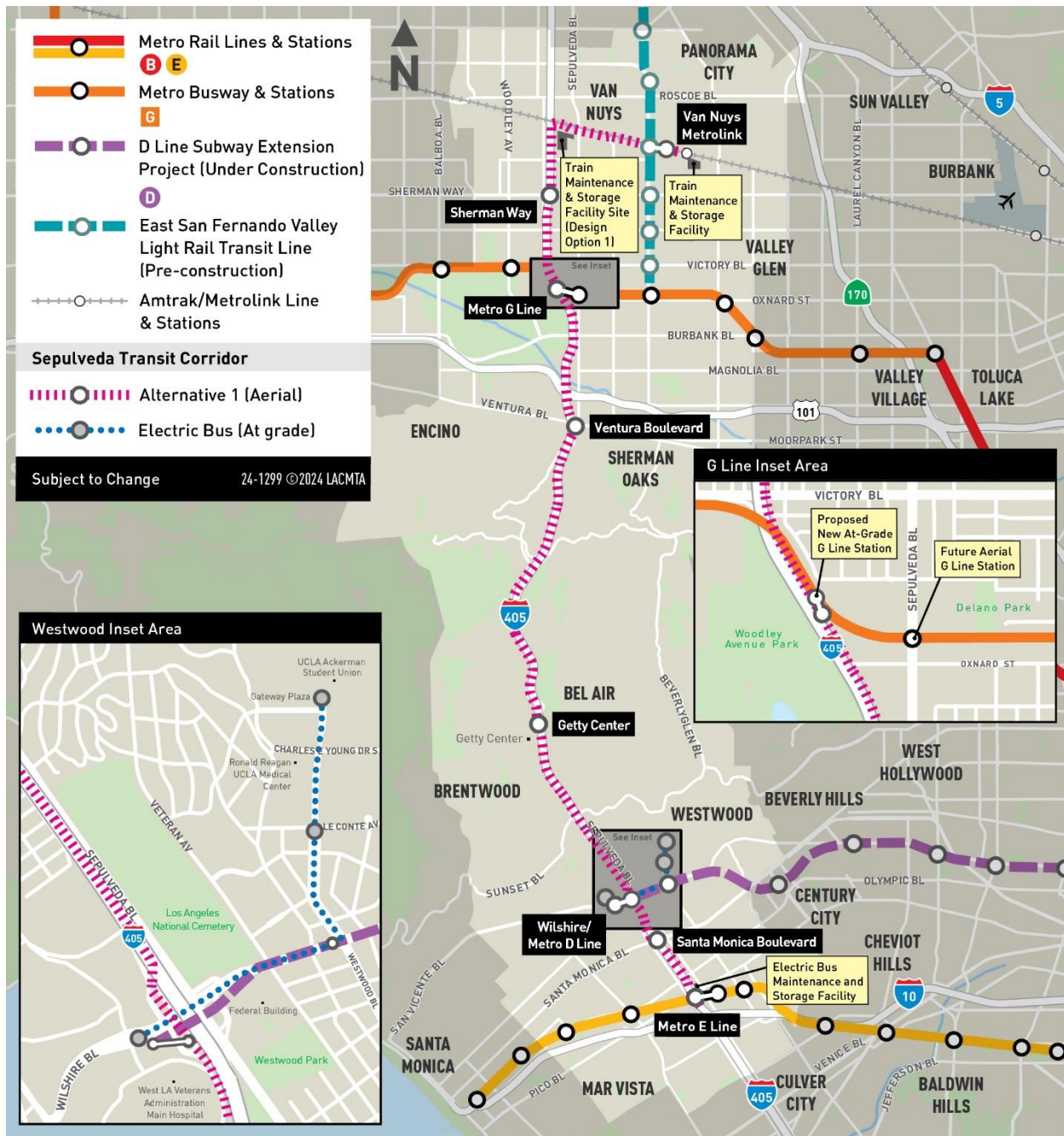
6.1.1.1 Alignment

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 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).

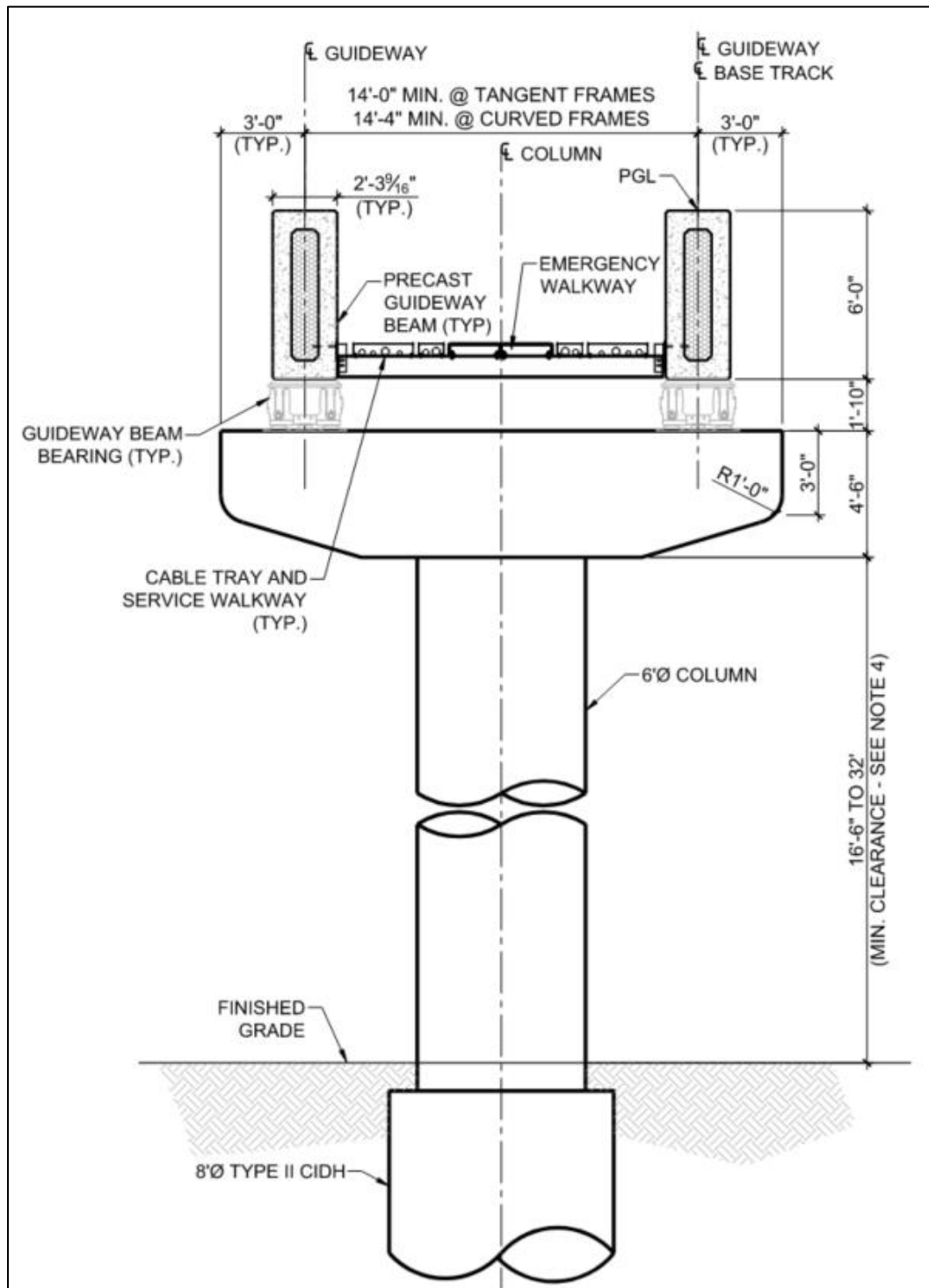
Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and northbound on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and would replace an existing segment of Dickens Street adjacent to I-405, 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.

Figure 6-2. Typical Monorail Guideway Cross-Section

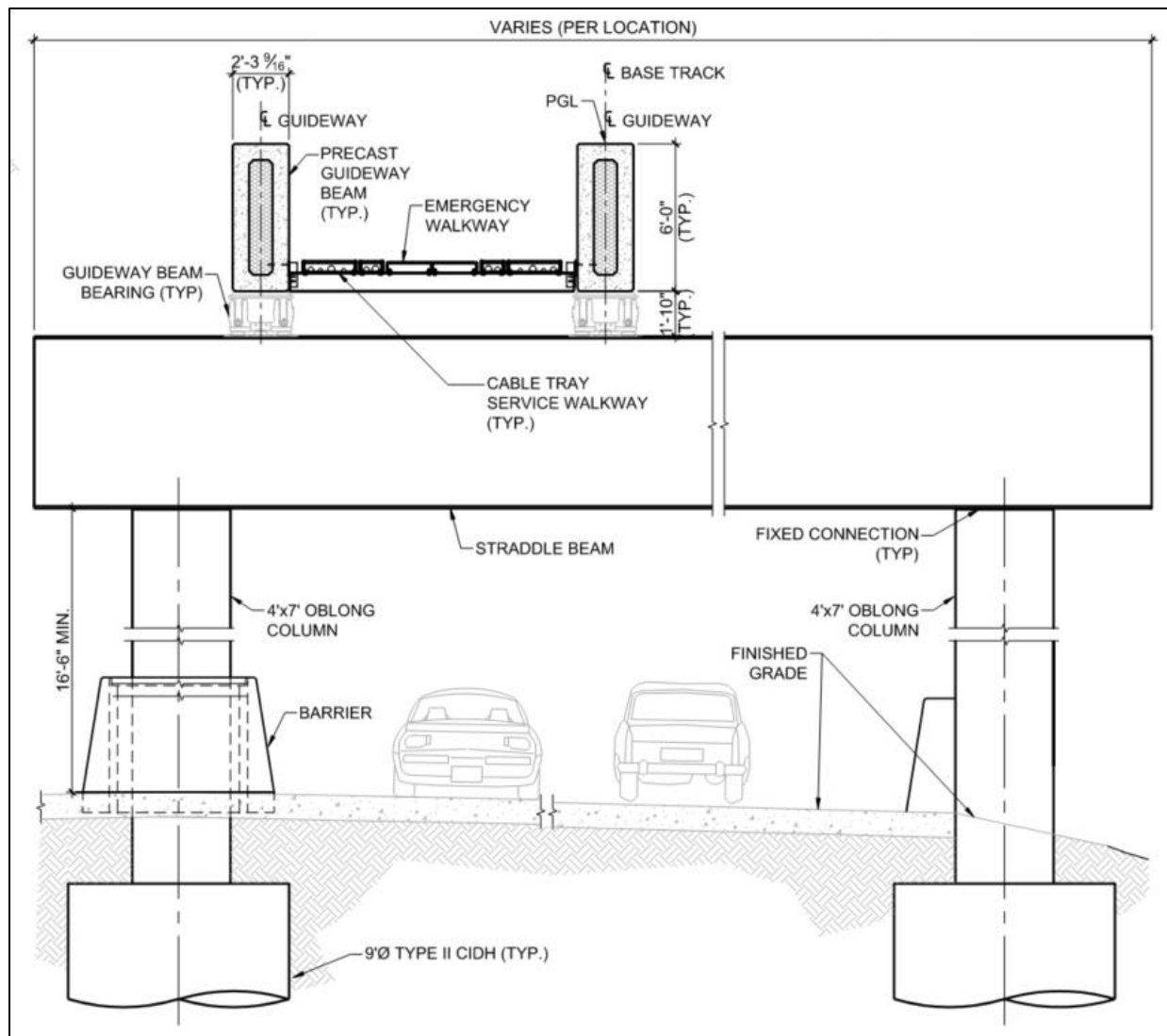


Source: LASRE, 2024

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

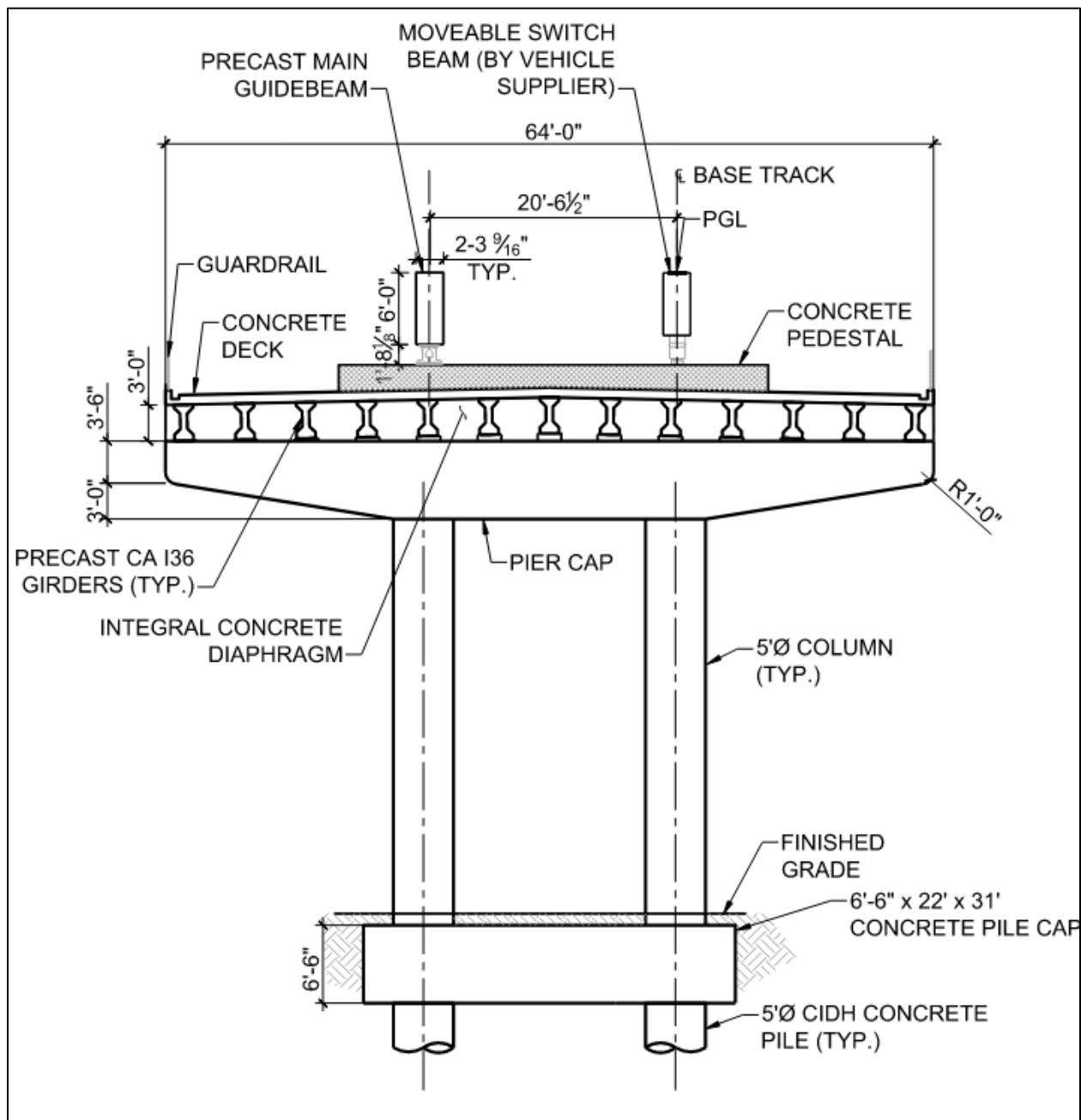
— = no data

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

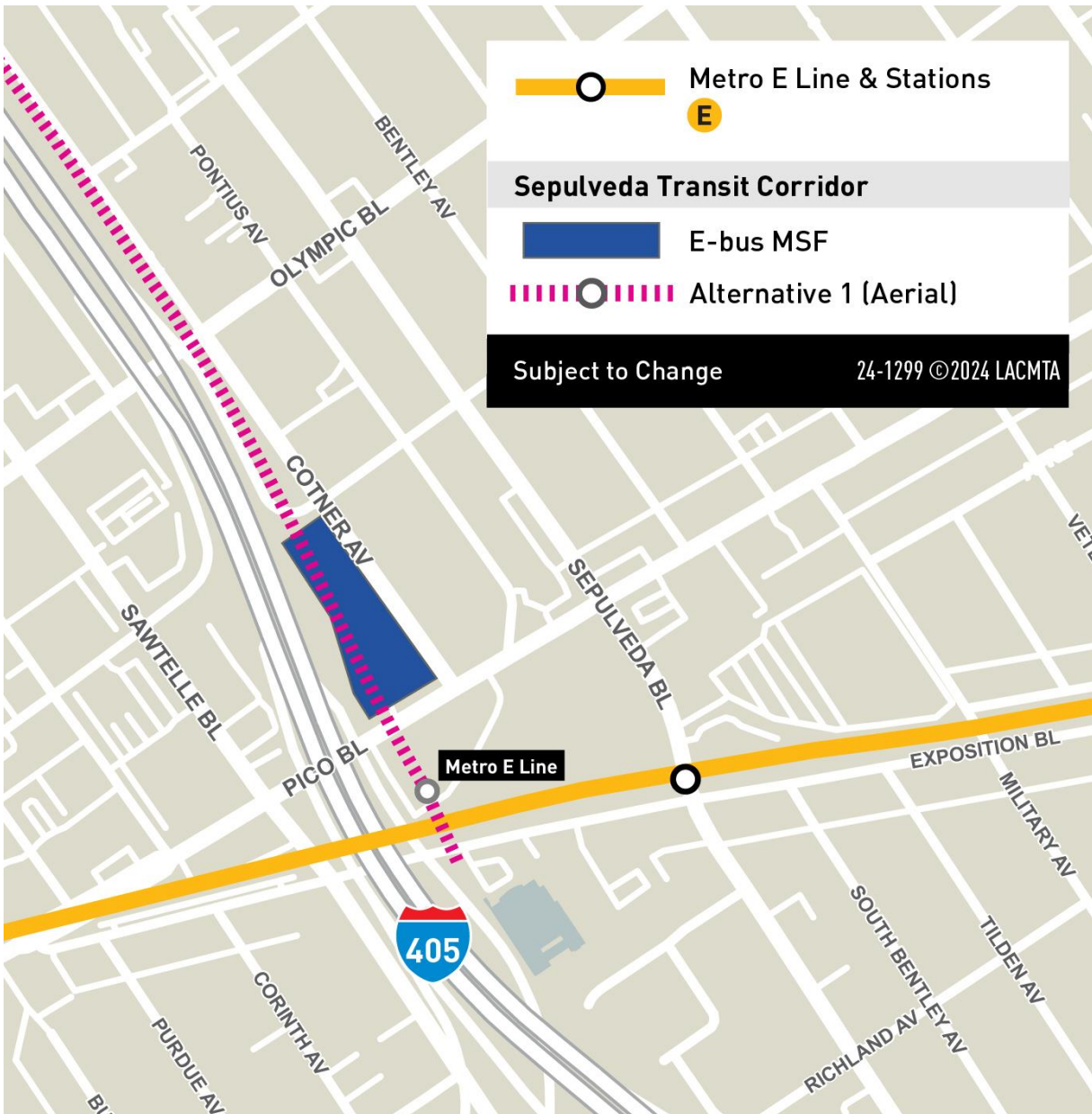
An Electric Bus MSF would be located on the northwest corner of Pico Boulevard and Cotner Avenue and would be designed to accommodate 14 electric buses. The site would be approximately 2 acres and would comprise six parcels bounded by Cotner Avenue to the east, I-405 to the west, Pico Boulevard to the 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, soundwalls, 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 N Sepulveda Boulevard
4	At 1760 N 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

The City of Los Angeles is an urban community located in the County of Los Angeles. The Resource Study Area (RSA) consists of various City of Los Angeles neighborhoods, including West Los Angeles, Westwood, Brentwood, Bel-Air, Encino, Sawtelle, Sherman Oaks, and Van Nuys. The majority of single-family residential land uses within the RSA are located in Brentwood, Bel-Air, Encino, and Sherman Oaks. The majority of the multi-family residential land uses are concentrated in the Westwood, Sawtelle, and Van Nuys neighborhoods.

The Sepulveda Basin Recreation Area (located in the northwest portion of the RSA) and Westridge-Canyonback Wilderness Park (located in the western portion of the RSA) are the largest areas of open space and recreation in the RSA. Commercial and retail uses within the RSA range from local neighborhood retail, main street commercial/retail, large regional malls and shopping centers located within the neighborhoods of West Los Angeles, Westwood, and Sherman Oaks. Businesses and industrial parks are concentrated along Van Nuys Boulevard and Victory Boulevard within Van Nuys.

6.2.1 Project Site Characteristics and Land Uses

Existing land uses within the RSA are land uses typically found in mature urban and suburban communities. Land uses within the RSA include residential, general office, commercial, public facilities, industrial, education, open space/recreation, and vacant land uses. Table 6-5 summarizes the distribution of land types and Figure 6-10 identifies the existing land uses within the RSA. As identified in Table 6-5, the greatest percentages of land uses are single-family residential (27 percent) and open space and recreation (10 percent), with vacant (8 percent) and multi-family residential (7 percent) (SCAG, 2024a). Figure 6-10 provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 1 and existing land uses.

Table 6-5. Alternative 1: Land Use Distribution within the Resource Study Area

Land Use Types	Total Acreage	Percentage of Total Acres
Single-Family Residential	4,523	27
Multi-Family Residential	1,196	7
Mixed Residential	4	<1
Mixed Residential and Commercial	2	<1
Commercial and Services	866	5
Education	814	5
Public Facilities	694	4
General Office	846	5
Industrial	728	4
Open Space and Recreation	1,714	10
Transportation, Communications, and Utilities	257	2
Military Installations	4	<1
Vacant	1,1315	8
Total	16,489	100

Source: SCAG, 2024a

Figure 6-10. Alternative 1: Existing Land Use within the Resource Study Area


Source: SCAG, 2024a; HTA, 2024

There are numerous activity centers that support the existing communities within the RSA. Table 6-6 and Figure 6-11 summarize the various activity centers within the Alternative 1 RSA from south to north.

Table 6-6. Alternative 1: Activity Centers within the Resource Study Area

Number ID	Name	Address	Building Use
2	Richland Avenue Elementary School	11562 Richland Avenue Los Angeles, CA 90064	Public Elementary School
3	Daniel Webster Middle School	11330 Graham Place Los Angeles, CA 90064	Public Middle School
5	U.S. Postal Service	11270 Exposition Boulevard Los Angeles, CA 90064	Post Office
6	Social Security Administration	11500 W Olympic Boulevard Los Angeles, CA 90064	Social Security Office
7	National Genetics Institute	2440 S Sepulveda Boulevard Los Angeles, CA 90064	Laboratory
8	Los Angeles County, Department of Public Social Services	11110 W Pico Boulevard Los Angeles, CA 90064	Public Facilities Building
9	One Westside Shopping Center	11250 W Olympic Boulevard Los Angeles, CA 90064	Shopping Center
11	Westside Pavilion	10800 W Pico Boulevard #312 Los Angeles, CA 90064	Shopping Center
12	New Horizon School	1819 Sawtelle Boulevard Los Angeles, CA 90025	Private Elementary School
13	Los Angeles County Sewer Maintenance	11168 Missouri Avenue Los Angeles, CA 90025	Consolidated Sewer Maintenance Plant
14	Nora Sterry Elementary School	1730 Corinth Avenue Los Angeles, CA 90025	Public Elementary School
15	VCA West Los Angeles Animal Hospital	1900 S Sepulveda Boulevard Los Angeles, CA 90025	Hospital
16	City of Los Angeles Department of Water and Power Distributing Station 28	11171 Nebraska Avenue Los Angeles, CA 90025	Electric Utility Company
17	St. Sebastian School	1430 Federal Avenue Los Angeles, CA 90025	School
18	Fusion Academy Los Angeles	1640 S Sepulveda Boulevard #100 Los Angeles, CA 90025	Private School
19	VCA Animal Specialty and Emergency Center	1535 S Sepulveda Boulevard Los Angeles, CA 90025	Animal Care Center
20	Bad News Bears Field	1141 S Sepulveda Boulevard Los Angeles, CA 90025	Parks & Recreation
21	City of Los Angeles Department of Water and Power	1394 S Sepulveda Boulevard Los Angeles, CA 90025	Electric Utility Company
22	West Los Angeles VA Medical Center	11301 Wilshire Boulevard Los Angeles, CA 90073	Hospital
23	Los Angeles California Temple—Church of Jesus Christ of Latter-day Saints	10777 Santa Monica Boulevard Los Angeles, CA 90025	Religious Institution
24	Westwood Recreation Center	1350 S Sepulveda Boulevard Los Angeles, CA 90025	Parks & Recreation



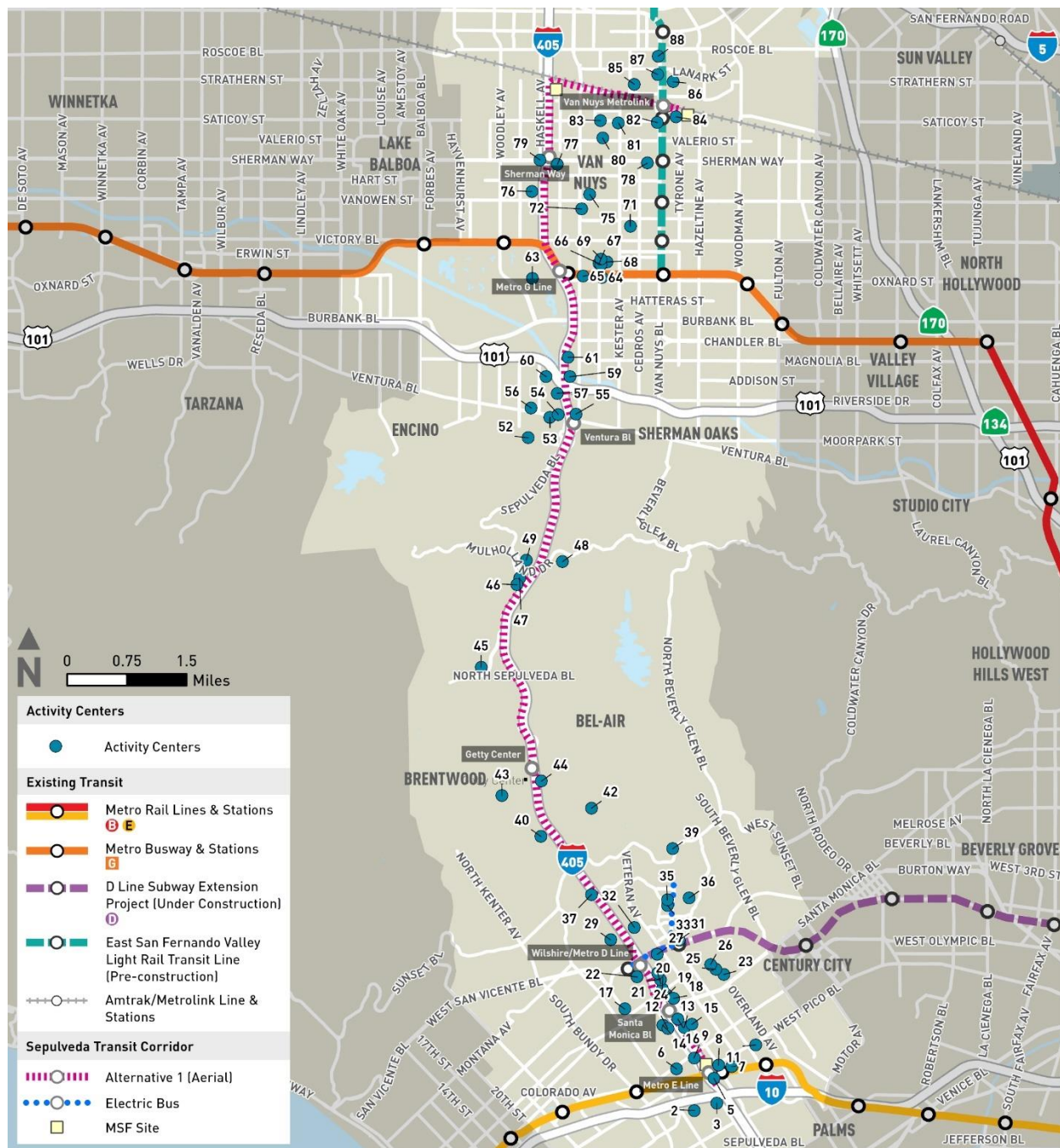
Number ID	Name	Address	Building Use
25	Ralph Waldo Emerson Community Charter Middle School	1650 Selby Avenue Los Angeles, CA 90024	Charter School
26	St. Paul the Apostle School	1536 Selby Avenue Los Angeles, CA 90024	Private School
27	Federal Building/Veterans Affairs /Los Angeles Passport Agency	11000 Wilshire Boulevard #1000 Los Angeles, CA 90024	Public Facilities Building
29	Jackie Robinson Stadium / Steele Field	100 Constitution Avenue Los Angeles, CA 90095	Parks & Recreation
31	Hammer Museum	10899 Wilshire Boulevard Los Angeles, CA 90024	Museum
32	Los Angeles National Cemetery	950 S Sepulveda Boulevard Los Angeles, CA 90049	Military Cemetery
33	UCLA Ronald Reagan Medical Center	757 Westwood Plaza Los Angeles, CA 90095	UCLA Hospital/Specialty Medical Centers
35	UCLA Medical Plaza	550 Medical Plaza Drive Los Angeles, CA 90024	Hospital
36	UCLA	617 Charles E Young Drive S Los Angeles, CA 90095	University
37	Village Church of Westwood	343 S Church Lane Los Angeles, CA 90049	Religious Institution
39	Marymount High School	10643 Sunset Boulevard Los Angeles, CA 90077	Private High School
40	The Getty	1200 Getty Center Drive Los Angeles, CA 90049	Museum
42	Community Magnet Charter School	11301 Bellagio Road Los Angeles, CA 90049	School
43	Mount Saint Mary's University Los Angeles (Chalon Campus)	12001 Chalon Road Los Angeles, CA 90049	University
44	Leo Baeck Temple	1300 N Sepulveda Boulevard Los Angeles, CA 90049	Religious Institution
45	MountainGate Country Club	12445 Mountaingate Drive Los Angeles, CA 90049	Country Club
46	Ziegler Amphitheater	2701 N Sepulveda Boulevard Los Angeles, CA 90049	Amphitheater
47	Skirball Cultural Center	2701 N Sepulveda Boulevard Los Angeles, CA 90049	Museum
48	Wise School	15500 Stephen S Wise Drive Los Angeles, CA 90077	School
49	Curtis School	15871 Mulholland Drive Los Angeles, CA 90049	School
52	Maha Montessori	15737 Woodvale Road Encino, CA 91436	School
53	St. Cyril of Jerusalem Catholic Church	15520 Ventura Boulevard Encino, CA 91436	Religious Institution
54	Belmont Village Senior Living Encino	15451 Ventura Boulevard Sherman Oaks, CA 91403	Senior Living Facility
55	Sherman Oaks Galleria	15301 Ventura Boulevard Sherman Oaks, CA 91403	Shopping Mall

Number ID	Name	Address	Building Use
56	Valley Beth Shalom	15739 Ventura Boulevard Encino, CA 91436	Religious Institution
57	Maha Montessori, Sherman Oaks	15451 La Maida Street Sherman Oaks, CA 91403	School
59	Sherman Oaks Castle Park	4989 Sepulveda Boulevard Sherman Oaks, CA 91403	Amusement Center
60	Hesby Oaks Elementary School	15530 Hesby Street Encino, CA 91436	Public Elementary School
61	Emek Hebrew Academy	15365 Magnolia Boulevard Sherman Oaks, CA 91403	School
63	Sepulveda Basin Wildlife Reserve	6350 Woodley Avenue Van Nuys, CA 91436	Fields and Recreation Center
64	Every Nation City Church	15055 Oxnard Street Van Nuys, CA 91411	Religious Institution
65	City of Los Angeles Department of Water and Power Corporate Offices	6060 Sepulveda Boulevard Van Nuys, Ca 91411	Public Facilities Building
66	Ministries Divine Restauration, Van Nuys	15050 Delano Street Van Nuys, CA 91411	Religious Institution
67	Delano Park	15100 Erwin Street Van Nuys, CA 91411	Parks and Recreation
68	Sylvan Park Early Education Center	15011 Delano Street Van Nuys, CA 91411	Early Education Center
69	Sylvan Park Elementary School	6238 Noble Avenue Van Nuys, CA 91411	Public Elementary School
71	Van Nuys High School	6535 Cedros Avenue Van Nuys, CA 91411	Public High School
72	Beverly Manor Convalescent Center	6700 Sepulveda Boulevard Van Nuys, CA 91411	Convalescent Home
75	Valley Presbyterian Hospital	15107 Vanowen Street Van Nuys, CA 91405	Hospital
76	Bassett Street Elementary School	15756 Bassett Street Lake Balboa, CA 91406	School
77	Valley Medical Center	14600 Sherman Way Van Nuys, CA 91405	Hospital
78	Sunflower Montessori Preschool and Day Care	15520 Sherman Way Van Nuys CA 91406	School
79	U.S. Postal Service/Van Nuys Mega Passport Office	15701 Sherman Way Van Nuys CA 91405	Post Office
80	Valerio Street Elementary School	15035 Valerio Street Van Nuys, CA 91405	Public Elementary School
81	Robert Fulton College Preparatory School	7477 Kester Avenue Van Nuys, CA 91405	Public High School
82	Department of Public Social Services	7555 Van Nuys Boulevard Van Nuys, CA 91405	Social Services Organization
83	Fulton Middle School	7798 Noble Avenue Van Nuys CA 91405	School

Number ID	Name	Address	Building Use
84	City of Los Angeles Department of Water and Power Valley Center	14401 Saticoy Street Van Nuys, CA 91405	Electric Utility Company
85	Andres and Maria Cardenas Skate Park	14740 Blythe Street Panorama City, CA 91402	Skate Park
86	Plant Shopping Center	7880 Van Nuys Boulevard Panorama City, CA 91402	Shopping Center
87	Panorama High School	8015 Van Nuys Boulevard Panorama City, CA 91402	Public High School
88	Mission Community Hospital	8215 Van Nuys Boulevard #210 Panorama City, CA 91402	Hospital

Source: HTA, 2024

Figure 6-11. Alternative 1: Major Activity Centers along the Alignment



Source: HTA, 2024

6.2.2 Stations

6.2.2.1 Metro E Line Expo/Sepulveda Station

The proposed Metro E Line Station would be located west of the existing Metro E Line Expo/Sepulveda Station and provide access to the City of Santa Monica and the City of Culver City to the west, and downtown Los Angeles to the east, and connecting with the Metro's A Line, D Line, and K Line to the east.

The proposed Metro E Line Station would be located on land that is zoned for public facilities (City of Los Angeles, 2023) and on land designated for public facility uses (SCAG, 2024a). Other land use surrounding the proposed Metro E Line Station at a 1-mile radius buffer are typical of an urban environment. There is a mix of single-family residential, multi-family residential, commercial, and industrial land uses within the RSA of the proposed station (SCAG, 2024a). Sawtelle Japantown is home to a sizable Japanese American population and is known for various restaurants, and retail and commercial businesses. There are also commercial uses located along Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard. Within this commercial strip is the former Westside Pavilion shopping mall, now known as One Westside, and acquired by UCLA to develop the UCLA Research Park (Schindler, 2024). Schools located within the RSA of the proposed station include Richland Avenue Elementary School and Daniel Webster Middle School.

6.2.2.2 Santa Monica Boulevard Station

The proposed Santa Monica Boulevard Station would be located on land that is zoned for public facilities and manufacturing (City of Los Angeles, 2023), and on land designated for commercial, industrial, and public facilities (SCAG, 2024a). The proposed station is located largely within the California Department of Transportation (Caltrans) ROW adjacent to I-405 and within the southeast corner of Santa Monica Boulevard and Cotner Avenue. Other land use within the RSA of the proposed Santa Monica Boulevard Station includes single-family residential, multi-family residential, commercial, facilities, industrial, and open space, and recreation land uses (SCAG, 2024a). Sawtelle Japantown, Nora Sterry Elementary School, the VCA West Los Angeles Animal Hospital, and the VCA Animal Specialty & Emergency Center (ASEC) are also located near the proposed Santa Monica Boulevard Station. There are open space and recreation facilities within the proposed station RSA including the Bad News Bears Field House.

6.2.2.3 Wilshire Boulevard/Metro D Line Station

The proposed Wilshire Boulevard/Metro D Line Station would be located directly adjacent to the northwest of the future Westwood/VA Hospital Station and provide access to the City of Santa Monica and the U.S. Department of Veterans Affairs (VA) to the west and downtown Los Angeles to the east, connecting with the Metro B Line, D Line, E Line, and K Line.

The proposed Wilshire/Metro D Line Station would be located on land that is zoned for public facility land uses (City of Los Angeles, 2023) and on land designated for public facilities (SCAG, 2024a), including the Caltrans ROW. Other land uses surrounding the proposed Wilshire/Metro D Line Station RSA include multi-family residential, facilities, and open space and recreation land use (SCAG, 2024a). The Federal Building is located within the RSA and houses the Los Angeles Passport Agency, VA, and the VA Medical Center. The West Los Angeles U.S. Army Reserve Center – Sadao Munemori Hall is located west of the VA Hospital within the RSA. As a federal agency, the VA is not subject to state or local zoning regulations but considers general compatibility with existing and future land use designations and zoning ordinances.

There are a few open space and recreation facilities within the proposed station RSA, including the Westwood Recreation Center and the Bad News Bears Field. UCLA is a major destination within the proposed station RSA with an enrollment of over 47,000 students (UCLA, 2023). The Ronald Reagan UCLA Medical Center, Hammer Museum, Saint Paul the Apostle School, Ralph Waldo Emerson Community Charter Middle School, Community Magnet Charter School, Saint Sebastian School, and Fusion Academy Los Angeles are also located within the proposed station RSA.

6.2.2.4 Getty Center Station

The proposed Getty Center Station would be located on land that is zoned for public facilities and single-family residential land uses (City of Los Angeles, 2023) and on land designated for public facilities and vacant uses (SCAG, 2024a), including the Caltrans ROW. Other land uses within the proposed station RSA includes open space and recreation, single-family residential, commercial, and education (SCAG, 2024a). Approximately 0.6 miles south of the proposed station is the 110-acre Getty Center. The Getty Center is located in the foothills of the Santa Monica Mountains, west of I-405, and is home to the Getty Conservation Institute, Research Institute, Foundation, and the Museum's collections of European art. With free admission, the Getty Center (and the Getty Villa, not within the proposed station RSA) attracts around 2 million visitors from around the world (Getty, 2020). Leo Baeck Temple and Belmont Village Senior Living are also located within the proposed station RSA.

6.2.2.5 Ventura Boulevard/Sepulveda Boulevard Station

The proposed Ventura Boulevard Station would be located on land that is zoned for public facilities, and commercial land uses (City of Los Angeles, 2023) and on land designated for general office, commercial, and mixed residential and commercial (SCAG, 2024a). Other land uses within the proposed Ventura Boulevard Station RSA include single-family residential, multi-family residential, commercial, public facilities, and education land use within the proposed station RSA (SCAG, 2024a). Abutting the proposed station is the Ventura Boulevard commercial corridor, which is home to various restaurants and small businesses. Sherman Oaks Galleria, Mount Saint Mar's University Los Angeles (Chalon Campus), Maha Montessori, Valley Beth Shalom, Valley Beth Shalom Harold M. Schulweis Day School, and Hesby Oaks Elementary school are also located within the proposed station RSA.

6.2.2.6 Metro G Line Sepulveda Station

The proposed Metro G Line Sepulveda Station would be located directly adjacent to the west of the existing Metro G Line Station and provide access to the Chatsworth community located in San Fernando Valley to the west, and North Hollywood to the east, with connections to the Metro B Line.

The proposed Metro G Line Station would be located on land that is zoned for public facilities and manufacturing land uses (City of Los Angeles, 2023) and on land designated for commercial, industrial, and public facilities (SCAG, 2024a). Other land uses within the proposed Metro G Line Station RSA include single-family residential, multi-family residential, commercial, public facilities, industrial, and open space and recreation land uses (SCAG, 2024a). There are open space and recreation centers within the proposed station RSA, including the Sepulveda Basin Wildlife Reserve and the Delano Park. Abutting the proposed station is the Sepulveda Boulevard commercial and industrial corridor with several big box department stores, home improvement stores, and a grocery store. Sylvan Park Elementary School is also located within the proposed station RSA.

6.2.2.7 Sherman Way Station

The proposed Sherman Way Station would be located on land that is zoned for public facilities land uses (City of Los Angeles, 2023) and on land designated for public facilities (SCAG, 2024a). Other land uses within the proposed Sherman Way Station RSA include single-family residential, multi-family residential, commercial, facilities, industrial, and education land uses (SCAG, 2024a). Valerio Street Elementary School, Basset Street Elementary School, Fulton Middle School, Sunflower Montessori Preschool and Day Care, Van Nuys Mega Passport Office, and the U.S. Postal Service are also located within the proposed station RSA.

6.2.2.8 Van Nuys Metrolink Station

The proposed Van Nuys Metrolink Station would be located directly adjacent to the north of the existing Van Nuys Metrolink Station that serves the LOSSAN rail corridor and provide access to the Chatsworth community located in San Fernando Valley to the west, and downtown Los Angeles to the east, with connections to Union Station.

The proposed Van Nuys Metrolink Station would be located on land that is zoned for public facilities, and commercial land uses (City of Los Angeles, 2023) and on land designated as commercial and vacant uses (SCAG, 2024a). Other land use surrounding the proposed Van Nuys Metrolink Station RSA include single-family residential, multi-family residential, commercial, public facilities, and industrial land uses (SCAG, 2024a). The Van Nuys Boulevard commercial corridor, which is home to the Plant Shopping Center, Panorama High School, and Valley Medical Center, is also located within the proposed station RSA.

6.2.3 Electric Bus Connection

The electric bus connection would provide access between the D Line Westwood Station (currently under construction) and D Line Wilshire Boulevard Stations to UCLA's campus. Land use zoning along the alignment and proposed stations include public facilities and commercial land uses (City of Los Angeles, 2023). Land use designations along the alignment and proposed stations would include open space and recreation, public facilities, commercial, general office, and education (SCAG, 2024a).

6.2.4 Maintenance and Storage Facilities

6.2.4.1 MSF Base Design

The proposed MSF Base Design is located on land that is zoned for manufacturing land uses (City of Los Angeles, 2023) and on land designated for industrial uses (SCAG, 2024a). Other land uses within the proposed MSF Base Design RSA include single-family residential, multi-family residential, commercial, public facilities, and general office land use (SCAG, 2024a). Within the RSA of the proposed MSF is the Van Nuys Boulevard commercial corridor, which is home to the Plant Shopping Center, Panorama High School, and Valley Medical Center.

6.2.4.2 MSF Design Option 1

The proposed MSF Design Option 1 is located on land that is zoned for manufacturing land uses (City of Los Angeles, 2023) and on land designated for industrial land uses (SCAG, 2024a). Other land uses surrounding the proposed MSF Design Option 1 RSA would include single-family residential, multi-family residential, commercial, general office, public facilities, and open space and recreation (SCAG, 2024a).

6.2.4.3 Electric Bus MSF

The proposed Electric Bus MSF is located on land that is zoned for public facility/transit overlay zone (City of Los Angeles, 2023) and on land designated as transportation/communications/ utilities (SCAG, 2024a). Other land uses designations within the proposed Electric Bus MSF RSA include commercial, general office, open space/recreation, single-family and multi-family residential, and public facilities land uses (SCAG, 2024a).

6.2.5 Sensitive Land Uses

Sensitive land uses are described in detail in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025a). Sensitive land uses include institutions, facilities, and places of worship such as the following:

- Educational institutions (e.g., UCLA, Daniel Webster Middle School, Richland Avenue Elementary School, Nora Sterry Elementary School, New Horizon School, St. Sebastian School, Marymount High School, Ralph Waldo Emerson Community Charter Middle School, Saint Paul the Apostle School, Saint Sebastian School, Community Magnet Charter School, Emek Hebrew Academy, Hesby Oaks Elementary School, Maha Montessori, Mount Saint Mary's University of Los Angeles, Curtis School, Wise School, Sylvan Park Elementary School, Bassett Street Elementary School, Fulton Middle School, Sunflower Montessori Preschool and Day Care, Robert Fulton College Preparatory School, Sylvan Park Early Education Center, Valerio Street Elementary School, Van Nuys High School, and Panorama High School)
- Recreation facilities (e.g., Andres and Maria Cadenas Skate Park, Bad News Bears Field, Jackie Robinson Stadium/Steeler Field, MountainGate Country Club, Westwood Recreation Center, Delano Park, and Sepulveda Basin Recreation Area)
- Health and medical services institutions (e.g., Mission Community Hospital, VCA West Los Angeles Animal Hospital, VCA Animal Specialty and Emergency Center, West Los Angeles VA Medical Center, UCLA Ronald Reagan Medical Center, Valley Presbyterian Hospital and Valley Medical Center)
- Cultural institutions (e.g., Getty Museum, Skirball Cultural Center, Hammer Museum)
- Places of worship (e.g., Every Nation City Church, Los Angeles California Temple — Church of Jesus Christ of Latter-day Saints, Ministries Divine Restauration, Village Church of Westwood, Leo Baeck Temple, St. Cyril of Jerusalem Catholic Church, and Valley Beth Shalom)
- Government facilities (e.g., Social Security Administration, Los Angeles County Sewer Maintenance, Los Angeles County Department of Public Social Services, LADWP Corporate Offices, LADWP Valley Center, U.S. Postal Services, Federal Building/ Veterans Affairs/ Los Angeles Passport Agency, and Van Nuys Mega Passport Office)

6.2.6 Agriculture Resources

The California Department of Conservation (DOC) maps "Important Farmland" throughout the state through its Farmland Mapping and Monitoring Program (DOC, 2023). In order to be shown on an Important Farmland Map, land must meet criteria regarding both land use and soil characteristics. To meet the land use criteria, land must have been used for irrigated agricultural production at some time during the 4 years prior to the Important Farmland Map date. In addition, the soil must meet the physical and chemical criteria for "Prime Farmland," or "Farmland of Statewide Importance" as determined by the U.S. Department of Agriculture (USDA), which compiles lists of which soils in each

survey area meet the criteria. As defined by the DOC, farmland is generally grouped into the following categories:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land

There are no designated land uses for agricultural purposes in the RSA or within the surrounding areas. According to the DOC's California Important Farmland Map, the Alternative 1 RSA is classified as Urban and Built-Up Land and there is no farmland within the RSA (DOC, 2022).

6.2.7 Forestry Resources

Alternative 1 and the surrounding areas within the RSA are largely urbanized and characterized by features typical of the urban landscape. According to the USDA Forest Services, the closest designated forestry resource is the Angeles National Forest located approximately 12.53 miles east of the northern portion of Alternative 1 (USDA, 2023). There are no forestry resources at Alternative 1 or within the RSA.

6.3 Impacts Evaluation

6.3.1 Impact LUP-1: Would the project physically divide an established community?

6.3.1.1 Operational Impacts

Alternative 1 would operate within or parallel to existing transportation corridors that are designated as public facilities. While Alternative 1 would introduce Project elements to the existing setting (i.e., aerial guideway and stations, supporting columns, soundwalls, TPSSs, and I-405 on- and off-ramps improvements, and electric bus connection infrastructure). These Project elements would be located within or adjacent to I-405 and the LOSSAN rail corridor ROW.

Alternative 1 is currently surrounded by a mix of land uses as previously identified in Table 6-5 and on Figure 6-10. The RSA for Alternative 1 is currently developed with land uses typically found in mature urban and suburban communities such as residential, general office, commercial, public facilities, industrial, education, open space/recreation, and vacant land uses. Alternative 1 would not conflict with the predominant uses present in the surrounding areas within the RSA.

I-405 and the LOSSAN rail corridor ROW currently separate adjacent land uses and act as physical boundaries for established communities located within the RSA. The proposed alignment of Alternative 1 would expand or be located parallel to the transportation corridor and thereby expand existing buffers between nearby land uses. However, introduction of the Alternative 1 aerial guideway and proposed stations would be consistent with the surrounding public facilities land uses and would not cause physical division of existing neighborhoods, communities, or land uses to the extent they would be disrupted or isolated.

The height of the proposed aerial guideway and stations would be sufficient to maintain access to surrounding uses at pedestrian and vehicle crossings and nearby intersections located along Sepulveda Boulevard, thereby maintaining connection and access to existing land uses. Additionally, the proposed aerial guideway and stations would provide sufficient clearance between supporting columns to maintain access to surrounding uses for motor vehicle and pedestrian traffic. At signalized intersections,

left-turning traffic would be maintained, and pedestrian access would be maintained via crosswalks located along Sepulveda Boulevard.

The aerial segment of the proposed alignment and stations located in the Van Nuys community would be located adjacent and parallel to the LOSSAN rail corridor ROW. Alternative 1 would not preclude the existing accessibility for vehicle and non-vehicle users at signalized intersections, undercrossings, and the Metrolink Van Nuys Station. Furthermore, the existing pedestrian bridge at Raymer Street would be left in place. The height of the proposed aerial guideway and stations would be sufficient to maintain access to surrounding uses at pedestrian and vehicle crossings and nearby intersections, thereby maintaining connection and access to existing land uses. Therefore, communities located north and south of the aerial guideway, where it is parallel to the LOSSAN rail corridor ROW, would not be physically divided at this area.

Alternative 1 would permanently close Dickens Street between Ventura Boulevard and Sepulveda Boulevard to vehicle traffic for the conversion of a bus loop and transit plaza and would require the closure of the existing I-405 southbound on-ramp from Sunset Boulevard.

The proposed stations for Alternative 1 would be located on land designated for commercial, public facilities, office, vacant, and industrial uses. The existing characteristics in these proposed station areas are densely urbanized and adjacent to the I-405 corridor and the LOSSAN rail corridor ROW, which currently serve as permanent barriers to existing communities located within the RSA.

Communities located within the proposed station RSA would maintain access to local businesses and amenities by traveling along Sepulveda Boulevard, which is parallel to I-405. Additionally, I-405, Sepulveda Boulevard, and Ventura Boulevard would maintain access to existing communities during operations at signalized intersections and crosswalks located along Sepulveda Boulevard and Van Nuys Boulevard, thus, implementation of the proposed stations and MSF sites would not physically divide an established community.

Alternative 1 would not restrict access within established communities and would not cause division of communities to the extent they would be disrupted or isolated. In addition, Alternative 1 would not conflict with the predominant uses present in the surrounding areas and would provide a transportation option that would allow it to blend in with the surrounding community. Therefore, operation of Alternative 1 would not physically divide an established community and impacts would be less than significant.

6.3.1.2 Construction Impacts

Construction activities for Alternative 1 would result in temporary, but not permanent, physical divisions of established communities in the existing setting. Temporary street detours would be required to accommodate the proposed aerial guideway and stations, soundwall, and I-405 on- and off-ramp construction. The proposed aerial guideway and stations would be constructed within or adjacent to I-405 and within the existing LOSSAN rail corridor ROW. Without mitigation, this could be a significant impact due to the potential for temporary access disruptions.

In locations where the alignment is adjacent to the I-405 corridor or the LOSSAN rail corridor, or where I-405 widening is necessary for Alternative 1, temporary street detours and encroachment permits would be required. These detours could temporarily limit access to established communities located within the RSA. Although they would not alter the land uses or zoning within the RSA, the temporary access limitations could result in significant impacts without mitigation.

During construction, Alternative 1 would close Dickens Street between Ventura Boulevard and Sepulveda Boulevard to vehicle traffic for the conversion of a bus loop and transit plaza. In addition, the existing I-405 southbound on-ramp from Sunset Boulevard would be closed. Street and sidewalk closures during construction would temporarily limit property access between established communities. However, these closures would be temporary and periodic and would not permanently restrict access to or from an established community because alternative routes would be provided as needed, and access between the established communities would be restored post construction. Nevertheless, without mitigation, temporary closures could result in significant impacts related to access or from an established community.

Construction of Alternative 1 would require construction easements (i.e., the areas needed during construction activities) for the aerial guideway and station installation, staging areas, soundwall installation, I-405 widening, street reconstruction, demolition, and utility relocation. These construction easements would consist of properties with land uses designated as commercial, public facilities, residential, open space/recreation, industrial, vacant, and institutions. While vehicle and non-vehicle access for communities within the RSA of the proposed alignment and stations would be maintained, without mitigation, access disruptions could result in a significant impact. The properties under construction easements would retain their original land use designation and zoning classifications.

To address these potential impacts, Alternative 1 would be required implement of Mitigation Measure (MM) TRA-4, which would require preparation and implementation of a Transportation Management Plan (TMP) to reduce the impacts of construction work zones, provide wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways, and require Metro and the contractor to notify and coordinate with surrounding communities regarding the construction schedule. With implementation of Mitigation Measure TRA-4, the potential significant impacts would be reduced to less than significant.

6.3.1.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would require acquiring properties west of Hazeltine Avenue and south of the LOSSAN rail corridor ROW, which is located south of the Metrolink station on Covello Street and currently serves as a permanent barrier to existing communities located within the RSA. However, the proposed MSF Base Design would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for industrial uses. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, location and/or operation of the MSF Base Design would not physically divide an established community and no impact would occur.

Construction activities for the proposed MSF Base Design would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, bicyclists, and vehicles within and between local communities. Without mitigation, these closures could result in significant impacts related to community access.

The *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b) further analyzes the potential impacts on circulation and pedestrian access to adjoining or nearby properties. As discussed in that report, street and sidewalk closures may be required during construction of the MSF

Base Design that would temporarily limit property access between established communities. These closures would be temporary and periodic. However, without mitigation, these temporary closures could still result in significant impacts related to community access.

To address these impacts, the proposed MSF Base Design would implement MM TRA-4, which would require preparation and implementation of a construction TMP to minimize disruptions from construction work zones, provide wayfinding signage to inform the public of reroutes, and require Metro and the contractor notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

Metro and the contractor would notify and work with surrounding communities regarding the construction schedule and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Therefore, construction of the proposed MSF Base Design would not physically divide an established community and would result in a less than significant impact.

MSF Design Option 1

The proposed MSF Design Option 1 would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for industrial uses. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, location and/or operation of the proposed MSF Design Option 1 would not physically divide an established community and no impact would occur.

Construction activities for the proposed MSF Design Option 1 would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, bicyclists, and vehicles within and between local communities. Without mitigation, these closures could result in significant impacts related to community access.

The *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b) further analyzes the potential impacts on circulation and pedestrian access to adjoining or nearby properties. As discussed in that report, street and sidewalk closures may be required during construction of the MSF Design Option 1 that would temporarily limit property access between established communities. These closures would be temporary and periodic. However, without mitigation, these temporary closures could still result in significant impacts related to community access and connectivity.

To address these impacts, the proposed MSF Design Option 1 would implement MM TRA-4, which would require preparation and implementation of a construction TMP to minimize disruptions from construction work zones, provide wayfinding signage to inform the public of reroutes, and require Metro and the contractor notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

Electric Bus MSF

The proposed Electric Bus MSF would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for facilities, general office, and commercial and services. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would

continue to be accessible to users. Therefore, location and/or operation of the proposed Electric Bus MSF would not physically divide an established community and no impact would occur.

Construction activities for the proposed Electric Bus MSF would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, bicyclists, and vehicles within and between local communities. Without mitigation, these closures could result in significant impacts related to community access.

The *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b) further analyzes the potential impacts on circulation and pedestrian access to adjoining or nearby properties. As discussed in that report, street and sidewalk closures may be required during construction of the Electric Bus MSF that would temporarily limit property access between established communities. These closures would be temporary and periodic. However, without mitigation, these temporary closures could still result in significant impacts related to community access and connectivity.

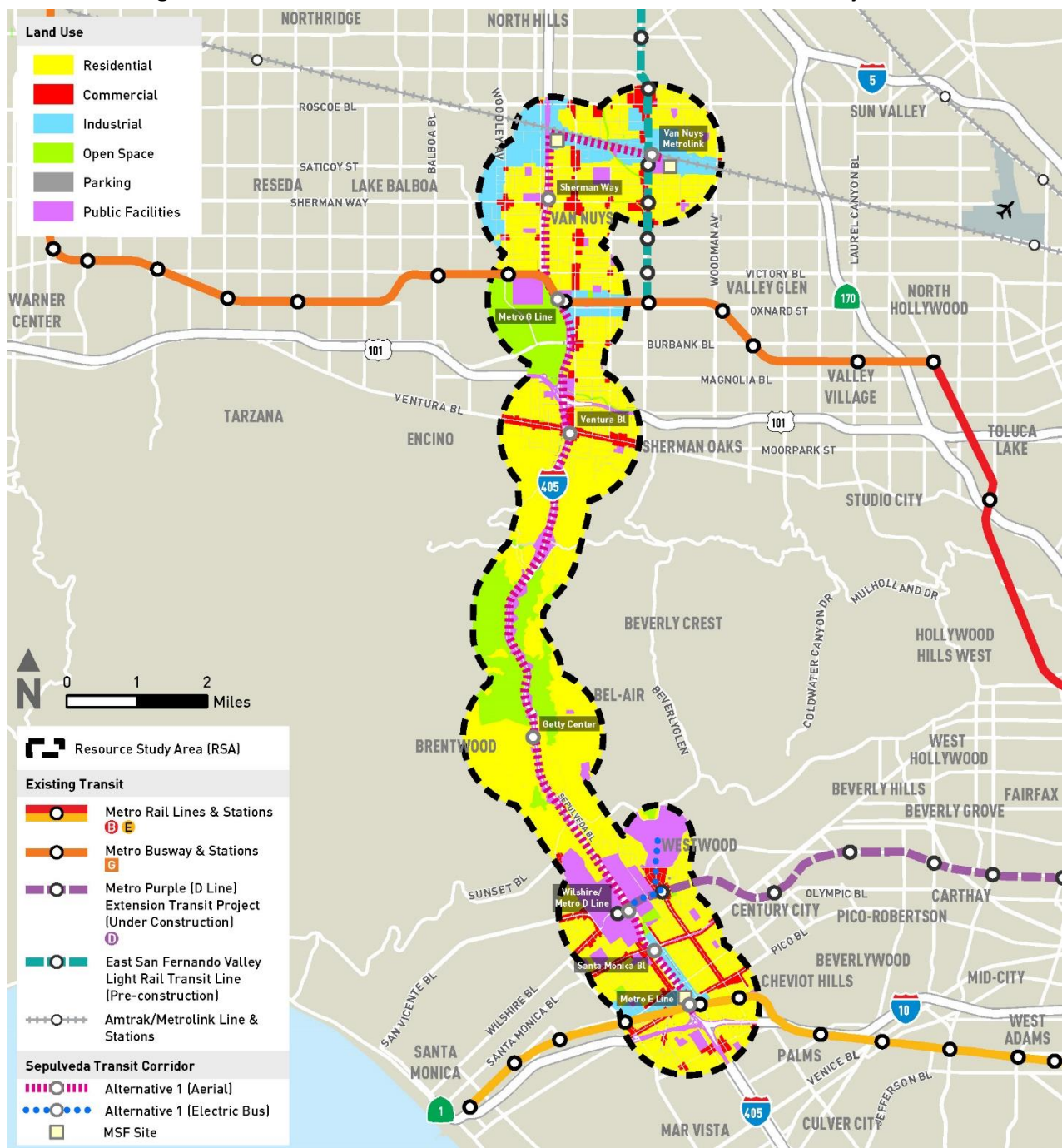
To address these impacts, the proposed Electric Bus MSF would implement MM TRA-4, which would require preparation and implementation of a construction TMP to minimize disruptions from construction work zones, provide wayfinding signage to inform the public of reroutes, and require Metro and the contractor notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

6.3.2 Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

6.3.2.1 Operational Impacts

Alternative 1 would be supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA. The elements of Alternative 1 would be generally consistent with future commercial, industrial, multi-family and single-family residential, government-owned/institutional, and public facilities land uses, as shown on Figure 6-12. Some areas of the proposed alignment and stations would require full and partial acquisition of approximately six residential properties located in the Brentwood and Van Nuys-North Sherman Oaks communities, and open space areas located in the Santa Monica Mountains would be acquired for the proposed alignment, stations, and TPSS sites as described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025c). Alternative 1 would support land use plans, policies, and/or regulations that prioritize public transportation improvements and reductions of vehicle trips, as summarized in Table 6-7.

Figure 6-12. Alternative 1: Planned Land Use within the Resource Study Area



Source: DCP, 2001b; HTA, 2024

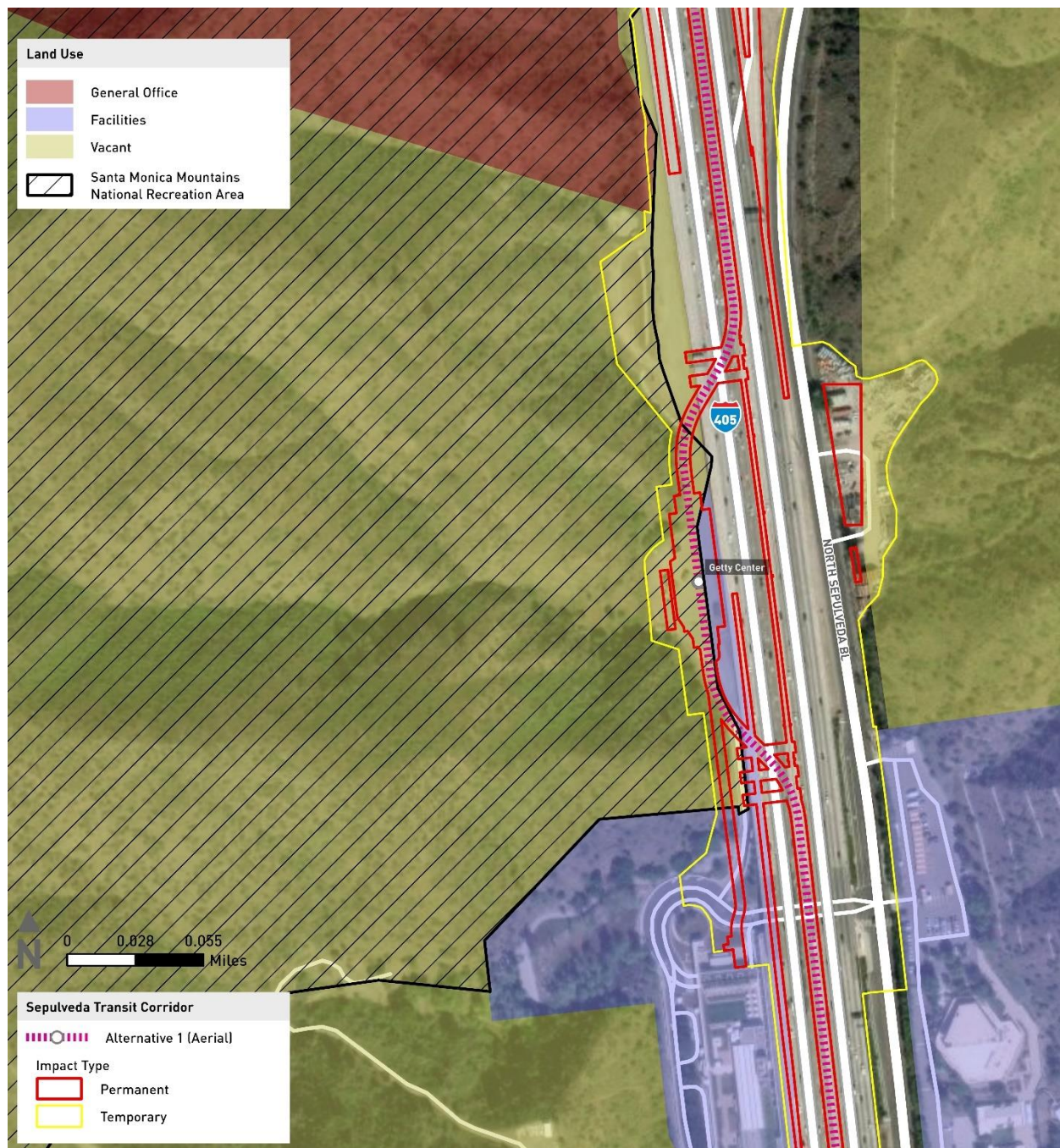
The Project is identified under the Southern California Association of Governments (SCAG) *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS) Final Connect SoCal Project List Technical Report* (SCAG, 2024a, 2024b). Alternative 1 would support the goal of the 2024-2050 RTP/SCS to provide a long-range visioning plan that builds upon and expands land

use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Operations of Alternative 1 would also support the public transportation Goal 10 to “*develop a public transit system that improves mobility with convenient alternatives to automobile travel*” and Objective 10-2 to “*increase the work trips and non-work trips made on public transit*” under the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a). Furthermore, Alternative 1 would support Objective 11-1 in the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d), which is “*to encourage ...rail facilities.*” Additionally, Policy 11-2.1 sets forth to “*develop an intermodal mass transportation plan to implement linkages to future rail service.*”

However, implementation of Alternative 1 would conflict with plans that prioritize the preservation of open space such as the *Santa Monica Mountains Comprehensive Plan* (SMMC, 1979), and the *Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a and 1998d, respectively). Figure 6-13 shows the Open Space Acquired for Getty Center Station for Alternative 1.

Figure 6-13. Alternative 1: Open Space Acquired for Getty Center Station



Source: SCAG, 2024a; HTA, 2024

Any conversion of land uses designated from open space uses to public facilities in order to accommodate Alternative 1 would require permitting under Los Angeles Municipal Code (LAMC) Sections 11.5.7 and 12.32. Approval of zoning code amendments and permitting are determined based on city approval. Alternative 1 would require partial property acquisition of land uses designated as open space that are located on the outermost edge of the Sepulveda Pass corridor adjacent to I-405, which is owned by the State of California and maintained by the Santa Monica Mountains Conservancy

and Mountain Recreation and Conservation Authority. Additionally, the Santa Monica Mountains are designated as a National Recreation Area and are part of the National Park System (NPS, 2002).

The proposed alignment of Alternative 1 would travel east of Sepulveda Boulevard for approximately 1,450 feet between the I-405 southbound Getty Drive off-ramp and Promontory Road. This portion of the proposed alignment of Alternative 1 would require partial acquisition of the Mission Canyon Recreation Site to accommodate the aerial guideway and stations, TPSS site locations, and soundwalls, which the City of Los Angeles designates as open space. As outlined in the *Eastern Santa Monica Mountain Natural Resource Protection Plan*, most undeveloped and underdeveloped parcels in the eastern Santa Monica Mountains are not included in any adopted natural resource protection plan that identifies lands for conservation and are regionally significant resources that warrant the best available natural resource protection plan (SMMC, 2021). Therefore, the acquisition of open space would result in a significant impact.

The acquisition of open space for the proposed northbound Getty Drive on-ramp, aerial guideway and stations, TPSS site locations, and soundwalls in the Santa Monica Mountains would not be consistent with the *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979). The priority for the Resource Protection Policy within the Conservation Element of the *Santa Monica Mountains Comprehensive Plan* sets forth that: “*the natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost.*” The proposed aerial alignment, stations, and TPSS site locations for Alternative 1 would conflict with the Resource Protection Policy of protecting natural resources of the Santa Monica Mountains, and impacts would remain significant and unavoidable.

Implementation of Alternative 1 would not be consistent with the *Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a and 1998d, respectively), which prioritize the preservation of open space. Alternative 1 would acquire open space properties within the Santa Monica Mountains, which would conflict with Policy 4-1.1, that sets forth “*natural resources should be preserved ... on state parkland*” as presented in the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a), and would result in a significant impact. The conversion of land uses proposed by Alternative 3 would also conflict with the applicable LAMC requirements, and would result in significant and unavoidable impacts.

Alternative 1 would require a partial acquisition of the Teichman Family Magnolia Park in Sherman Oaks, which is designated and preserved as open space and recreational. Implementation of Alternative 1 would conflict with Objective 5-1 of the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d) that sets forth an objective “*to preserve existing open space resources and where possible develop new open space.*” The conversion of land uses proposed by Alternative 1 would conflict with the applicable LAMC requirements, and would result in significant and unavoidable impacts.

In summary while Alternative 1 would be consistent of regional and local transportation goals and policies of providing enhanced transportation access and reducing greenhouse gas emissions, Alternative 1 would still conflict with the *Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans*, and the *Santa Monica Mountains Comprehensive Plan*, which prioritize protecting natural resources and open space. The property acquisitions located within the Santa Monica Mountains in addition to the Teichman Family Magnolia Park in Sherman Oaks for the proposed alignment, stations, and TPSS sites under Alternative 1 would not be consistent with applicable land use

plans, policies, or regulations. The conversion of land uses proposed by Alternative 1 would conflict with the applicable LAMC requirements and would result in a significant impact.

Alternative 1 would be required to implement MM LUP-1, requiring Metro to coordinate with the Santa Monica Mountains Conservancy and City to amend the applicable plans, and work with the City to amend the LAMC to bring the project into conformity with those planning and zoning requirements. However, the impact would still be considered significant and unavoidable because Metro cannot guarantee that the Santa Monica Mountains Conservancy and the City would adopt the necessary amendments, and Alternative 1 necessitates the acquisition of open space in the Brentwood and Van Nuys-North Sherman Oaks communities, as well as in the Santa Monica Mountains. These acquisitions inherently conflict with local land use plans, policies, and regulations designed to protect and preserve open space. Given that these acquisitions are necessary to construct Alternative 1, there are no additional feasible mitigation measures to reduce this impact. Therefore, operation of Alternative 1 would have a significant and unavoidable impact related to conflict with applicable land use plans, policies, or regulations.

6.3.2.2 Construction Impacts

Construction of Alternative 1 would require construction easements and encroachment permits for the construction activities, including aerial guideway and station installation, soundwall installation, I-405 widening for Alternative 1, street reconstruction, demolition, and utility relocation. Construction easements and encroachment permits would vary along the Alternative 1 guideway alignment and proposed stations, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications. The construction easements would consist of properties with land use designated as commercial, public facilities, residential, industrial, vacant, and institutions.

Construction activities associated with the widening of I-405, grading, and the soundwall to support the proposed alignment and stations would be temporary and would not alter the distinct residential character and integrity of the Brentwood-Pacific Palisades Community as a whole. Alternative 1 would support Goal 11 to “encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce vehicle trips,” and Policy 1-3.3 in “considering factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.”

As summarized in Table 6-7, Alternative 1 would be consistent with regional plans and policies prioritizing alternative modes of travel to reduce single-occupancy vehicle trips, encouraging rail facilities in the community, and expanding land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Although construction activities associated with Alternative 1 would result in construction easements, they would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the construction of Alternative 1 would result in a less than significant impact.

Table 6-7. Alternative 1: Relevant Plans and Policies

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Southern California Association of Governments	2024-2050 RTP/SCS (SCAG, 2024a, 2024b)	<ul style="list-style-type: none"> Provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. 	<ul style="list-style-type: none"> Alternative 1 is consistent with a Long-range Visioning Plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern.
Los Angeles	City of Los Angeles Mobility Plan 2035 (DCP, 2016)	<ul style="list-style-type: none"> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities. Policy 5.1: Encourage the development of a sustainable transportation system that promotes environmental and public health. 	<ul style="list-style-type: none"> Policy 3.3: Alternative 1 is consistent with promoting equitable land use decisions that would result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Alternative 1 is consistent with and furthers the plan's goal of improving transit access and service to major regional destinations, job centers, and intermodal facilities. Policy 5.1: Alternative 1 is consistent with and furthers the plan's goal of encouraging the development of a sustainable transportation system that promotes environmental and public health.
Los Angeles	Urban Water Management Plan (LADWP, 2020)	<ul style="list-style-type: none"> Mid-Valley Water Facility Project 	<ul style="list-style-type: none"> Alternative 1 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF Base Design.
Santa Monica Mountains Conservancy	Santa Monica Mountains Comprehensive Plan (Santa Monica Mountains Comprehensive Commission, 1979)	<ul style="list-style-type: none"> Priority for Resource Protection Policy: The natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost. 	<ul style="list-style-type: none"> Priority for Resource Protection Policy: Alternative 1 is inconsistent with policies that would protect the natural resources of the Santa Monica Mountains as development would convert land use designated as open space to public facilities.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Santa Monica Mountains Conservancy	Santa Monica Mountains National Recreation Area Action Plan (NPS, 2009)	<ul style="list-style-type: none"> Transportation management strategies of reducing vehicle miles traveled, improving vehicle efficiency, and using alternative fuels. 	<ul style="list-style-type: none"> Alternative 1 is consistent with the goal of reducing emissions by providing an alternative mode of transportation that would use alternative fuels and would result in less vehicle miles traveled.
Santa Monica Mountains Conservancy	Eastern Santa Monica Mountains Natural Resource Protection Plan (SMMC, 2021)	<ul style="list-style-type: none"> Protecting the few remaining viable habitat linkages across the cross mountain busy arterial roadways that include Sepulveda Boulevard, Beverly Glen Boulevard, Benedict Canyon Drive, Coldwater Canyon Avenue, and Laurel Canyon Boulevard. 	<ul style="list-style-type: none"> Alternative 1 would conform with this plan as the Project is identified as a new rail through the Sepulveda Pass.
U.S. Department of Veterans Affairs	U.S. Department of Veterans Affairs Greater Los Angeles Health Care System West Los Angeles Campus Master Plan 2022 (U.S. Department of Veterans Affairs, 2022)	<ul style="list-style-type: none"> The South Campus is zoned as Institutional/Government Owned. As a federal agency, VA is not subject to state or local zoning regulations but will consider general compatibility with existing and future land use designations and zoning ordinances. 	<ul style="list-style-type: none"> Alternative 1 was designed, in consultation with the VA, to minimize property acquisitions to the greatest extent practicable from the VA. As such, Alternative 1 would conform with the general compatibility with existing and future land use designations and zoning ordinances within the VA South Campus.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	West Los Angeles Community Plan (DCP, 1999a)	<ul style="list-style-type: none"> • Goal 11: Encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. • Objective 10-1: Encourage improved local and express bus service through the West Los Angeles Community. • Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. • Policy 11-1.1: Coordinate with Metro and Los Angeles Department of Transportation to improve local bus express service through high demand travel along Wilshire, Santa Monica, Olympic, and Pico Boulevards. 	<ul style="list-style-type: none"> • Goal 11: Alternative 1 would be consistent with this policy and would encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. • Objective 10-1: Alternative 1 would further this policy and would encourage improved local bus service through the West Los Angeles Community. • Objective 11-1: Alternative 1 would be consistent with pursuing transportation management strategies that can reduce the number of vehicle trips. • Policy 11-1.1: Alternative 1 would be consistent with coordinating with Metro and LADOT to improve local bus express service through high demand travel along Wilshire Boulevard.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Brentwood-Pacific Palisades Community Plan (DCP, 1998a)	<ul style="list-style-type: none"> • Policy 4-1.1: Natural resources should be conserved on privately-owned land of open space quality and preserved on state parkland. City parks should be further developed as appropriate. • Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. • Objective 4: To protect the resources of the plan area for the benefit of the residents and of the region by preserving existing open space and, where possible, acquiring new open space. • Objective 10-2: To increase the work trips and non-work trips made on public transit. • Goal 11: Encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce vehicle trips. • Policy 1-3.3: Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed. • Policy 1-6.5: Require that any proposed development be designed to enhance and be compatible with adjacent development. 	<ul style="list-style-type: none"> • Policy 4-1.1: Alternative 1 is inconsistent with this policy since state parkland would be converted to public facilities along the alignment between the I-405 northbound Getty on- and off-ramps and I-405 southbound Skirball on- and off-ramps. • Goal 10: Alternative 1 would be supportive of developing a public transit system that improves mobility. • Objective 4: Alternative 1 is inconsistent with this objective since state parkland would be converted to public facilities along the alignment between the I-405 northbound Getty on- and off-ramps and I-405 southbound Skirball on- and off-ramps. • Objective 10-2: Alternative 1 would be supportive of this policy that as it would increase trips made on public transit. • Goal 11: Alternative 1 would further encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce vehicle trips. • Policy 1-3.3: Alternative 1 would be consistent with considering factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed. • Policy 1-6.5: Alternative 1 would be consistent with and compatible with adjacent development

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Bel Air-Beverly Crest Community Plan (DCP, 1996)	<ul style="list-style-type: none"> Open space, and park and recreation lands, whether deeded to the City [of Los Angeles] or privately held as Open Space Land ... should be protected by provisions that would prohibit any future construction of non-recreational buildings on the protected areas. The Santa Monica Mountains Conservancy owns 541 acres in the plan area, which are designated as Open Space. These lands will remain undeveloped and additional parcels purchased when feasible and appropriate. 	<ul style="list-style-type: none"> Alternative 1 is inconsistent with policies concerning open space and state parkland as land designated with these uses would be converted at the I-405 northbound Getty on-ramp.
Los Angeles	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (DCP, 1998b)	<ul style="list-style-type: none"> Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. Objective 10-1.2: Encourage expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. Objective 10-2: To increase the work trips and non-work trips made on public transit. 	<ul style="list-style-type: none"> Goal 10: Alternative 1 would be consistent with and further this goal that aims to develop a public transit system that improves mobility with convenient alternatives to automobile travel. Objective 10-1.2: Alternative 1 would be consistent with encouraging the expansion of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. Objective 10-2: Alternative 1 would be consistent with increasing the trips on public transit.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Van Nuys-North Sherman Oaks Community Plan (DCP, 1998d)	<ul style="list-style-type: none"> Objective 5-1: To preserve existing open space resources and where possible develop new open space. Objective 11-1: To encourage rail facilities. Objective 11-1.3: Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. Policy 11-2.1: To develop an intermodal mass transportation plan to implement linkages to future rail service. 	<ul style="list-style-type: none"> Objective 5-1: Alternative 1 is inconsistent this policy since existing open space resources would be converted to public facilities. Objective 11-1: Alternative 1 would conform with to encouraging rail facilities in the community. Objective 11-1.3: Alternative 1 would be consistent with this policy and would encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. Policy 11-2.1: Alternative 1 would conform with this policy and would develop an Intermodal Mass Transportation Plan to implement linkages to future rail service.

Source: HTA, 2024

NPS = National Park Service

SMMC = Santa Monica Mountains Conservancy

6.3.2.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would require construction easements and acquisition of properties with industrial uses. The parcels within the proposed MSF Base Design and in the vicinity are zoned as Light Industrial and Public Facilities Zone (City of Los Angeles, 2023). A significant portion of the proposed MSF Base Design is occupied by the industrial uses owned by the LADWP Valley Center. The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Given the existing industrial uses of the parcels to be acquired and of the parcels in the surrounding area, operation and construction of the proposed MSF Base Design would not be considered a change in land use type and would not conflict with adjacent land uses.

The proposed MSF Base Design would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction. Operation of the proposed MSF Base Design would conflict with the LADWP Urban Water Management Plan (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved a Mitigated Negative Declaration for the project on February 11, 2020 and construction is anticipated to begin in 2027. Due to the conflict with the proposed LADWP facility, the proposed MSF Base Design may result in the need to relocate or construct the LADWP facility in a different location which may result in new significant environmental effects. If it is determined that a new facility in a new location is needed, environmental review of the proposal would be required to determine potential environmental effects and identify feasible mitigation measures to address those effects. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, operation of the proposed MSF Base Design would result in a significant and unavoidable impact due to a conflict with local land use plans.

MSF Design Option 1

The proposed MSF Design Option 1 would require construction easements and acquisition of properties with industrial uses. The parcels within the proposed MSF Design Option 1 and in the vicinity are zoned as Commercial Manufacturing, Light Industrial, and Automobile Parking Zone (City of Los Angeles, 2023). A significant portion of the proposed MSF Design Option 1 is occupied by industrial and manufacturing businesses and warehouses. The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Given the existing industrial and manufacturing uses of the parcels to be acquired and of the parcels in the surrounding area, operation and construction of the proposed MSF Design Option 1 would not be considered a change in land use type and would not conflict with adjacent land uses.

The proposed MSF Design Option 1 would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction, and no impact would occur during operation.

Electric Bus MSF

The proposed Electric Bus MSF would require construction easements and acquisition of properties with facilities, general office, and commercial and services land uses. However, the parcels within the proposed Electric Bus MSF and in the vicinity are zoned as a Transit Priority Area for the Metro Exposition Corridor (City of Los Angeles, 2023). The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Therefore, operation and construction of the proposed Electric Bus MSF would not be considered a change in land use type and would not conflict with adjacent land uses.

The proposed Electric Bus MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction, and no impact would occur during operation.

6.3.3 Impact AFR-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

6.3.3.1 Operational Impacts

Alternative 1 and surrounding areas within the RSA are largely urbanized with land uses that includes residential, commercial, industrial, open space, recreational, general offices, mixed-use, government-owned/institutional, and public facilities (SCAG, 2024a). There are no parcels designated as agricultural within the Alternative 1 RSA. Implementation of Alternative 1 would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within or in close proximity to the RSA for Alternative 1. Therefore, Alternative 1 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation.

6.3.3.2 Construction Impacts

There are no parcels designated as agricultural within the Alternative 1 RSA. Implementation of Alternative 1 during construction activities would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within or in close proximity to the RSA for Alternative 1. Therefore, Alternative 1 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during construction.

6.3.3.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned for agricultural uses. Therefore, the proposed MSF Base Design would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned for agricultural uses. Therefore, proposed MSF Design Option 1 would not involve conversion of Prime Farmland, Unique

Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

Electric Bus MSF

The parcels that are part of the proposed Electric Bus MSF are not zoned for agricultural uses. Therefore, the proposed Electric Bus MSF would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

6.3.4 Impact AFR-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

6.3.4.1 Operational Impacts

Implementation of Alternative 1 would not conflict with existing agricultural zoning during operational activities. Alternative 1 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 1 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, Alternative 1 would have no impact on agricultural zoning during operation.

6.3.4.2 Construction Impacts

Implementation of Alternative 1 would not conflict with existing agricultural zoning during construction activities. Alternative 1 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 1 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, Alternative 1 would have no impact on agricultural zoning during construction.

6.3.4.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned for agricultural uses. Therefore, the proposed MSF Base Design would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned for agricultural uses. Therefore, the proposed MSF Design Option 1 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract, and no impact would occur during operation or construction.

Electric Bus MSF

The parcels that are part of the proposed Electric Bus MSF are not zoned for agricultural uses. Therefore, the proposed Electric Bus MSF would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract, and no impact would occur during operation or construction.

6.3.5 Impact AFR-3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined

by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))

6.3.5.1 Operational Impacts

Alternative 1 and the surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 1. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.53 miles east of the northern portion of Alternative 1 (USDA, 2023). Implementation of Alternative 1 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation.

6.3.5.2 Construction Impacts

Alternative 1 and the surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 1. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.53 miles east of the northern portion of Alternative 1 (USDA, 2023). Implementation of Alternative 1 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during construction.

6.3.5.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned as forest lands or timberland. Therefore, the proposed MSF Base Design would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

MSF Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned as forest lands or timberland. Therefore, proposed MSF Design Option 1 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

Electric Bus MSF

The parcels that are part of the proposed Electric Bus MSF are not zoned as forest lands or timberland. Therefore, the proposed Electric Bus MSF would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

6.3.6 Impact ARF-4: Would the project result in the loss of forest land or conversion of forest land to non-forest land use?

6.3.6.1 Operational Impacts

Alternative 1 and the surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 1. According to the USDA Forest Services, the closest designated forest land is the Angeles

National Forest located approximately 12.53 miles east of the northern portion of Alternative 1 (USDA, 2023). Implementation of Alternative 1 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation.

6.3.6.2 Construction Impacts

Alternative 1 and the surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 1. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.53 miles east of the northern portion of Alternative 1 (USDA, 2023). Implementation of Alternative 1 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during construction.

6.3.6.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned as forest lands or timberland. Therefore, the proposed MSF Base Design would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned as forest lands or timberland. Therefore, proposed MSF Design Option 1 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

Electric Bus MSF

The parcels that are part of the proposed Electric Bus MSF are not zoned as forest lands or timberland. Therefore, the proposed Electric Bus MSF would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

6.3.7 Impact AFR-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

6.3.7.1 Operational Impacts

Alternative 1 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 1 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 1. Therefore, there would be no impact associated with conversion of Farmland or forest land during operation.

6.3.7.2 Construction Impacts

Alternative 1 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 1 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 1. Therefore, there would be no impact associated with conversion of farmland or forest land during construction.

6.3.7.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned as agricultural land, forest lands, or timberland. Therefore, the proposed MSF Base Design would not result in conversion of farmland or forest land, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned as agricultural land, forest lands, or timberland. Therefore, proposed MSF Design Option 1 would not result in conversion of farmland or forest land, and no impact would occur during operation or construction.

Electric Bus MSF

The parcels that are part of the proposed Electric Bus MSF are not zoned as agricultural land, forest lands, or timberland. Therefore, the proposed Electric Bus MSF would not result in conversion of farmland or forest land, and no impact would occur during operation or construction.

6.4 Mitigation Measures

6.4.1 Operational Impacts

As discussed in Section 6.3, operation of Alternative 1 requires implementation of MM LUP-1 to reduce impacts caused by the acquisition of open space and the DWP site that would conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The following mitigation measure would be implemented for Alternative 1:

MM LUP-1: *Metro shall coordinate and work with the Santa Monica Mountains Conservancy, Los Angeles Department of Water and Power, and City to amend the Santa Monica Mountains Conservancy Comprehensive Plan, the LADWP Urban Water Management Plan, and the Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans, and to amend the LAMC to bring the project into conformity with those planning and zoning requirements.*

6.4.2 Construction Impacts

As discussed in Section 6.3, construction of Alternative 1 requires implementation of MM TRA-4 to reduce disruption caused by construction work zones to a less than significant impact.

The following mitigation measure would be implemented for Alternative 1:

MM TRA-4

The project contractor shall prepare a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures:

- Where feasible, schedule construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible.*
- Designated routes for project haul trucks shall primarily utilize the I-405, I-10, US-101 corridors. Throughout the construction process, these routes shall be coordinated with the City of Los Angeles and Veterans Affairs to ensure consistency with land use and mobility plans. Additionally, the routes shall be situated to minimize noise, vibration, and other possible impacts.*
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.*
- Where construction encroaches on the Los Angeles-San Diego-San Luis Obispo rail corridor right-of-way, coordinate construction activities with Union Pacific, Metrolink, and Amtrak to minimize disruptions to service and coordinate on outreach to inform passengers of service impacts. Provide temporary parking and drop-off facilities at the Van Nuys Metrolink/Amtrak Station to minimize passenger impacts.*
- Develop and implement an outreach program and public awareness campaign in coordination with Caltrans, the City of Los Angeles, the City of Santa Monica, and the County of Los Angeles to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.*
- Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.*
- Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.*
- Where construction encroaches on pedestrian facilities, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.*
- Where construction encroaches onto the University of California, Los Angeles campus, the project contractor shall ensure that access to campus buildings is maintained through temporary decking and the construction of temporary stairs and ramps.*
- During final design, the project contractor shall coordinate with Metro Operations to minimize construction impacts on existing Metro rail operations in and around existing stations. Where construction results in the interruption of Metro rail operations, buses shall provide temporary service between rail stations.*

- *Provide on-street bicycle detour routes and signage to address temporary effects to bicycle circulation and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted.*
- *During final design, the project contractor shall coordinate 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 nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.*
- *Maintain customer and delivery access to all operating businesses near construction work areas. Access shall be maintained to allow for reasonable business operations, including clear signage for alternate routes, temporary driveways, or entry points as necessary. Coordination with businesses shall be conducted to address specific access needs and minimize disruptions, ensuring that any restrictions are communicated in advance and alternative arrangements are provided as appropriate.*

6.4.3 Impacts After Mitigation

Regarding Impact LUP-1, implementation of MM TRA-4 would require preparation and implementation of a TMP during construction to minimize disruptions caused by construction activities of each of the project alternatives. The TMP would facilitate the flow of traffic and transit service in and around construction zones, ensuring access to and from established communities is maintained. With implementation of MM TRA-4, construction impacts associated with Alternatives 1 under Impact LUP-1 would be reduced to than significant.

Under Impact LUP-2, operations of Alternatives 1 would result in a significant impact related to conflicts with land use plans, policies, or regulations, including the *Santa Monica Mountains Conservancy Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979) and the *Brentwood-Pacific Palisades* and *Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a, 1998d, respectively). These plans prioritize the preservation of open space and natural resources, which are directly affected by the proposed alignment's requirement to acquire open space within the Santa Monica Mountains. Approval of amendments to these plans and the zoning code would be subject to approval by the Santa Monica Mountains Conservancy and the City of Los Angeles, as applicable. Further, even if such amendments were adopted, they would not eliminate the underlying conflict with the intent of these plans to protect open space. As such, conversion of land uses proposed by Alternative 1 would conflict with the intent of these plans to protect open space. Additionally, the MSF Base Design would conflict with the *LADWP Urban Water Management Plan* (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. Operation of the proposed MSF Base Design would result in a significant and unavoidable impact. Therefore, operation of Alternative 1 would conflict with land use plans, policies and regulations adopted for the purpose of avoiding or mitigation environmental impacts, which would be a significant and unavoidable impact.

One potential measure to avoid or reduce this impact would be to place the segment between Church Lane and the intersection of Sherman Oaks Avenue/Sepulveda Boulevard (west of I-405) entirely within the I-405 ROW. However, this mitigation measure is not feasible due to engineering constraints, limitations on available space within the ROW to accommodate the aerial alignment, stations, and TPSS

sites, and potential conflicts with the freeway's effective operation. Additionally, any alternative alignment within the I-405 ROW would likely introduce new significant impacts related to traffic, noise, and other environmental considerations. No other feasible mitigation exists if Alternative 1 and 3 remain in their aerial configurations requiring the acquisition of open space located within the Santa Monica Mountains. Therefore, operation of Alternative 1 would result in a significant and unavoidable impact.

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).

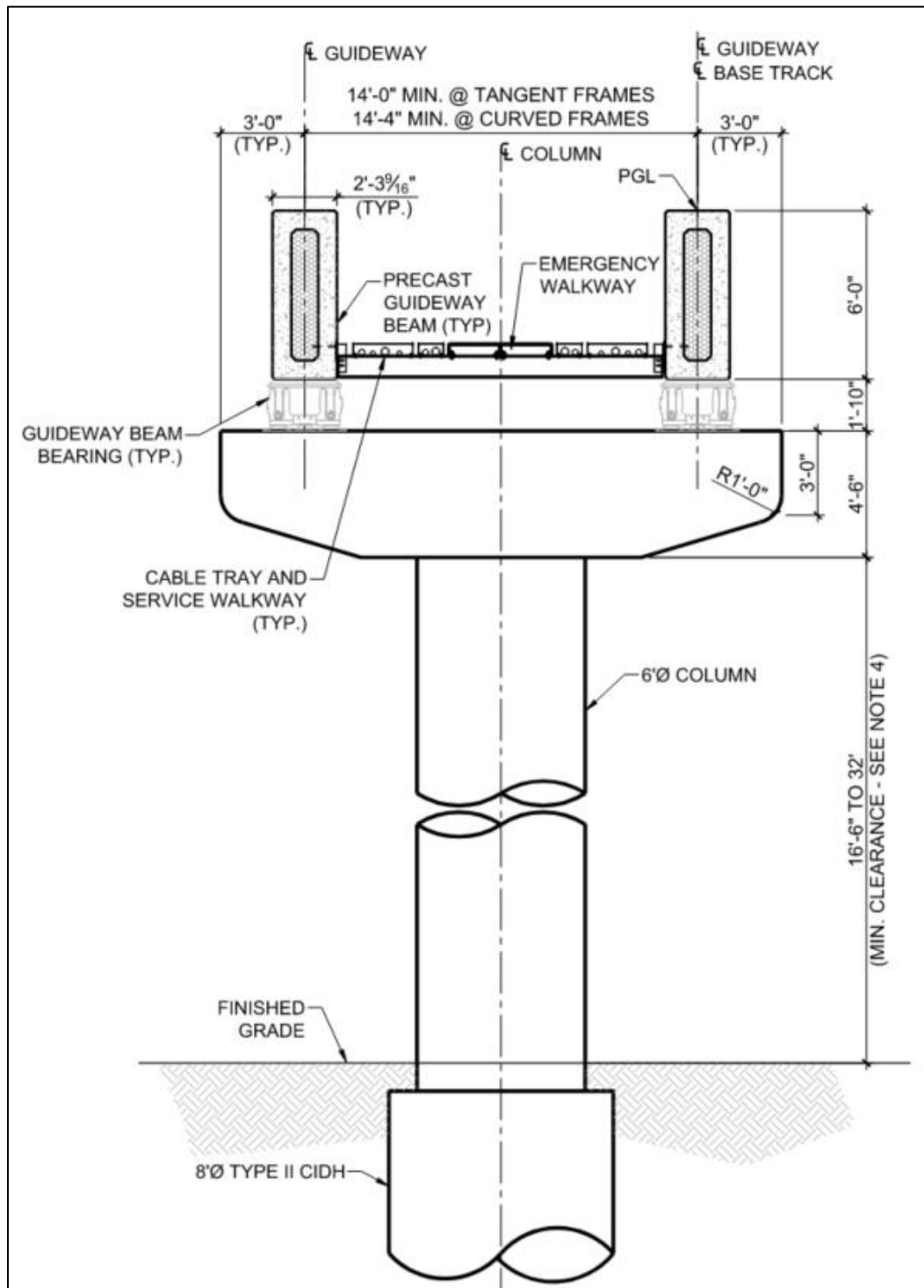
Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and replace an existing segment of Dickens Street adjacent to I-405, just south 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.

Figure 7-2. Typical Aerial Monorail Guideway Cross-Section

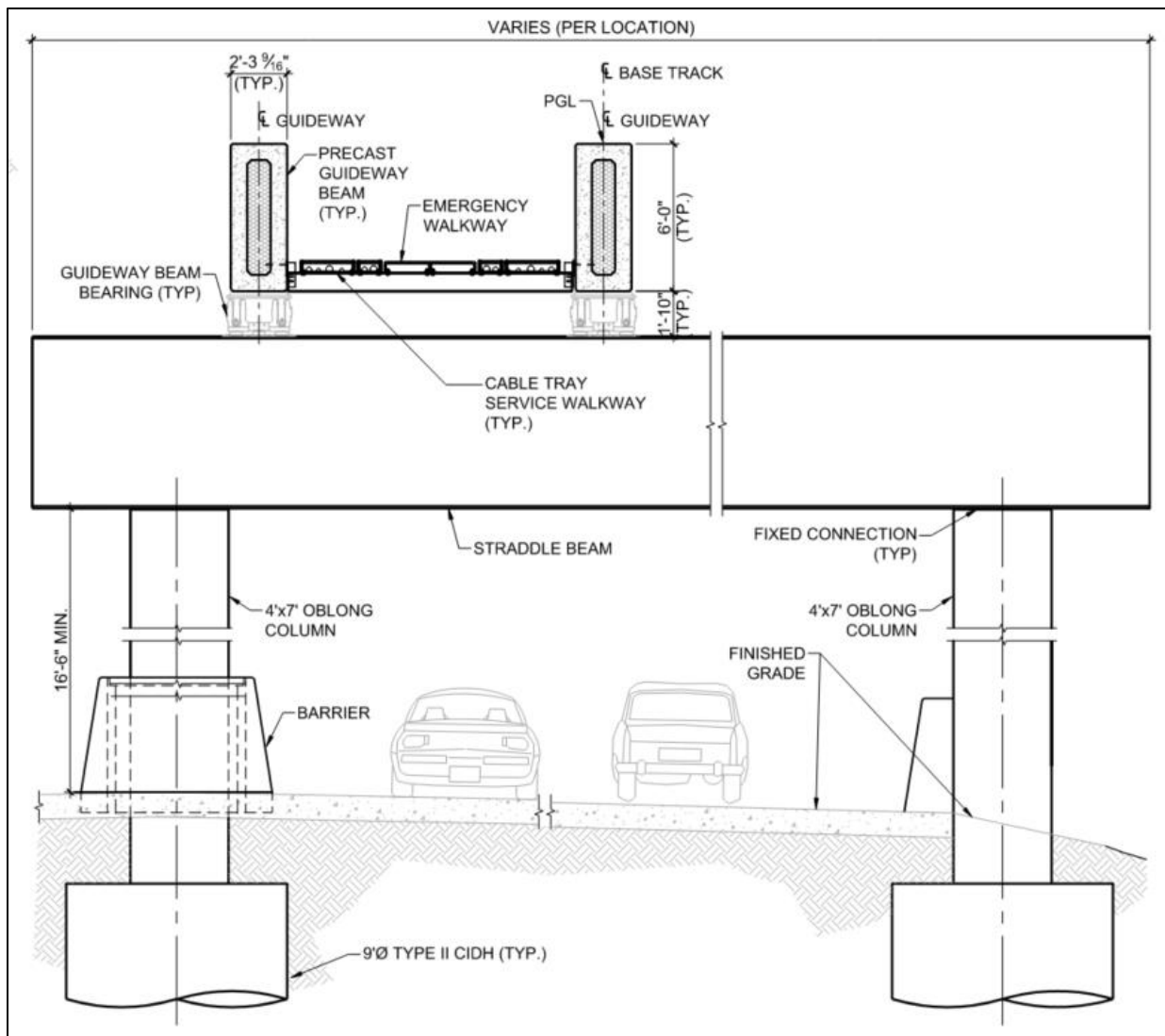


Source: LASRE, 2024

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



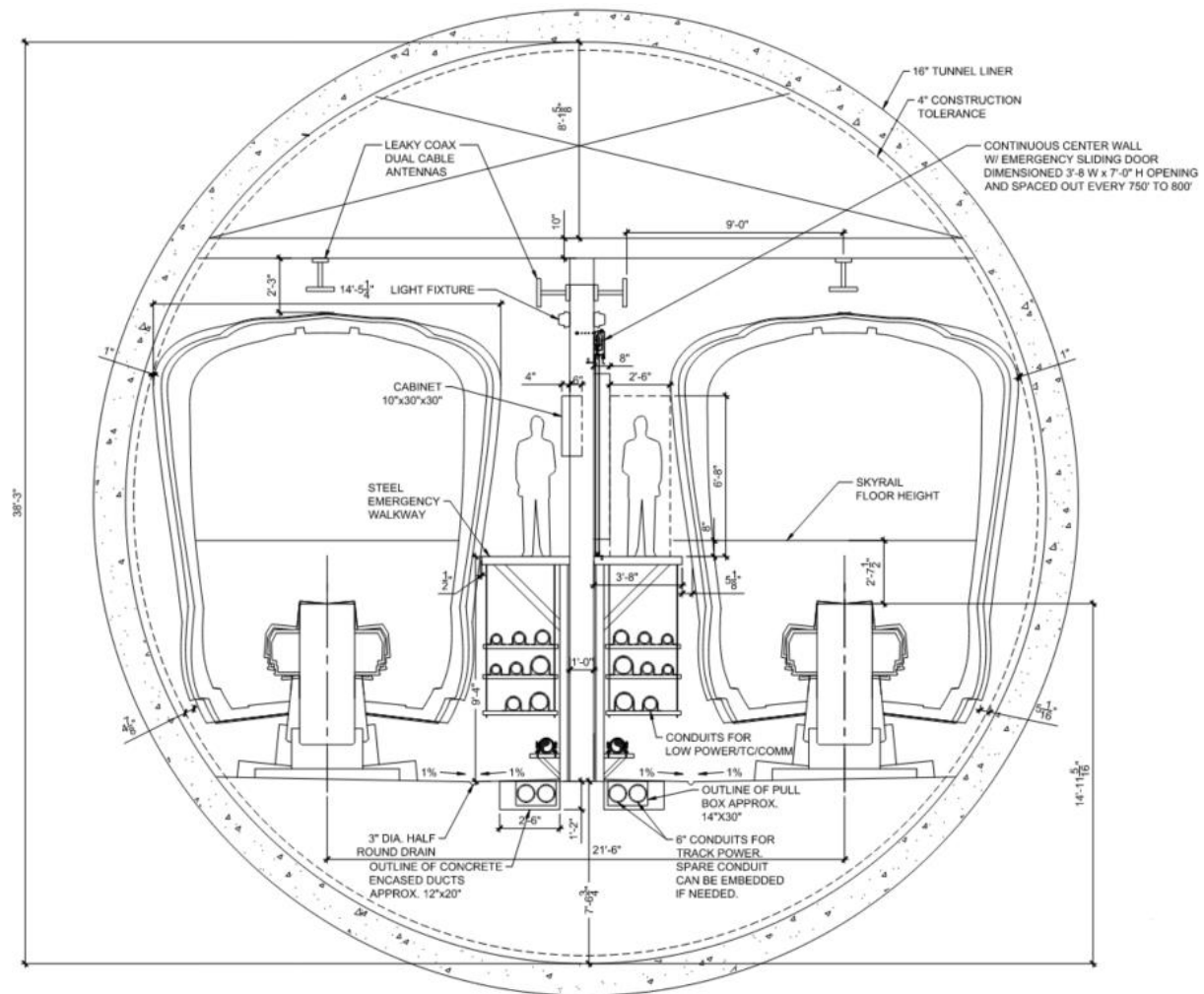
Source: LASRE, 2024

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 include 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

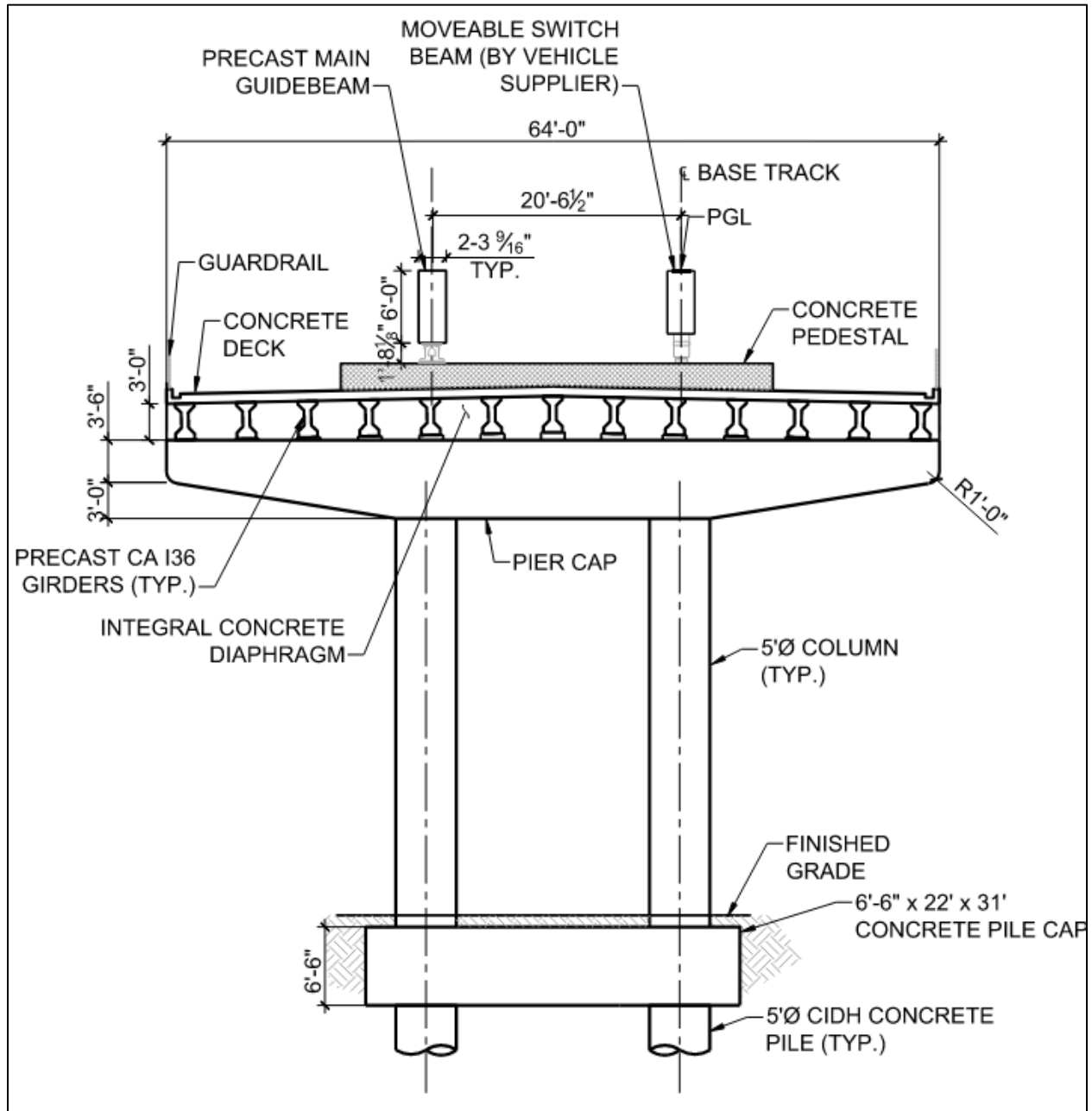
— = no data

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 8 ½ 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, soundwalls, 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 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 N Sepulveda Boulevard
7	At 1760 N 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

The City of Los Angeles is an urban community located in the County of Los Angeles. The Resource Study Area (RSA) comprises various City of Los Angeles neighborhoods, including West Los Angeles, Westwood, Brentwood, Bel-Air, Encino, Sawtelle, Sherman Oaks, and Van Nuys. The majority of single-family residential land uses within the RSA are located in Brentwood, Bel-Air, Encino, and Sherman Oaks, while multi-family residential is concentrated in the Westwood, Sawtelle, and Van Nuys neighborhoods. The Sepulveda Basin Recreation Area (located in the northwest portion of the RSA) and Westridge-Canyonback Wilderness Park (located in the western portion of the RSA) are the largest areas of open space and recreation lands in the RSA. Businesses and industrial parks are also concentrated within Van Nuys along Van Nuys Boulevard and Victory Boulevard. Commercial and retail uses within the RSA range from local neighborhood retail; main street commercial/retail; large regional malls and shopping centers within West Los Angeles; Westwood, and Sherman Oaks.

7.2.1 Project Site Characteristics and Land Uses

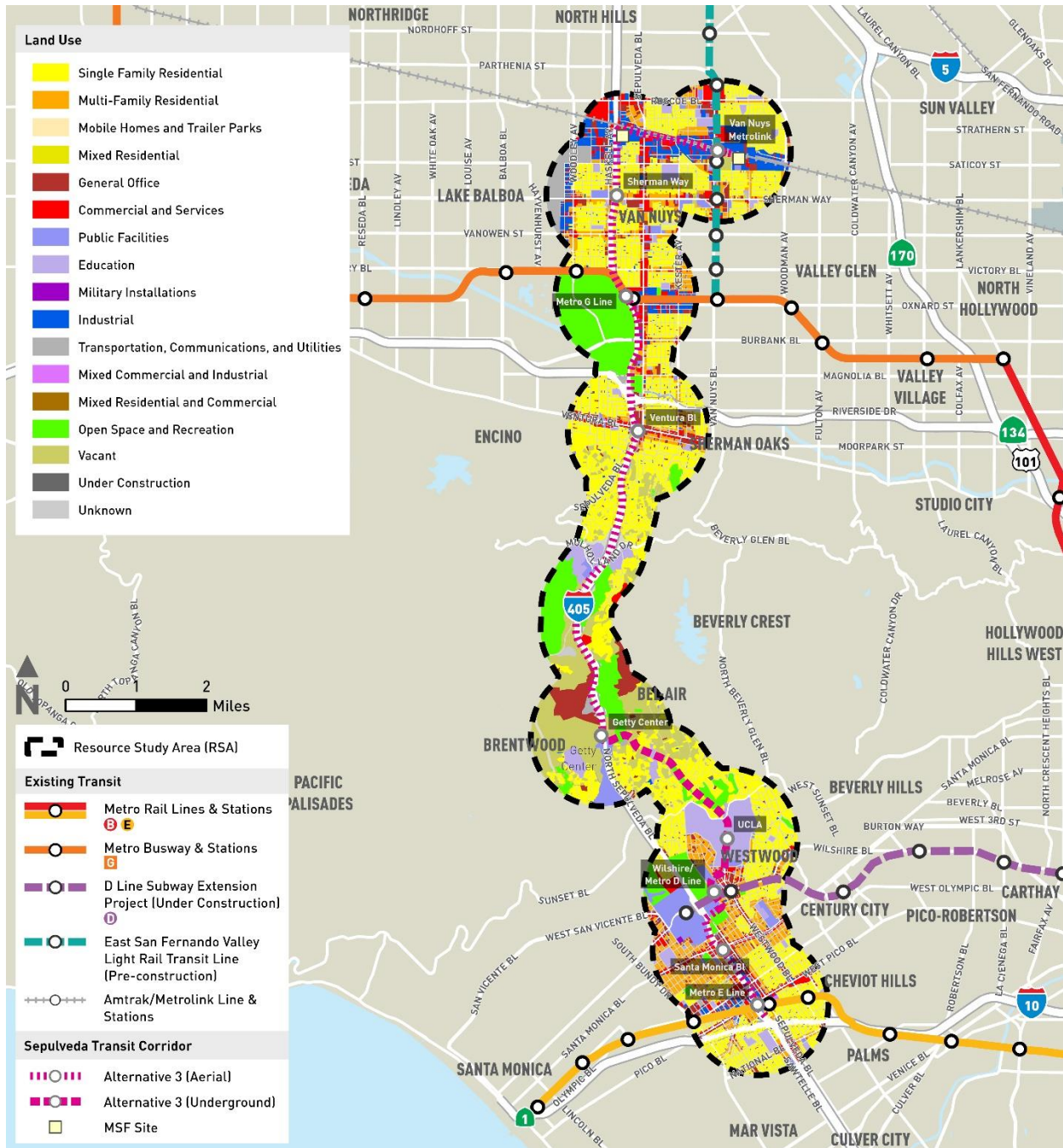
Existing land uses within the RSA are land uses typically found in mature urban and suburban communities. Land uses within the RSA include residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space land uses. Table 7-5 summarizes the distribution of land types, and Figure 7-10 identifies the existing land uses within the RSA. As identified in Table 7-5, the greatest percentages of land uses are single-family residential (29 percent) and open space and recreation (10 percent), with multi-family residential and vacant (8 percent) being the next prevalent land uses. Figure 7-10 provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 3 and existing land uses.

Table 7-5. Alternative 3: Land Use Distribution within the Resource Study Area

Land Use Types	Total Acreage	Percentage of Total Acres
Single-Family Residential	4,915	29
Multi-Family Residential	1,131	7
Mixed Residential	4	<1
Mixed Residential and Commercial	2	<1
Commercial and Services	848	5
Education	882	5
Public Facilities	667	4
General Office	835	5
Industrial	729	4
Open Space and Recreation	1,766	10
Transportation, Communications, and Utilities	257	2
Military Installations	4	<1
Vacant	1,392	8
Total	17,014	100

Source: SCAG, 2024a

Figure 7-10. Alternative 3: Existing Land Use within the Resource Study Area



Source: SCAG, 2024a; HTA, 2024

There are numerous activity centers that support the existing communities within the RSA. Table 7-6 and Figure 7-11 summarize the various activity centers within the Alternative 3 RSA from south to north.

Table 7-6. Alternative 3: Activity Centers within the Resource Study Area

Number ID	Name	Address	Building Use
2	Richland Avenue Elementary School	11562 Richland Avenue Los Angeles, CA 90064	Public Elementary School
3	Daniel Webster Middle School	11330 Graham Place Los Angeles, CA 90064	Public Middle School
5	U.S. Postal Service	11270 Exposition Boulevard Los Angeles, CA 90064	Post Office
6	Social Security Administration	11500 W Olympic Boulevard Los Angeles, CA 90064	Social Security Office
7	National Genetics Institute	2440 S Sepulveda Boulevard Los Angeles, CA 90064	Laboratory
8	Los Angeles County, Department of Public Social Services	11110 W Pico Boulevard Los Angeles, CA 90064	Public Facilities Building
9	One Westside Shopping Center	11250 W Olympic Boulevard Los Angeles, CA 90064	Shopping Center
11	Westside Pavilion	10800 W Pico Boulevard #312 Los Angeles, CA 90064	Shopping Center
12	New Horizon School	1819 Sawtelle Boulevard Los Angeles, CA 90025	Private Elementary School
13	Los Angeles County Sewer Maintenance	11168 Missouri Avenue Los Angeles, CA 90025	Consolidated Sewer Maintenance Plant
14	Nora Sterry Elementary School	1730 Corinth Avenue Los Angeles, CA 90025	Public Elementary School
15	VCA West Los Angeles Animal Hospital	1900 S Sepulveda Boulevard Los Angeles, CA 90025	Hospital
16	City of Los Angeles Department of Water and Power Distributing Station 28	11171 Nebraska Avenue Los Angeles, CA 90025	Electric Utility Company
17	St. Sebastian School	1430 Federal Avenue Los Angeles, CA 90025	School
18	Fusion Academy Los Angeles	1640 S Sepulveda Boulevard #100 Los Angeles, CA 90025	Private School
19	VCA Animal Specialty & Emergency Center	1535 S Sepulveda Boulevard Los Angeles, CA 90025	Animal Care Center
20	Bad News Bears Field	1141 S Sepulveda Boulevard Los Angeles, CA 90025	Parks & Recreation
21	City of Los Angeles Department of Water and Power	1394 S Sepulveda Boulevard Los Angeles, CA 90025	Electric Utility Company
22	West Los Angeles VA Medical Center	11301 Wilshire Boulevard Los Angeles, CA 90073	Hospital
23	Los Angeles California Temple—Church of Jesus Christ of Latter-day Saints	10777 Santa Monica Boulevard Los Angeles, CA 90025	Religious Institution
24	Westwood Recreation Center	1350 S Sepulveda Boulevard Los Angeles, CA 90025	Parks & Recreation



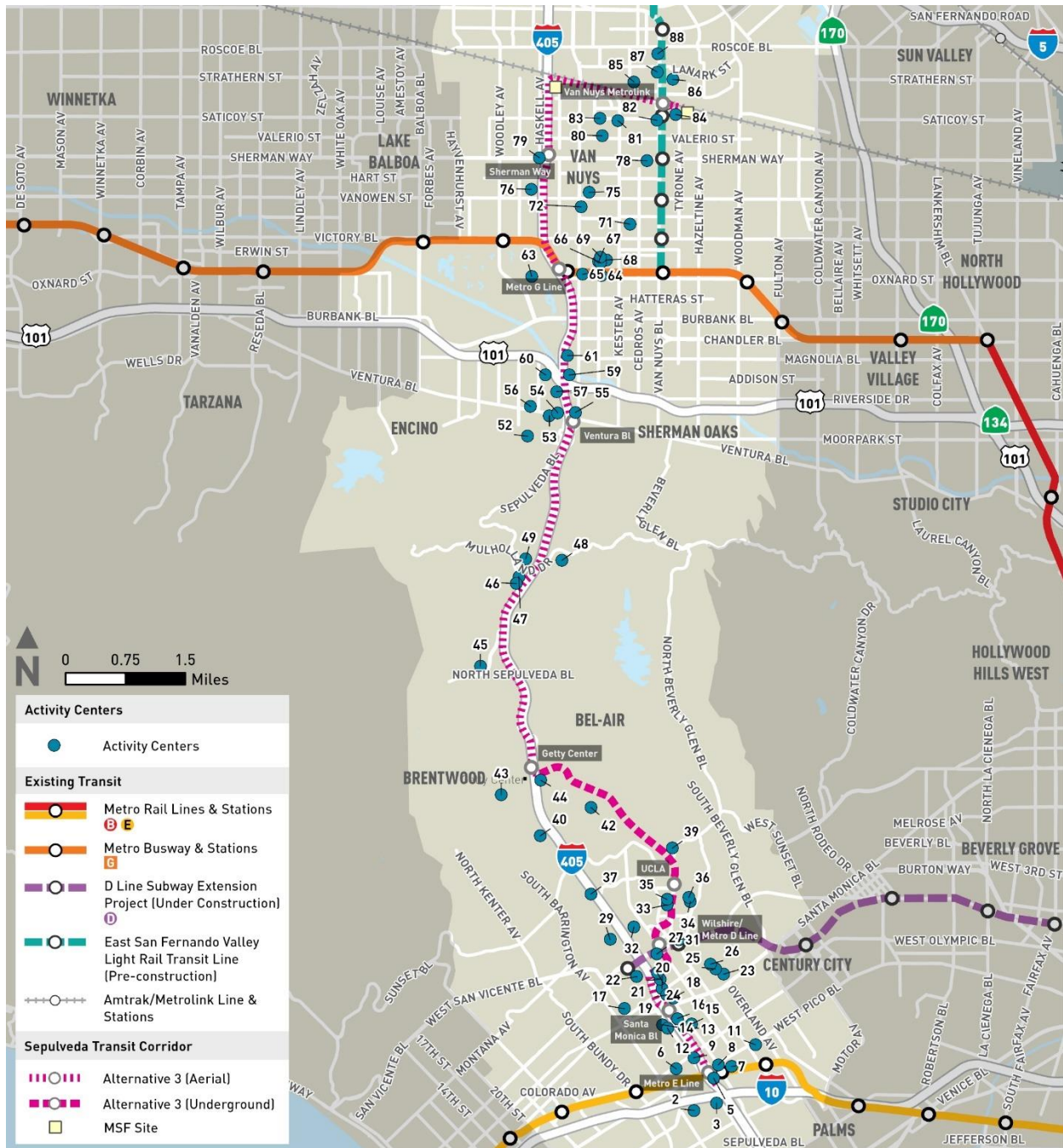
Number ID	Name	Address	Building Use
25	Ralph Waldo Emerson Community Charter Middle School	1650 Selby Avenue Los Angeles, CA 90024	Charter School
26	St. Paul the Apostle School	1536 Selby Avenue Los Angeles, CA 90024	Private School
27	Federal Building/Veterans Affairs/Los Angeles Passport Agency	11000 Wilshire Boulevard #1000 Los Angeles, CA 90024	Public Facilities Building
29	Jackie Robinson Stadium/Steele Field	100 Constitution Avenue Los Angeles, CA 90095	Parks and Recreation
31	Hammer Museum	10899 Wilshire Boulevard Los Angeles, CA 90024	Museum
32	Los Angeles National Cemetery	950 S Sepulveda Boulevard Los Angeles, CA 90049	Military Cemetery
33	UCLA Ronald Reagan Medical Center	757 Westwood Plaza Los Angeles, CA 90095	UCLA Hospital/Specialty Medical Centers
34	UCLA Mathias Botanical Garden	707 Tiverton Drive Los Angeles, CA 90095	Botanical Garden
35	UCLA Medical Plaza	550 Medical Plaza Drive Los Angeles, CA 90024	Hospital
36	UCLA	617 Charles E Young Drive S Los Angeles, CA 90095	University
37	Village Church of Westwood	343 S Church Lane Los Angeles, CA 90049	Religious Institution
39	Marymount High School	10643 Sunset Boulevard Los Angeles, CA 90077	Private High School
40	The Getty	1200 Getty Center Drive Los Angeles, CA 90049	Museum
42	Community Magnet Charter School	11301 Bellagio Road Los Angeles, CA 90049	School
43	Mount Saint Mary's University Los Angeles (Chalon Campus)	12001 Chalon Road Los Angeles, CA 90049	University
44	Leo Baeck Temple	1300 N Sepulveda Boulevard Los Angeles, CA 90049	Religious Institution
45	MountainGate Country Club	12445 Mountaingate Drive Los Angeles, CA 90049	Country Club
46	Ziegler Amphitheater	2701 N Sepulveda Boulevard Los Angeles, CA 90049	Amphitheater
47	Skirball Cultural Center	2701 N Sepulveda Boulevard Los Angeles, CA 90049	Museum
48	Wise School	15500 Stephen S Wise Drive Los Angeles, CA 90077	School
49	Curtis School	15871 Mulholland Drive Los Angeles, CA 90049	School
52	Maha Montessori	15737 Woodvale Road Encino, CA 91436	School
53	St. Cyril of Jerusalem Catholic Church	15520 Ventura Boulevard Encino, CA 91436	Religious Institution

Number ID	Name	Address	Building Use
54	Belmont Village Senior Living Encino	15451 Ventura Boulevard Sherman Oaks, CA 91403	Senior Living Facility
55	Sherman Oaks Galleria	15301 Ventura Boulevard Sherman Oaks, CA 91403	Shopping Mall
56	Valley Beth Shalom	15739 Ventura Boulevard Encino, CA 91436	Religious Institution
57	Maha Montessori, Sherman Oaks	15451 La Maida Street Sherman Oaks, CA 91403	School
59	Sherman Oaks Castle Park	4989 Sepulveda Boulevard Sherman Oaks, CA 91403	Amusement Center
60	Hesby Oaks Elementary school	15530 Hesby Street Encino, CA 91436	Public Elementary School
61	Emek Hebrew Academy	15365 Magnolia Boulevard Sherman Oaks, CA 91403	School
63	Sepulveda Basin Wildlife Reserve	6350 Woodley Avenue Van Nuys, CA 91436	Fields and Recreation Center
64	Every Nation City Church	15055 Oxnard Street Van Nuys, CA 91411	Religious Institution
65	City of Los Angeles Department of Water and Power Corporate Offices	6060 Sepulveda Boulevard Van Nuys, Ca 91411	Public Facilities Building
66	Ministries Divine Restauration, Van Nuys	15050 Delano Street Van Nuys, CA 91411	Religious Institution
67	Delano Park	15100 Erwin Street Van Nuys, CA 91411	Parks and Recreation
68	Sylvan Park Early Education Center	15011 Delano Street Van Nuys, CA 91411	Early Education Center
69	Sylvan Park Elementary School	6238 Noble Avenue Van Nuys, CA 91411	Public Elementary School
71	Van Nuys High School	6535 Cedros Avenue Van Nuys, CA 91411	Public High School
72	Beverly Manor Convalescent Center	6700 Sepulveda Boulevard Van Nuys, CA 91411	Convalescent Home
75	Valley Presbyterian Hospital	15107 Vanowen Street Van Nuys, CA 91405	Hospital
76	Bassett Street Elementary School	15756 Bassett Street Lake Balboa, CA 91406	School
78	Valley Medical Center	14600 Sherman Way Van Nuys, CA 91405	Hospital
79	U.S. Postal Service/Van Nuys Mega Passport Office	15701 Sherman Way Van Nuys CA 91405	Post Office
80	Valerio Street Elementary School	15035 Valerio Street Van Nuys, CA 91405	Public Elementary School
81	Robert Fulton College Preparatory School	7477 Kester Avenue Van Nuys, CA 91405	Public High School
82	Department of Public Social Services	7555 Van Nuys Boulevard Van Nuys, CA 91405	Social Services Organization

Number ID	Name	Address	Building Use
83	Fulton Middle School	7798 Noble Avenue Van Nuys CA 91405	School
84	City of Los Angeles Department of Water and Power Valley Center	14401 Saticoy Street Van Nuys, CA 91405	Electric Utility Company
85	Andres and Maria Cardenas Skate Park	14740 Blythe Street Panorama City, CA 91402	Skate Park
86	Plant Shopping Center	7880 Van Nuys Boulevard Panorama City, CA 91402	Shopping Center
87	Panorama High School	8015 Van Nuys Boulevard Panorama City, CA 91402	Public High School
88	Mission Community Hospital	8215 Van Nuys Boulevard #210 Panorama City, CA 91402	Hospital

Source: HTA, 2024

Figure 7-11. Alternative 3: Major Activity Centers along the Alignment



Source: HTA, 2024

7.2.2 Stations

7.2.2.1 Metro E Line Expo/Sepulveda Station

The proposed Metro E Line Station would be located west of the existing Metro E Line Expo/Sepulveda Station and provide access to the City of Santa Monica and the City of Culver City to the west, and downtown Los Angeles to the east, and connecting with the Metro's A Line, D Line, and K Line to the east.

The proposed Metro E Line Station would be located on land that is zoned for public facilities land use (City of Los Angeles, 2023) and on land designated for public facility use (SCAG, 2024a). Other land use surrounding the proposed Metro E Line Station at a 1-mile radius buffer are typical of an urban environment. There is a mix of single-family residential, multi-family residential, commercial, and industrial land uses within the RSA of the proposed station (SCAG, 2024a). Sawtelle Japantown is home to a sizable Japanese American population and is known for various restaurants and retail and commercial businesses. Sawtelle Japantown is located approximately 1,000 feet northwest of the proposed station. There are also commercial uses located along Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard. Within this commercial strip is the former Westside Pavilion shopping mall, now known as One Westside, and acquired by UCLA to develop the UCLA Research Park (Schindler, 2024). Schools located within the proposed station RSA include Richland Avenue Elementary School and Daniel Webster Middle School.

7.2.2.2 Santa Monica Boulevard Station

The proposed Santa Monica Boulevard Station would be located on land that is zoned for public facilities and manufacturing land uses (City of Los Angeles, 2023) and on land designated for commercial, industrial, and public facilities uses (SCAG, 2024a). The proposed station is located largely within the Caltrans right-of-way (ROW) adjacent to I-405 and within the southeast corner of Santa Monica Boulevard and Cotner Avenue. Other land use surrounding the proposed Santa Monica Boulevard Station RSA include a mix of single-family residential, multi-family residential, commercial, facilities, industrial, and open space and recreation land use within the proposed station RSA (SCAG, 2024a). Sawtelle Japantown, Nora Sterry Elementary School, the VCA West Los Angeles Animal Hospital, and the VCA Animal Specialty & Emergency Center (ASEC) are also located within the proposed station RSA. There are open space and recreation facilities within the proposed station RSA including the Bad News Bears Field House.

7.2.2.3 Wilshire Boulevard/Metro D Line Station

The proposed Wilshire Boulevard/Metro D Line Station would be located directly adjacent to the west of the future Westwood/UCLA Station and provide access to the City of Santa Monica and the VA to the west and downtown Los Angeles to the east, connecting with the Metro B Line, D Line, E Line, and K Line.

The proposed Wilshire/Metro D Line Station would be located on land that is zoned for public facility land uses (City of Los Angeles, 2023) and on land designated for public facilities uses (SCAG, 2024a), including the Caltrans ROW. Other land uses surrounding the proposed Wilshire/Metro D Line Station RSA include multi-family residential, facilities, and open space and recreation land use (SCAG, 2024a). The Federal Building is located within the RSA and houses the Los Angeles Passport Agency, VA, and the VA Medical Center. The West Los Angeles U.S. Army Reserve Center – Sadao Munemori Hall is located west of the VA Hospital within the RSA. As a federal agency, the VA is not subject to state or local zoning

regulations but considers general compatibility with existing and future land use designations and zoning ordinances.

There are a few open space and recreation facilities within the proposed station RSA, including the Westwood Recreation Center and the Bad News Bears Field. UCLA is a major destination within the proposed station RSA with an enrollment of over 47,000 students (UCLA, 2023). The UCLA Ronald Reagan Medical Center, UCLA Medical Plaza, Hammer Museum, and places of worship, Saint Paul the Apostle School, Ralph Waldo Emerson Community Charter Middle School, Community Magnet Charter School, and Saint Sebastian School are also located within the proposed station RSA.

7.2.2.4 UCLA Gateway Plaza Station

The proposed UCLA Gateway Plaza Station is located on land that is zoned for public facilities land use (City of Los Angeles, 2023), and land uses designated as education uses. Other land uses within the proposed station RSA include single-family and multi-family residential, commercial, public facility, general office, and open space/recreation (SCAG, 2024a).

Activity Centers adjacent to the proposed UCLA Gateway Plaza Station include the UCLA Ronald Reagan Medical Center, UCLA Medical Plaza, UCLA Mildred E. Mathias Botanical Garden, and campus-related facilities. Land uses surrounding the proposed station are adjacent to commercial, open space, public facilities, suburban agriculture, single-family residential, and multi-family residential land uses.

7.2.2.5 Getty Center Station

The proposed Getty Center Station would be located on land that is zoned for public facilities and single-family residential (City of Los Angeles, 2023) and on land designated for public facilities and vacant uses (SCAG, 2024a), including the Caltrans ROW. Other land uses within the proposed station RSA include open space and recreation, single-family residential, commercial and education (SCAG, 2024a). Approximately 0.6 miles south of the proposed station is the 110-acre Getty Center. The Getty Center is located in the foothills of the Santa Monica Mountains, west of I-405, and is home to the Conservation Institute, Research Institute, and Foundation, and the Museum's collections of European art. With free admission, the Getty Center (and the Getty Villa, not within the proposed station RSA) attracts over 2 million visitors from around the world (Getty, 2020). Leo Baeck Temple and Belmont Village Senior Living are also located within the proposed station RSA.

7.2.2.6 Ventura Boulevard/Sepulveda Boulevard Station

The proposed Ventura Boulevard Station would be located on land that is zoned for public facilities and commercial land uses (City of Los Angeles, 2023) and on land designated for general office, commercial, and mixed residential and commercial (SCAG, 2024a). Other land uses within the proposed Ventura Boulevard Station RSA include single-family residential, multi-family residential, commercial, public facilities, and education land use within the proposed station RSA (SCAG, 2024a). Abutting the proposed station is the Ventura Boulevard commercial corridor, which is home to various restaurants and small businesses.

Sherman Oaks Galleria, Mount Saint Mary's University Los Angeles (Chalon Campus), and the Maha Montessori, Valley Beth Shalom, Valley Beth Shalom Harold M. Schulweis Day School, and Hesby Oaks Elementary school are also located within the proposed station RSA.

7.2.2.7 Metro G Line Sepulveda Station

The proposed Metro G Line Sepulveda Station would be located directly adjacent to the west of the existing Metro G Line Station and provide access to the Chatsworth community located in San Fernando Valley to the west, and North Hollywood to the east, with connections to the Metro B Line.

The proposed Metro G Line Station would be located on land that is zoned for public facilities and manufacturing land uses (City of Los Angeles, 2023) and on land designated for commercial, industrial, and public facilities (SCAG, 2024a). Other land uses within the proposed Metro G Line Station RSA include single-family residential, multi-family residential, commercial, public facilities, industrial, and open space and recreation land uses (SCAG, 2024a).

There are open space and recreation centers within the proposed station RSA including the Sepulveda Basin Wildlife Reserve and the Delano Park. Abutting the proposed station is the Sepulveda Boulevard commercial and industrial corridor with several big box department stores, home improvement stores, and a grocery store. Sylvan Park Elementary School is also within the proposed station RSA.

7.2.2.8 Sherman Way Station

The proposed Sherman Way Station would be located on land that is zoned for public facilities land use (City of Los Angeles, 2023) and on land designated for public facilities use (SCAG, 2024a). Other land uses within the proposed Sherman Way Station RSA include single-family residential, multi-family residential, commercial, facilities, industrial, and education land uses (SCAG, 2024a).

Valley Presbyterian Hospital Valerio Street Elementary School, Basset Street Elementary School, Fulton Middle School, Sunflower Montessori Preschool and Day Care, Van Nuys Mega Passport Office, and the U.S. Postal Service are also located within the proposed station RSA. Major transit access at this proposed station would include Metro Lines 163 and 234 (Metro, 2023b).

7.2.2.9 Van Nuys Metrolink Station

The proposed Van Nuys Metrolink Station would be located directly adjacent to the north of the existing Van Nuys Metrolink Station that serves the LOSSAN rail corridor and provide access to the Chatsworth community located in San Fernando Valley to the west, and downtown Los Angeles to the east, with connections to Union Station.

The proposed Van Nuys Metrolink Station would be located on land that is zoned for public facilities and commercial land uses (City of Los Angeles, 2023) and on land designated as commercial and vacant uses (SCAG, 2024a). Other land use surrounding the proposed Van Nuys Metrolink Station RSA include single-family residential, multi-family residential, commercial, public facilities, and industrial land uses (SCAG, 2024a). The Van Nuys Boulevard commercial corridor, home to the Plant Shopping Center, Panorama High School, and Valley Medical Center, is also located within the proposed station RSA.

7.2.3 Maintenance and Storage Facilities

7.2.3.1 MSF Base Design

The proposed MSF Base Design is located on land that is zoned for manufacturing land uses (City of Los Angeles, 2023) and on land designated for industrial uses (SCAG, 2024a). Other land uses within the proposed MSF Base Design RSA include single-family residential, multi-family residential, commercial, public facilities, and general office land use (SCAG, 2024a). Van Nuys Boulevard commercial corridor, home to the Plant Shopping Center, Panorama High School, and Valley Medical Center are also located within the proposed station RSA.

7.2.3.2 MSF Design Option 1

The proposed MSF Design Option 1 is located on land that is zoned for manufacturing land use (City of Los Angeles, 2023) and on land designated for industrial uses (SCAG, 2024a). Other land uses surrounding the proposed MSF Design Option 1 RSA include single-family residential, multi-family residential, commercial, general office, public facilities, and open space and recreation (SCAG, 2024a).

7.2.4 Sensitive Land Uses

Sensitive land uses are described in detail in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025a) and include the following institutions and facilities:

- Educational institutions (e.g., UCLA, Daniel Webster Middle School, Richland Avenue Elementary School, Nora Sterry Elementary School, New Horizon School, St. Sebastian School, Marymount High School, Ralph Waldo Emerson Community Charter Middle School, Saint Paul the Apostle School, Saint Sebastian School, Community Magnet Charter School, Emek Hebrew Academy, Hesby Oaks Elementary School, Maha Montessori, Mount Saint Mary's University of Los Angeles, Curtis School, Wise School, Sylvan Park Elementary School, Bassett Street Elementary School, Fulton Middle School, Sunflower Montessori Preschool and Day Care, Robert Fulton College Preparatory School, Sylvan Park Early Education Center, Valerio Street Elementary School, Van Nuys High School, and Panorama High School)
- Recreation facilities (e.g., Andres and Maria Cadenas Skate Park, Bad News Bears Field, Jackie Robinson Stadium/Steeler Field, MountainGate Country Club, Westwood Recreation Center, Delano Park, and Sepulveda Basin Recreation Area)
- Health and medical services institutions (e.g., Mission Community Hospital, VCA West Los Angeles Animal Hospital, VCA Animal Specialty and Emergency Center, West Los Angeles VA Medical Center, UCLA Ronald Reagan Medical Center, Valley Presbyterian Hospital and Valley Medical Center)
- Cultural institutions (e.g., Getty Museum, Skirball Cultural Center, Hammer Museum)
- Places of worship (e.g., Every Nation City Church, Los Angeles California Temple – Church of Jesus Christ of Latter-day Saints, Ministries Divine Restauration, Village Church of Westwood, Leo Baeck Temple, St. Cyril of Jerusalem Catholic Church, and Valley Beth Shalom)
- Government facilities (e.g., Social Security Administration, Los Angeles County Sewer Maintenance, Los Angeles County Department of Public Social Services, LADWP Corporate Offices, LADWP Valley Center, U.S. Postal Services, Federal Building/Veterans Affairs/Los Angeles Passport Agency, and Van Nuys Mega Passport Office)

7.2.5 Agriculture Resources

The California Department of Conservation (DOC) maps “Important Farmland” throughout the state through its Farmland Mapping and Monitoring Program (FMMP) (DOC, 2023). In order to be shown on an Important Farmland Map, land must meet criteria regarding both land use and soil characteristics. To meet the land use criteria, land must have been used for irrigated agricultural production at some time during the 4 years prior to the Important Farmland Map date. In addition, the soil must meet the physical and chemical criteria for “Prime Farmland,” or “Farmland of Statewide Importance” as determined by the U.S. Department of Agriculture (USDA), which compiles lists of which soils in each survey area meet the criteria. As defined by the DOC, farmland is generally grouped into the following categories:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land

There are no designated land uses for agricultural purposes in the RSA or within the surrounding areas. According to the DOC's California Important Farmland Map, the Alternative 3 RSA is classified as Urban and Built-Up Land and there is no farmland within the RSA (DOC, 2022).

7.2.6 Forestry Resources

Alternative 3 and the surrounding areas within the RSA are largely urbanized and characterized by features typical of the urban landscape. According to the USDA Forest Services, the closest designated forestry resource is the Angeles National Forest located approximately 12.53 miles east of the northern portion of Alternative 3 (USDA, 2023). There are no forestry resources at Alternative 3 or within the RSA.

7.3 Impacts Evaluation

7.3.1 Impact LUP-1: Would the project physically divide an established community?

7.3.1.1 Operational Impacts

Alternative 3 would operate within or parallel to existing transportation corridors that are designated as public facilities. While Alternative 3 would introduce Project elements to the existing setting (i.e., aerial and underground guideway and stations, supporting columns, soundwalls, TPSSs, and I-405 on- and off-ramp improvements), these Project elements would be located within or adjacent to I-405 and the LOSSAN rail corridor ROW.

Alternative 3 is currently surrounded by a mix of land uses as previously identified on Figure 7-10 and in Table 7-5. The RSA for Alternative 3 is currently developed with existing land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Alternative 3 would not conflict with the predominant uses present in the surrounding areas within the RSA.

I-405 and the LOSSAN rail corridor ROW currently separate adjacent land uses and act as physical boundaries for established communities located within the RSA. The proposed alignment of Alternative 3 would expand or be located parallel to the transportation corridor and thereby expand existing buffers between nearby uses. However, introduction of the Alternative 3 aerial guideway and proposed stations would be consistent with the surrounding public facilities land uses and would not cause physical division of existing neighborhoods, communities, or land uses to the extent they would be disrupted or isolated.

The height of the proposed aerial guideway and stations would be sufficient to maintain access to surrounding uses at pedestrian and vehicle crossings and nearby intersections located along Sepulveda Boulevard, thereby maintaining connection and access to existing land uses. Additionally, the proposed aerial guideway and stations would provide sufficient clearance between supporting columns to maintain access to surrounding uses for motor vehicle and pedestrian traffic. At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be maintained via crosswalks located along Sepulveda Boulevard.

The 12.5-mile-long aerial segment of the proposed alignment and stations located in the Van Nuys Community would be located adjacent and parallel to the LOSSAN rail corridor ROW. Alternative 3 would not preclude the existing accessibility for vehicle and non-vehicle users at signalized intersections, undercrossings, and the Metrolink Ventura Station. Furthermore, the existing pedestrian bridge at Raymer Street would be left in place. The height of the proposed aerial guideway and stations would be sufficient to maintain access to surrounding uses at pedestrian and vehicle crossings and nearby intersections, thereby maintaining connection and access to existing land uses. Therefore, communities located north and south of the aerial guideway where it is parallel to the LOSSAN rail corridor ROW would not be physically divided at this area.

Alternative 3 would permanently close Dickens Street between Ventura Boulevard and Sepulveda Boulevard to vehicle traffic for the conversion of a bus loop and transit plaza.

The proposed underground guideway would underlie residential land uses in Bel Air, educational land use under UCLA, commercial and facilities land uses in Westwood Village, open space and recreational land uses under the Bel Air Country Club, and within the public ROW under Wetwood Plaza and Veteran Avenue. The proposed station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses.

The proposed stations for Alternative 3 would be located on land designated for commercial, public facilities, office, vacant, and industrial uses. The existing characteristics in these proposed station areas are densely urbanized and adjacent to the I-405 corridor and the LOSSAN rail corridor, which currently serve as permanent barriers to existing communities located within the RSA. Communities located within the proposed station RSA would maintain access to local businesses and amenities by traveling along Sepulveda Boulevard, which is parallel to I-405.

Alternative 3 would not restrict access within established communities and would not cause division of communities to the extent they would be disrupted or isolated. In addition, Alternative 3 would not conflict with the predominant uses present in the surrounding areas and would provide a transportation option that would allow it to blend in with the surrounding community. Therefore, operation of Alternative 3 would not physically divide an established community and impacts would be less than significant.

7.3.1.2 Construction Impacts

Construction activities for aboveground Project elements for Alternative 3 would be the same as those described for Alternative 1 north of Wilshire Boulevard. Accordingly, all impact discussion provided for Alternative 1 is applicable to aboveground Project elements for Alternative 3. The following discussion describes impacts associated with Alternative 3 Project elements that differ from Alternative 1, namely, the construction of the underground monorail transit (MRT) alignment between the proposed Getty Center Station and the Wilshire Boulevard/Metro D Line Station.

The underground alignment would be constructed underneath residential communities located in West Los Angeles, Westwood, and Bel Air-Beverly Crest via a bored tunneling machine. While construction activities for Alternative 3 would not result in permanent physical divisions of established communities, temporary street detours would be required to accommodate the proposed aerial and underground guideway and stations, soundwall, and I-405 on- and off-ramp construction. The proposed aerial guideway and stations would be constructed within or adjacent to I-405 and within the existing LOSSAN rail corridor ROW. Without mitigation, these detours could result in significant impacts due to temporary limitations on property access.

The underground alignment would be constructed underneath residential communities located in West Los Angeles, Westwood, and Bel Air-Beverly Crest via a bored tunneling machine. While construction activities for Alternative 3 would not result in permanent physical divisions of established communities, temporary street detours would be required to accommodate the proposed underground guideway and station construction. Without mitigation, these detours could result in significant impacts due to temporary limitations on property access.

During construction, Alternative 3 would close Dickens Street between Ventura Boulevard and Sepulveda Boulevard to vehicle traffic for the conversion of a bus loop and transit plaza. Street and sidewalk closures during construction would temporarily limit property access between established communities because alternative routes would be provided as needed, and access between the established communities would be restored post construction. Although these closures would be temporary and periodic, the potential for disruption to community access represents a potentially significant impact without mitigation.

Construction of Alternative 3 would require construction easements (i.e., the areas needed during construction) for the aerial and underground guideway and station installation, staging areas, soundwall installation, I-405 widening, street reconstruction, demolition, and utility relocation. These construction easements would consist of properties with land uses designated as commercial, public facilities, residential, open space and recreation, industrial, vacant, and institutions. While vehicle and non-vehicle access for communities within the RSA of the proposed alignment and stations would be maintained, without mitigation, access disruptions could result in a significant impact. The properties under construction easements would retain their original land use designation and zoning classifications.

Construction easements for implementation of Alternative 3 would not permanently limit or restrict access to existing communities to the extent that they would be disrupted or isolated. However, during construction, these easements could temporarily disrupt access to and from established communities, which could result in significant impacts without mitigation.

To address these potential impacts, Alternative 3 would be required to implement MM TRA-4, which would require preparation and implementation of a TMP to reduce the impacts of construction work zones, provide wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways, and require Metro and the contractor to notify and coordinate with surrounding communities regarding the construction schedule. With implementation of Mitigation Measure TRA-4, the potential significant impacts would be reduced to less than significant.

7.3.1.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would require acquiring properties west of Hazeltine Avenue and south of the LOSSAN rail corridor ROW, which currently serve as permanent barriers to existing communities located within the RSA. However, the proposed MSF Base Design would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for industrial uses. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, operation of the MSF Base Design would not physically divide an established community, and no impact would occur.

Construction activities for the proposed MSF Base Design would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would

result in temporary limitations on movement for pedestrians, bicyclists, and vehicles within and between local communities. Without mitigation, these closures could result in significant impacts related to community access.

The *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b) further analyzes the potential impacts on circulation and pedestrian access to adjoining or nearby properties. As discussed in that report, street and sidewalk closures may be required during construction of the MSF Base Design that would temporarily limit property access between established communities. These closures would be temporary and periodic. However, without mitigation, these temporary closures could still result in significant impacts related to community access.

To address these impacts, the proposed MSF Base Design would implement MM TRA-4, which would require preparation and implementation of a construction TMP to minimize disruptions from construction work zones, provide wayfinding signage to inform the public of reroutes, and require Metro and the contractor notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

MSF Design Option 1

The proposed MSF Design Option 1 would require acquiring properties east of the I-405 overpass and south of the LOSSAN rail corridor ROW, which currently serve as permanent barriers to existing communities located within the RSA. However, the proposed MSF Design Option 1 would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for industrial uses. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, location and/or operation of the proposed MSF Design Option 1 would not physically divide an established community and no impact would occur.

Construction activities for the proposed MSF Design Option 1 would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, bicyclists, and vehicles within and between local communities. Without mitigation, these closures could result in significant impacts related to community access.

The *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b) further analyzes the potential impacts on circulation and pedestrian access to adjoining or nearby properties. As discussed in that report, street and sidewalk closures may be required during construction of the MSF Design Option 1 that would temporarily limit property access between established communities. These closures would be temporary and periodic. However, without mitigation, these temporary closures could still result in significant impacts related to community access and connectivity.

To address these impacts, the proposed MSF Design Option 1 would implement MM TRA-4, which would require preparation and implementation of a construction TMP to minimize disruptions from construction work zones, provide wayfinding signage to inform the public of reroutes, and require Metro and the contractor notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

7.3.2 Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

7.3.2.1 Operational Impacts

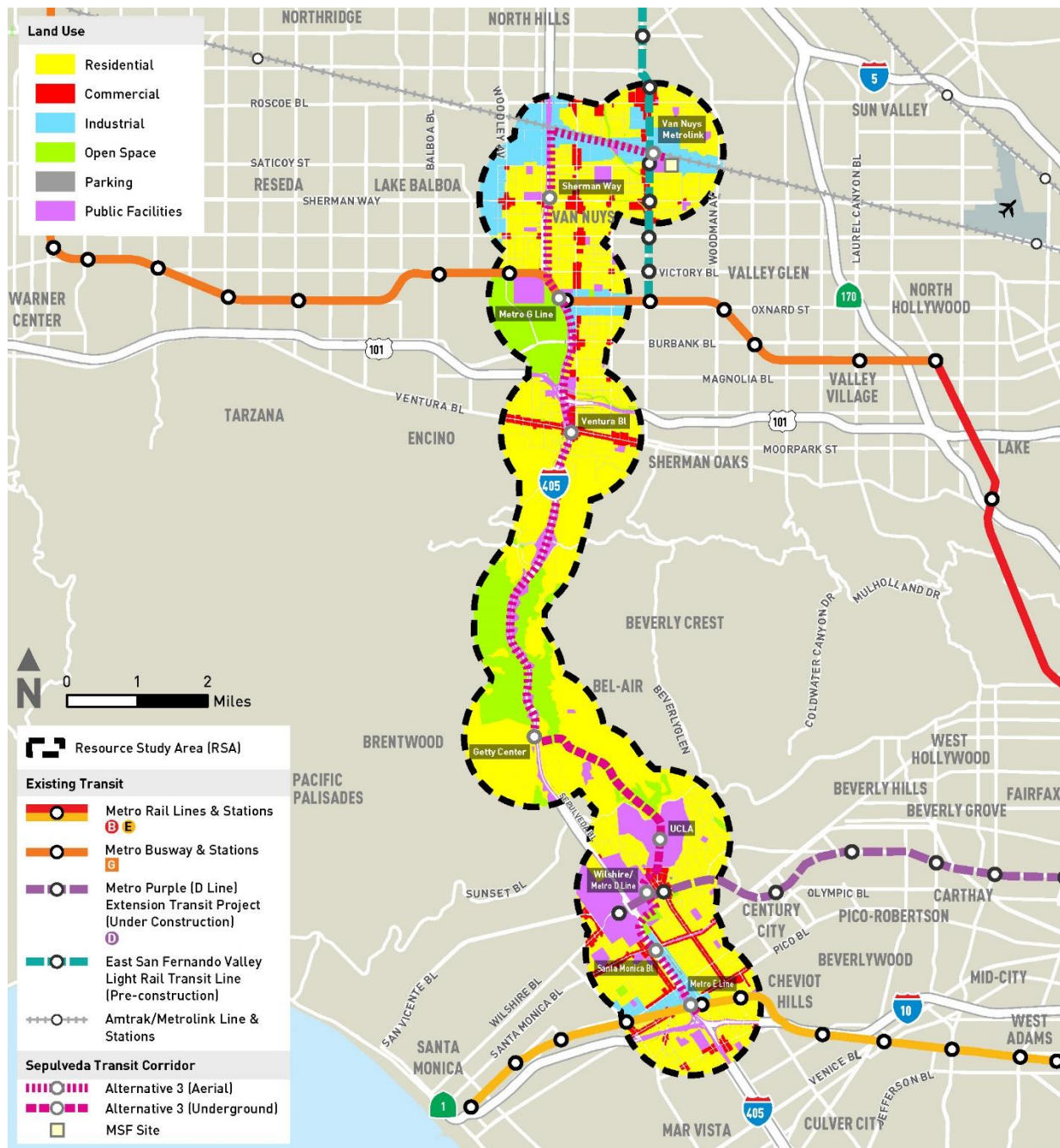
Alternative 3 would be supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA. The elements of Alternative 3 would be generally consistent with future commercial, industrial, multi-family and single-family residential, government-owned/institutional, and public facilities, land uses as shown on Figure 7-12. Some areas of the proposed alignment and stations would require full and partial acquisition of approximately five residential properties located in the Brentwood and Van Nuys-North Sherman Oaks communities, and open space areas located in the Santa Monica Mountains would be acquired for the proposed alignment, stations, and TPSS sites as described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025c). Alternative 3 would be supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA that prioritize public transportation improvements and reductions of vehicle trips as summarized in Table 7-7.

The Project is identified under the Southern California Association of Governments (SCAG) *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) *Final Connect SoCal Project List Technical Report* (SCAG, 2024a, 2024b). Alternative 3 would support the goal of the 2024-2050 RTP/SCS to provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Operations of Alternative 3 would also support the public transportation Goal 10 to “*develop a public transit system that improves mobility with convenient alternatives to automobile travel*” and Objective 10-2 to “*increase the work trips and non-work trips made on public transit*” under the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a). Furthermore, Alternative 3 would support Objective 11-1 in the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d), which is “*to encourage...rail facilities.*” Additionally, Policy 11-2.1 sets forth to “*develop an intermodal mass transportation plan to implement linkages to future rail service.*”

However, implementation of Alternative 3 would conflict with the *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979), and the *Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a, 1998d, respectively). While the elements of Alternative 3 would be generally consistent with future commercial, industrial, government-owned/institutional, and public facilities land uses, as shown on Figure 7-12, some areas located in the Santa Monica Mountains would be acquired for the proposed alignment, stations, and TPSS sites.

Figure 7-12. Alternative 3: Planned Land Use within the Resource Study Area



Source: SCAG, 2024a; HTA, 2024

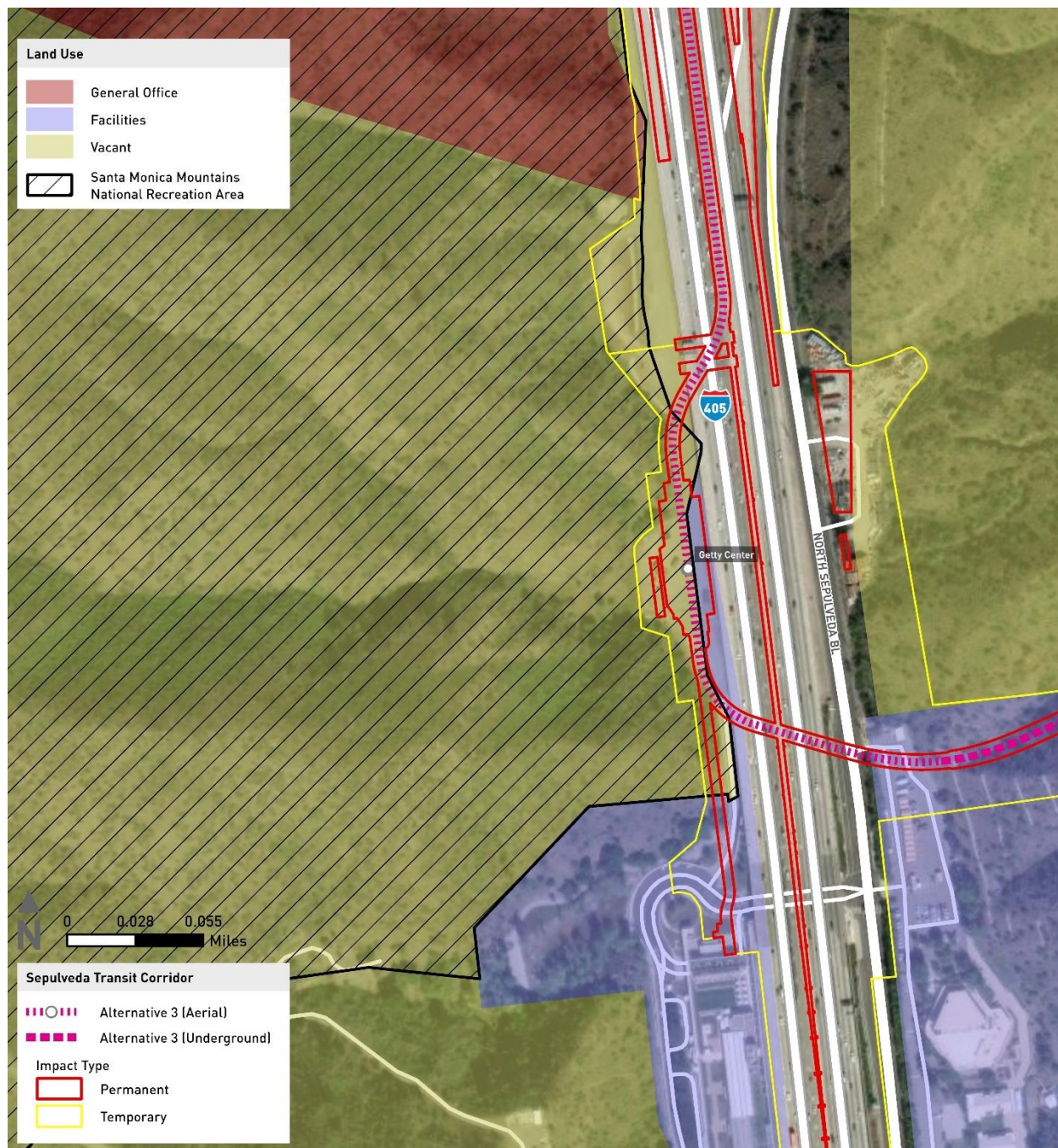
Alternative 3 would require the conversion of existing land uses designation to public facilities in order to accommodate the proposed aerial guideway and stations. Conversion of these land uses would require permitting under Los Angeles Municipal Code (LAMC) Sections 11.5.7 and 12.32. Approval of zoning code amendments and permitting are determined based on city approval. Therefore, conversion of land uses proposed by Alternative 3 would conflict with the applicable LAMC requirements and would result in significant and unavoidable impacts.

Alternative 3 would also require partial property acquisition of land uses designated as open space that are located on the outermost edge of the Sepulveda Pass corridor adjacent to I-405, which is owned by the State of California and maintained by the Santa Monica Mountains Conservancy and Mountain Recreation and Conservation Authority. Additionally, the Santa Monica Mountains are designated as a National Recreation Area and are part of the National Park System (NPS, 2023). Less than a half-acre of Sepulveda Pass open space would be acquired to connect the northbound Getty Drive on-ramp with Sepulveda Boulevard. The proposed alignment of Alternative 3 would travel east of Sepulveda Boulevard for approximately 1,450 feet between the I-405 southbound Getty Drive off-ramp and Promontory Road. This portion of the proposed alignment of Alternative 3 would require partial acquisition of the Mission Canyon Recreation Site to accommodate the aerial guideway and stations, TPSS site locations, and soundwalls, which the City of Los Angeles designates as open space. As outlined in the *Eastern Santa Monica Mountain Natural Resource Protection Plan*, most undeveloped and underdeveloped parcels in the eastern Santa Monica Mountains are not included in any adopted natural resource protection plan that identifies lands for conservation and are regionally significant resources that warrant the best available natural resource protection plan (SMMC, 2021). Therefore, the acquisition of open space would result in a significant impact.

The acquisition of open space for the proposed northbound Getty Drive on-ramp, aerial guideway and stations, TPSS site locations, and soundwalls in the Santa Monica Mountains would not be consistent with the *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979). The priority for the Resource Protection Policy within the Conservation Element of the *Santa Monica Mountains Comprehensive Plan* sets forth that: “the natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost.” The proposed aerial alignment, stations, and TPSS site locations for Alternative 3 would conflict with the Resource Protection Policy of protecting natural resources of the Santa Monica Mountains, and impacts would remain significant and unavoidable.

Similar to Alternative 1, implementation of Alternative 3 would not be consistent with the *Brentwood-Pacific Palisades Community* and *Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a, 1998d, respectively), which prioritize the preservations of open space. Alternative 3 would acquire open space properties within the Santa Monica Mountains, which would conflict with Policy 4-1.1 sets forth that “natural resources should be preserved... on state parkland” as presented in the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a), and would result in a significant impact. The conversion of land uses proposed by Alternative 3 would conflict with the applicable LAMC requirements, and would result in significant and unavoidable impacts. Figure 7-13 shows the Open Space Acquired for Getty Center Station for Alternative 3.

Figure 7-13. Alternative 3: Open Space Acquired for Getty Center Station



Source: SCAG, 2024a; HTA, 2024

Alternative 3 would require a partial acquisition of the Teichman Family Magnolia Park in Sherman Oaks which is designated as open space and recreational. Implementation of Alternative 3 would conflict with Objective 5-1 of the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d) that sets forth an objective “to preserve existing open space resources.” The conversion of land uses proposed by Alternative 3 would conflict with the applicable LAMC requirements, and would result in significant and unavoidable impacts.

The proposed belowground UCLA Gateway Plaza Station would be consistent with the *UCLA Long Range Development Plan* in providing better pedestrian access for its students, staff, and visitors, including closer access to the hospital facilities (UCLA, 2017).

In summary while Alternative 3 would be consistent with regional and local transportation goals and policies of providing enhanced transportation access and reducing greenhouse gas emissions, Alternative 3 would conflict with the *Brentwood-Pacific Palisades* (DCP, 1998a) and *Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998b), and the *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979), which prioritize protecting natural resources and open space. The property acquisitions located within the Santa Monica Mountains for the proposed alignment, stations, and TPSS sites under Alternative 3 would not be consistent with applicable land use plans, policies, or regulations. The conversion of land uses proposed by Alternative 3 would conflict with the applicable LAMC requirements and would result in a significant impact.

Alternative 3 would be required to implement MM LUP-1, requiring Metro to coordinate with the Santa Monica Mountains Conservancy and City to amend the applicable plans, and work with the City to amend the LAMC to bring the project into conformity with those planning and zoning requirements. However, the impact would still be considered significant and unavoidable because Metro cannot guarantee that the Santa Monica Mountains Conservancy and the City would adopt the necessary amendments, and Alternative 3 necessitates the acquisition of open space in the Brentwood and Van Nuys-North Sherman Oaks communities, as well as in the Santa Monica Mountains. These acquisitions inherently conflict with local land use plans, policies, and regulations designed to protect and preserve open space. Given that these acquisitions are necessary to construct Alternative 3, there are no additional feasible mitigation measures to reduce this impact. Therefore, operation of Alternative 3 would remain significant and unavoidable related to conflicts with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

7.3.2.2 Construction Impacts

The construction impacts associated with Alternative 3 encompass various elements, including those stemming from tunneling, underground maintenance access, and the utilization of the TBM and cut-and-cover construction for the proposed stations. In addition, the construction of Alternative 3 would require construction easements and encroachment permits for construction, including aerial and underground guideway and station installation, soundwall installation, I-405 widening for Alternative 3, street reconstruction, demolition, and utility relocation. Construction easements and encroachment permits would vary along the Alternative 3 guideway alignment and stations, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications. The temporary construction easements would consist of properties with land use designated as commercial, public facilities, residential, industrial, vacant, and institutions. Construction activities impacts would be temporary and would not alter the distinct residential character and integrity of the community as a whole.

Alternative 3 would support Goal 11 to “encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce vehicle trips,” and Policy 1-3.3 in “considering factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.”

As summarized in Table 7-7, Alternative 3 would be consistent with regional plans and policies prioritizing alternative modes of travel to reduce single-occupancy vehicle trips, encouraging rail

facilities in the community, and expanding land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Although construction activities associated with Alternative 3 would result in construction easements, they would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the construction of Alternative 3 would result in a less than significant impact.

Table 7-7. Alternative 3: Relevant Plans and Policies

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Southern California Association of Governments	2024-2050 RTP/SCS (SCAG, 2024a, 2024b)	<ul style="list-style-type: none"> Provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. 	<ul style="list-style-type: none"> Alternative 3 is consistent with Long-range Visioning Plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern.
Los Angeles	City of Los Angeles Mobility Plan 2035 (DCP, 2016)	<ul style="list-style-type: none"> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities. Policy 5.1: Encourage the development of a sustainable transportation system that promotes environmental and public health. 	<ul style="list-style-type: none"> Policy 3.3: Alternative 3 is consistent with promoting equitable land use decisions that would result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Alternative 3 is consistent with and furthers the plan's goal of improving transit access and service to major regional destinations, job centers, and intermodal facilities Policy 5.1: Alternative 3 is consistent with and furthers the plan's goal of encouraging the development of a sustainable transportation system that promotes environmental and public health."
Los Angeles	Urban Water Management Plan (LADWP, 2020)	<ul style="list-style-type: none"> Mid-Valley Water Facility Project 	<ul style="list-style-type: none"> Alternative 3 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF Base Design.
Santa Monica Mountains Conservancy	Santa Monica Mountains Comprehensive Plan (Santa Monica Mountains Comprehensive Commission, 1979)	<ul style="list-style-type: none"> Priority for Resource Protection Policy: The natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost. 	<ul style="list-style-type: none"> Priority for Resource Protection Policy: Alternative 3 is inconsistent with policies that would protect the natural resources of the Santa Monica Mountains as development would convert land use designated as open space to public facilities.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Santa Monica Mountains Conservancy	Santa Monica Mountains National Recreation Area Action Plan (NPS, 2009)	<ul style="list-style-type: none"> Transportation management strategies of reducing vehicle miles traveled, improving vehicle efficiency, and using alternative fuels. 	<ul style="list-style-type: none"> Alternative 3 is consistent with the goal of reducing emissions by providing an alternative mode of transportation that would use alternative fuels and would result in less vehicle miles traveled.
Santa Monica Mountains Conservancy	Eastern Santa Monica Mountains Natural Resource Protection Plan (SMMC, 2021)	<ul style="list-style-type: none"> Protecting the few remaining viable habitat linkages across the cross mountain busy arterial roadways that include Sepulveda Boulevard, Beverly Glen Boulevard, Benedict Canyon Drive, Coldwater Canyon Avenue, and Laurel Canyon Boulevard. 	<ul style="list-style-type: none"> Alternative 3 would conform with this plan as the Project is identified as a new rail through the Sepulveda Pass.
U.S. Department of Veterans Affairs	U.S. Department of Veterans Affairs Greater Los Angeles Health Care System West Los Angeles Campus Master Plan 2022	<ul style="list-style-type: none"> The South Campus is zoned as Institutional/Government Owned. As a federal agency, VA is not subject to state or local zoning regulations but will consider general compatibility with existing and future land use designations and zoning ordinances 	<ul style="list-style-type: none"> Alternative 3 would conform with the general compatibility with existing and future land use designations and zoning ordinances within the VA South Campus.
Los Angeles	West Los Angeles Community Plan (DCP, 1999a)	<ul style="list-style-type: none"> Goal 11: Encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. Objective 10-1: Encourage improved local and express bus service through the West Los Angeles Community. Objective 11-1: Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. 	<ul style="list-style-type: none"> Goal 11: Alternative 3 would be consistent with this policy and would encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. Objective 10-1: Alternative 3 would further this policy and would encourage improved local bus service through the West Los Angeles Community. Objective 11-1: Alternative 3 would be consistent with pursuing transportation management strategies that can reduce the number of vehicle trips.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Brentwood-Pacific Palisades Community Plan (DCP, 1998a)	<ul style="list-style-type: none"> • Policy 4-1.1: Natural resources should be conserved on privately-owned land of open space quality and preserved on state parkland. City parks should be further developed as appropriate. • Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. • Objective 4: Protect the resources of the plan area for the benefit of the residents and of the region by preserving existing open space and, where possible, acquiring new open space. • Objective 10-2: Increase the work trips and non-work trips made on public transit. • Goal 11: Encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce vehicle trips. • Policy 1-3.3: Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed. • Policy 1-6.5: Require that any proposed development be designed to enhance and be compatible with adjacent development. 	<ul style="list-style-type: none"> • Policy 4-1.1: Alternative 3 is inconsistent with this policy since state parkland would be converted to public facilities along the alignment between the I-405 northbound Getty on- and off-ramps and I-405 southbound Skirball on- and off-ramps. • Goal 10: Alternative 3 would be supportive of developing a public transit system that improves mobility. • Objective 4: Alternative 3 is inconsistent with this goal since state parkland would be converted to public facilities along the alignment between the I-405 northbound Getty on- and off-ramps and I-405 southbound Skirball on- and off-ramps. • Objective 10-2: Alternative 3 would be supportive of this policy that as it would increase trips made on public transit. • Goal 11: Alternative 3 would further encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce vehicle trips. • Policy 1-3.3: Alternative 3 would be consistent with considering factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed. • Policy 1-6.5: Alternative 3 would be consistent with and compatible with adjacent development.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Bel Air-Beverly Crest Community Plan (DCP, 1996)	<ul style="list-style-type: none"> Open space, and park and recreation lands, whether deeded to the City [of Los Angeles] or privately held as Open Space Land should be protected by provisions which would prohibit any future construction of non-recreational buildings on the protected areas. The Santa Monica Mountains Conservancy owns 541 acres in the plan area which are designated as Open Space. These lands will remain undeveloped and additional parcels purchased when feasible and appropriate. 	<ul style="list-style-type: none"> Alternative 3 is inconsistent with policies concerning open space and state parkland as land designated with these uses would be converted at the I-405 northbound Getty on-ramp
Los Angeles	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (DCP, 1998b)	<ul style="list-style-type: none"> Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. Objective 10-1.2: Encourage expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. Objective 10-2: Increase the work trips and non-work trips made on public transit. 	<ul style="list-style-type: none"> Goal 10: Alternative 3 would be consistent with and further this goal that aims to develop a public transit system that improves mobility with convenient alternatives to automobile travel. Objective 10-1.2: Alternative 3 would be consistent with encouraging the expansion of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. Objective 10-2: Alternative 3 would be consistent with increasing the trips on public transit.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Van Nuys-North Sherman Oaks Community Plan (DCP, 1998d)	<ul style="list-style-type: none"> Objective 5-1: Preserve existing open space resources Objective 11-1: Encourage rail facilities. Objective 11-1.3: Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. Policy 11-2.1: Develop an Intermodal Mass Transportation Plan to implement linkages to future rail service. 	<ul style="list-style-type: none"> Objective 5-1: Alternative 3 is inconsistent with this objective since existing open space resources would be converted to public facilities. Objective 11-1: Alternative 3 would conform with this objective to encourage rail facilities in the community. Objective 11-1.3: Alternative 3 would be consistent with this policy and would encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. Policy 11-2.1: Alternative 3 would conform with this policy and would develop an Intermodal Mass Transportation Plan to implement linkages to future rail service.
UCLA	UCLA Long Range Development Plan (UCLA), 2017)	<ul style="list-style-type: none"> Central Zone is designated to accommodate pedestrian friendly development planned in conjunction with potential future Westside subway proposals. 	<ul style="list-style-type: none"> The proposed UCLA Gateway station would be located within the UCLA designated Central Zone and partially within the adjacent to the Health Sciences Zone. Alternative 3 would be consistent with the <i>UCLA Long Range Development Plan</i> that plans for a more pedestrian access.

Source: HTA, 2024

NPS = National Park Service

SMMC = Santa Monica Mountains Conservancy

7.3.2.3 Maintenance and Storage Facilities

MSF Base Design

The proposed MSF Base Design would require construction easements and acquisition of properties with industrial uses. The parcels within the proposed MSF Base Design and in the vicinity are zoned as Light Industrial and Public Facilities Zone (City of Los Angeles, 2023). A significant portion of the proposed MSF Base Design is occupied by the industrial uses owned by LADWP Valley Center. The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Given the existing industrial uses of the parcels to be acquired and of the parcels in the surrounding area, operation and construction of the proposed MSF Base Design would not be considered a change in land use type and would not conflict with adjacent land uses.

The proposed MSF Base Design would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction. Operation of the proposed MSF Base Design would conflict with the LADWP Urban Water Management Plan (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved a Mitigated Negative Declaration for the project on February 11, 2020 and construction is anticipated to begin in 2027. Due to the conflict with the proposed LADWP facility, the proposed MSF Base Design may result in the need to relocate or construct the LADWP facility in a different location which may result in new significant environmental effects. If it is determined that a new facility in a new location is needed, environmental review of the proposal would be required to determine potential environmental effects and identify feasible mitigation measures to address those effects. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, operation of the proposed MSF Base Design would result in a significant and unavoidable impact due to a conflict with local land use plans.

MSF Design Option 1

The proposed MSF Design Option 1 would require construction easements and acquisition of properties with industrial uses. The parcels within the proposed MSF Design Option 1 and in the vicinity are zoned as Commercial Manufacturing, Light Industrial, and Automobile Parking Zone (City of Los Angeles, 2023). A significant portion of the proposed MSF Design Option 1 is occupied by industrial and manufacturing businesses and warehouses. The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Given the existing industrial and manufacturing uses of the parcels to be acquired and of the parcels in the surrounding area, operation, and construction of the proposed MSF Design Option 1 would not be considered a change in land use type and would not conflict with adjacent land uses.

The proposed MSF Design Option 1 would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction, and no impact would occur during operation.

7.3.3 Impact AFR-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

7.3.3.1 Operational Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). Alternative 3 and surrounding areas within the RSA are largely urbanized with land uses that includes public facilities, residential, open space, industrial, commercial, recreational, and vacant land uses (SCAG, 2024a). There are no land uses for agricultural purposes within the RSA for Alternative 3. Implementation of Alternative 3 would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within or in close proximity to the RSA for Alternative 3. Therefore, Alternative 3 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operational activities.

7.3.3.2 Construction Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). There are no land uses for agricultural purposes within the RSA for Alternative 3. Implementation of Alternative 3 during construction activities would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within the RSA for Alternative 3. Therefore, Alternative 3 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during construction activities.

7.3.3.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned for agricultural uses. Therefore, the proposed MSF Base Design would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned for agricultural uses. Therefore, proposed MSF Design Option 1 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

7.3.4 Impact AFR-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

7.3.4.1 Operational Impacts

Implementation of Alternative 3 would not conflict with existing agricultural zoning during operational activities. Alternative 3 and surrounding areas within the RSA are neither zoned for agricultural use nor a

part of a Williamson Act contract. Implementation of Alternative 3 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, the Alternative 3 would have no impact on agricultural zoning during operation.

7.3.4.2 Construction Impacts

Implementation of Alternative 3 would not conflict with existing agricultural zoning during construction activities. Alternative 3 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 3 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, the Alternative 3 would have no impact on agricultural zoning. No mitigation would be required during construction.

7.3.4.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned for agricultural uses. Therefore, the proposed MSF Base Design would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned for agricultural uses. Therefore, the proposed MSF Design Option 1 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract, and no impact would occur during operation or construction.

7.3.5 Impact AFR-3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))

7.3.5.1 Operational Impacts

Alternative 3 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 3. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.53 miles east of the northern portion of Alternative 3 (USDA, 2023). Implementation of Alternative 3 would not conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation.

7.3.5.2 Construction Impacts

Alternative 3 and the surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 3. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.53 miles east of the northern portion of Alternative 3 (USDA, 2023). Implementation of Alternative 3 would not conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during construction.

7.3.5.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned as forest lands or timberland. Therefore, the proposed MSF Base Design would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned as forest lands or timberland. Therefore, proposed MSF Design Option 1 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

7.3.6 Impact AFR-4: Would the project result in the loss of forest land or conversion of forest land to non-forest land use?

7.3.6.1 Operational Impacts

Alternative 3 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 3. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest, located approximately 12.53 miles east of the northern portion of Alternative 3 (USDA, 2023).

Implementation of Alternative 3 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation.

7.3.6.2 Construction Impacts

Alternative 3 and the surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 3. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest, located approximately 12.53 miles east of the northern portion of Alternative 3 (USDA, 2023). Implementation of Alternative 3 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during construction.

7.3.6.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned as forest lands or timberland. Therefore, the proposed MSF Base Design would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned as forest lands or timberland. Therefore, proposed MSF Design Option 1 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

7.3.7 Impact AFR-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

7.3.7.1 Operational Impacts

Alternative 3 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 3 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 3. Therefore, there would be no impact associated with conversion of farmland or forest land during operation.

7.3.7.2 Construction Impacts

Alternative 3 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 3 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA Alternative 3. Therefore, there would be no impact associated with conversion of farmland or forest land during construction.

7.3.7.3 Maintenance and Storage Facilities

MSF Base Design

The parcels that are part of the proposed MSF Base Design are not zoned as agricultural land, forest lands, or timberland. Therefore, the proposed MSF Base Design would not result in conversion of farmland or forest land, and no impact would occur during operation or construction.

MSF Design Option 1

The parcels that are part of the proposed MSF Design Option 1 are not zoned as agricultural land, forest lands, or timberland. Therefore, the proposed MSF Design Option 1 would not result in conversion of farmland or forest land, and no impact would occur during operation or construction.

7.4 Mitigation Measures

7.4.1 Operational Impacts

As discussed in Section 7.3, operation of Alternative 3 would require implementation of MM LUP-1 to reduce impacts caused by the acquisition of open space and the DWP site that would conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The following mitigation measure would be implemented for Alternative 1:

MM LUP-1: *Metro shall coordinate and work with the Santa Monica Mountains Conservancy, Los Angeles Department of Water and Power, and City to amend the Santa Monica Mountains Conservancy Comprehensive Plan, the LADWP Urban Water Management Plan, and the Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans, and to amend the LAMC to bring the project into conformity with those planning and zoning requirements.*

7.4.2 Construction Impacts

As discussed in Section 7.3, construction of Alternative 3 would require implementation of MM TRA-4 to reduce disruption caused by construction work zones to a less than significant impact.

The following mitigation measure would be implemented for Alternative 3:

MM TRA-4 *The project contractor shall prepare a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures:*

- *Where feasible, schedule construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible.*
- *Designated routes for project haul trucks shall primarily utilize the I-405, I-10, US-101 corridors. Throughout the construction process, these routes shall be coordinated with the City of Los Angeles and Veterans Affairs to ensure consistency with land use and mobility plans. Additionally, the routes shall be situated to minimize noise, vibration, and other possible impacts.*
- *Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.*
- *Where construction encroaches on the Los Angeles-San Diego-San Luis Obispo rail corridor right-of-way, coordinate construction activities with Union Pacific, Metrolink, and Amtrak to minimize disruptions to service and coordinate on outreach to inform passengers of service impacts. Provide temporary parking and drop-off facilities at the Van Nuys Metrolink/Amtrak Station to minimize passenger impacts.*
- *Develop and implement an outreach program and public awareness campaign in coordination with Caltrans, the City of Los Angeles, the City of Santa Monica, and the County of Los Angeles to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.*
- *Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.*
- *Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.*
- *Where construction encroaches on pedestrian facilities, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.*
- *Where construction encroaches onto the University of California, Los Angeles campus, the project contractor shall ensure that access to campus buildings is maintained through temporary decking and the construction of temporary stairs and ramps.*

- *During final design, the project contractor shall coordinate with Metro Operations to minimize construction impacts on existing Metro rail operations in and around existing stations. Where construction results in the interruption of Metro rail operations, buses shall provide temporary service between rail stations.*
- *Provide on-street bicycle detour routes and signage to address temporary effects to bicycle circulation and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted.*
- *During final design, the project contractor shall coordinate 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 nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.*
- *Maintain customer and delivery access to all operating businesses near construction work areas. Access shall be maintained to allow for reasonable business operations, including clear signage for alternate routes, temporary driveways, or entry points as necessary. Coordination with businesses shall be conducted to address specific access needs and minimize disruptions, ensuring that any restrictions are communicated in advance and alternative arrangements are provided as appropriate.*

7.4.3 Impacts After Mitigation

Regarding Impact LUP-1, implementation of MM TRA-4 would require preparation and implementation of a TMP during construction to minimize disruptions caused by construction activities of each of the project alternatives. The TMP would facilitate the flow of traffic and transit service in and around construction zones, ensuring access to and from established communities is maintained. With implementation of MM TRA-4, construction impacts associated with Alternative 3 under Impact LUP-1 would be reduced to than significant.

Under Impact LUP-2, operations of Alternative 3 would result in a significant impact related to conflicts with land use plans, policies, or regulations, including the *Santa Monica Mountains Conservancy Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979) and the *Brentwood-Pacific Palisades* and *Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a, 1998d, respectively). These plans prioritize the preservation of open space and natural resources, which are directly affected by the proposed alignment's requirement to acquire open space within the Santa Monica Mountains. Approval of amendments to these plans and the zoning code would be subject to approval by the Santa Monica Mountains Conservancy and the City of Los Angeles, as applicable. Further, even if such amendments were adopted, they would not eliminate the underlying conflict with the intent of these plans to protect open space. As such, conversion of land uses proposed by Alternative 3 would conflict with the intent of these plans to protect open space. Additionally, the MSF Base Design would conflict with the *LADWP Urban Water Management Plan* (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. Operation of the proposed MSF Base Design would result in a significant and unavoidable impact. Therefore, operation of Alternative 3 would conflict with land use

plans, policies and regulations adopted for the purpose of avoiding or mitigation environmental impacts, which would be a significant and unavoidable impact.

One potential measure to avoid or reduce this impact would be to place the segment between Church Lane and the intersection of Sherman Oaks Avenue/Sepulveda Boulevard (west of I-405) entirely within the I-405 ROW. However, this mitigation measure is not feasible due to engineering constraints, limitations on available space within the ROW to accommodate the aerial alignment, stations, and TPSS sites, and potential conflicts with the freeway's effective operation. Additionally, any alternative alignment within the I-405 ROW would likely introduce new significant impacts related to traffic, noise, and other environmental considerations. No other feasible mitigation exists if Alternative 3 remain in their aerial configurations requiring the acquisition of open space located within the Santa Monica Mountains. Therefore, operation of Alternative 3 would result in a significant and unavoidable impact.

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

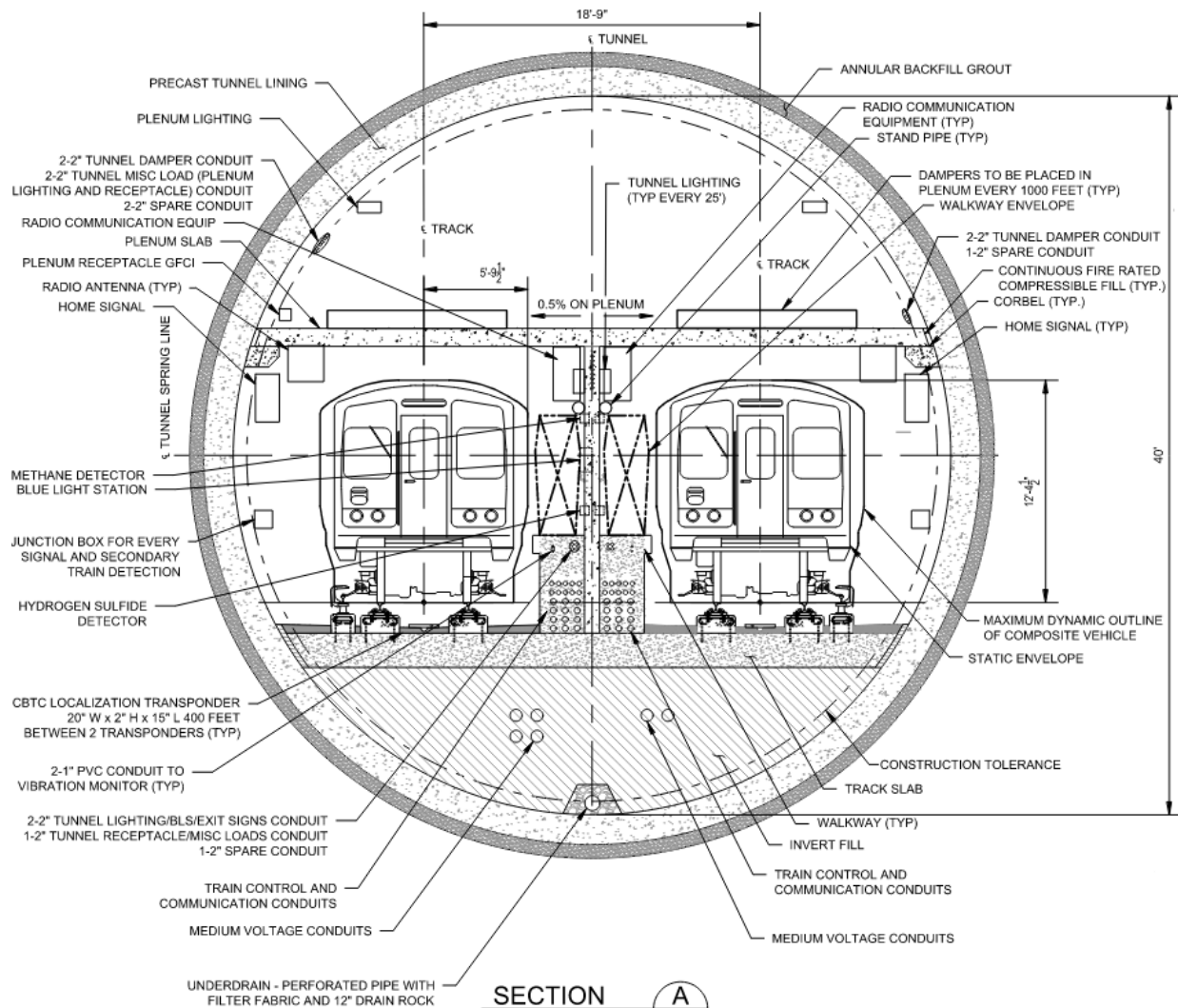
Station located over Dickens Street, immediately west of the Sepulveda Boulevard and Dickens Street intersection. North of the station, the aerial guideway would transition to the center median of Sepulveda Boulevard. The aerial guideway would continue north on Sepulveda Boulevard and cross over U.S. 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.

RADIO ANTENNAS 24" W x 24" H EVERY 850 FEET
 POLE
 RADIO COMMUNICATION EQUIPMENT 18" W x 36" H EVERY 850 FEET
 EMERGENCY WALKWAY RAILING
 PRECAST PRESTRESSED CONCRETE U-SHAPED GIRDER
 AT BENT CAP
 IN-SPAN DEPTH
 15'-3" MIN. (ROADWAY)
 24'-0" MIN. (RAILROAD)
 35'-8" * AND VARIES
 "ALT 4 LT TRACK"
 13'-0" * AND VARIES
 "ALT 4 RT TRACK"
 HOME SIGNAL 16" W x 32" H BEFORE EVERY CROSSOVER
 EMERGENCY WALKWAY
 JUNCTION BOX 12" W x 12" H FOR EVERY SIGNAL AND SECONDARY TRAIN DETECTION
 BLOCKING (TYP)
 CABLE TRAY
 PRESTRESSED CONCRETE BENT CAP
 PROPOSED TOP OF RAIL
 APPROX 2'-0"
 1'-6"
 3'-8"
 11'-4"
 5'-0"
 1'-0"
 3'-6"
 6"
 2'-0"
 1"
 6'-0"
 8'-0"
 CONCRETE COLUMN (TYP)
 FOUNDATION
 EXISTING GROUND
 POSITIVE & NEGATIVE POTHEADS 12" H x 8" W x 17" D
 PIPE PIN
 NOTE 3
 CBTC LOCALIZATION TRANSPONDER 20" W x 2" H x 15" L 400 FEET BETWEEN 2 TRANSPONDERS (TYP)

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.

[illegible]

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.

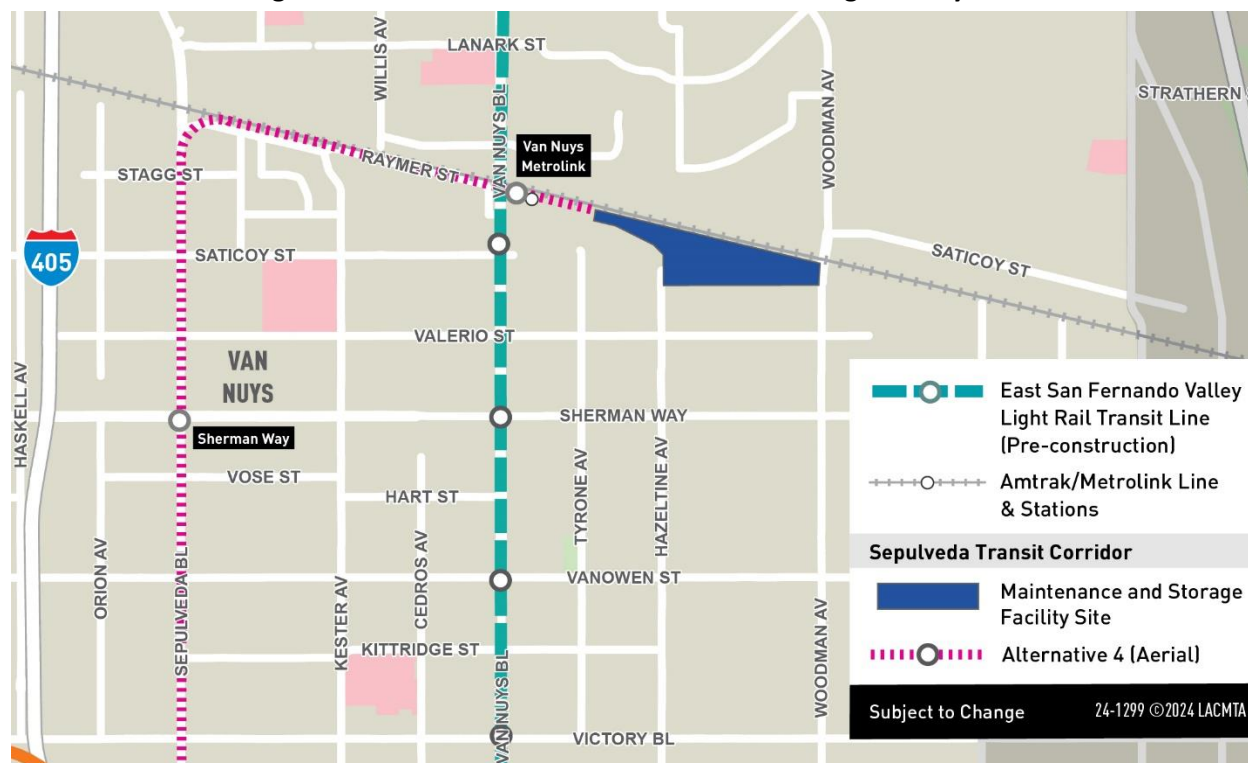
The site would include the following facilities:

- 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)
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	Van Nuys Boulevard	Reconstruction and narrowing of width to accommodate aerial guideway columns

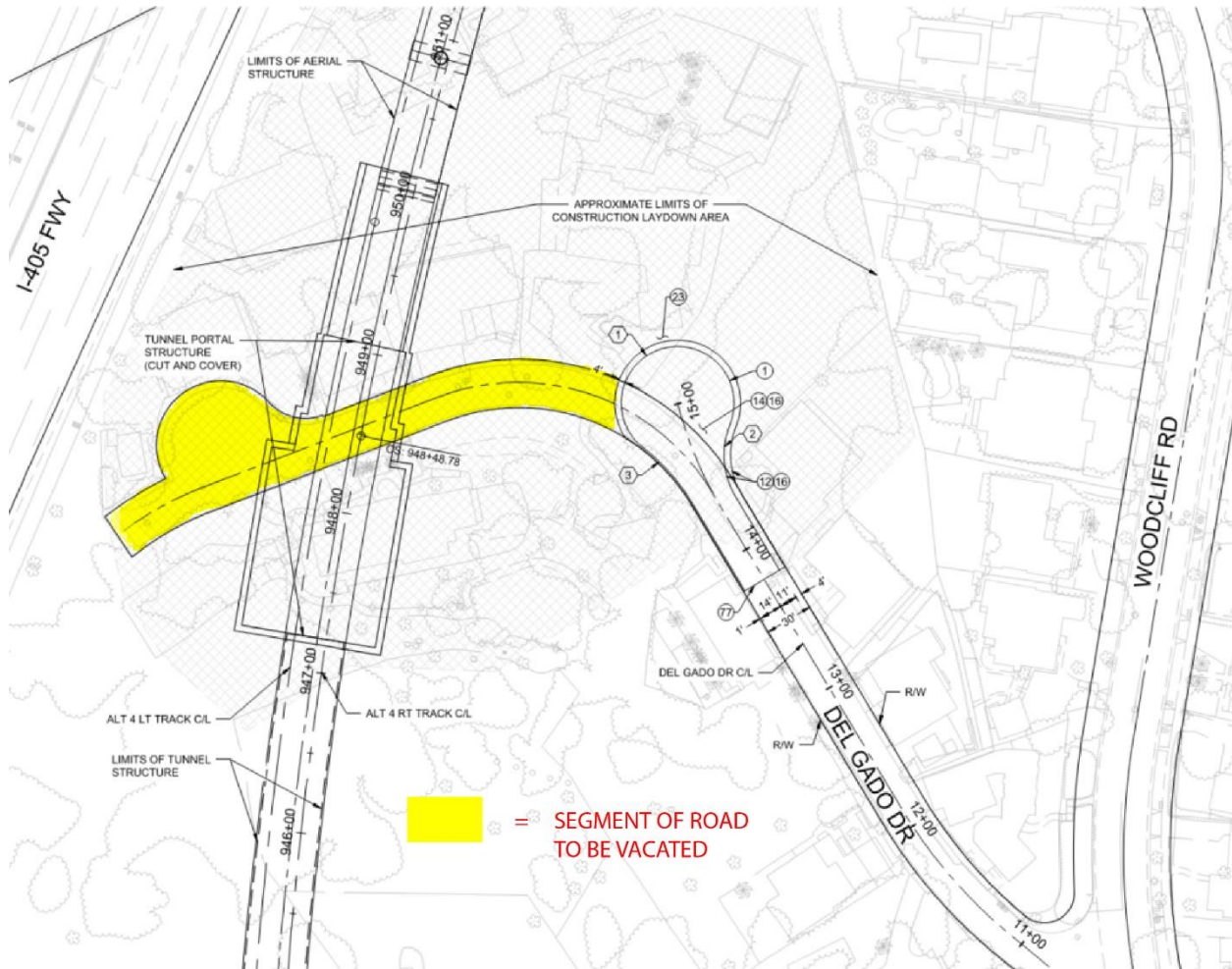
Source: STCP, 2024; HTA, 2024

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

Figure 8-10. Alternative 4: 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 4 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.

8.2 Existing Conditions

The City of Los Angeles is an urban community located in the County of Los Angeles. The Resource Study Area (RSA) comprises various City of Los Angeles neighborhoods, including West Los Angeles, Westwood, Brentwood, Bel-Air, Sherman Oaks, and Van Nuys. The majority of multi-family residential land uses within the RSA are located in Westwood, Bel-Air, and Sherman Oaks. The Sepulveda Basin Recreation Area is located within the northwest portion of the RSA, while the Westridge-Canyonback Wilderness Park is located in the west portion of the RSA. Several commercial uses range from local neighborhood and commercial main street retails to large regional malls and shopping centers within West Los Angeles, Westwood, and Sherman Oaks.

8.2.1 Project Site Characteristics and Land Uses

Existing land uses within the RSA are of land uses typically found in mature urban and suburban communities. Land uses within the RSA include residential, office, commercial, retail, mixed-use development, industrial, education facilities, museums, parks, and open space. Table 8-6 summarizes the distribution of land types and Figure 8-11 identifies the existing land uses within the RSA. As identified in Table 8-6, the greatest percentages of land uses are single-family residential (34 percent), with multi-family residential and open space and recreation (7 percent) being the next prevalent land uses. Figure 8-11 provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 4 and existing land uses.

Table 8-6. Alternative 4: Land Use Distribution within the Resource Study

Land Use Types	Total Acreage	Percentage of Total Acres
Single-Family Residential	5,110	34
Multi-Family Residential	1,125	7
Mixed Residential	4	<1
Mixed Residential and Commercial	2	<1
Commercial and Services	909	6
Education	746	5
Public Facilities	548	4
General Office	658	4
Industrial	593	4
Open Space and Recreation	1,078	7
Transportation, Communications, and Utilities	65	<1
Military Installations	4	<1

Source: SCAG, 2024a

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There are numerous activity centers that support the existing communities within the RSA. Table 8-7 and Figure 8-12 summarize the various activity centers within the Alternative 4 RSA from south to north.

Table 8-7. Alternative 4: Activity Centers within the Resource Study Area

Number ID	Name	Address	Building Use
1	Clover Avenue Elementary School	11020 Clover Avenue Los Angeles, CA 90034	Public Elementary School
2	Richland Avenue Elementary School	11562 Richland Avenue Los Angeles, CA 90064	Public Elementary School
3	Daniel Webster Middle School	11330 Graham Place Los Angeles, CA 90064	Public Middle School
6	Social Security Administration	11500 W Olympic Boulevard Los Angeles, CA 90064	Social Security Office
7	National Genetics Institute	2440 S Sepulveda Boulevard Los Angeles, CA 90064	Laboratory
8	Los Angeles County, Department of Public Social Services	11110 W Pico Boulevard Los Angeles, CA 90064	Public Facilities Building
9	One Westside Shopping Center	11250 W Olympic Boulevard Los Angeles, CA 90064	Shopping Center
12	New Horizon School	1819 Sawtelle Boulevard Los Angeles, CA 90025	Private Elementary School
13	Los Angeles County Sewer Maintenance	11168 Missouri Avenue Los Angeles, CA 90025	Consolidated Sewer Maintenance Plant
14	Nora Sterry Elementary School	1730 Corinth Avenue Los Angeles, CA 90025	Public Elementary School
15	VCA West Los Angeles Animal Hospital	1900 S Sepulveda Boulevard Los Angeles, CA 90025	Hospital
16	City of Los Angeles Department of Water and Power Distributing Station 28	11171 Nebraska Avenue Los Angeles, CA 90025	Electric Utility Company
18	Fusion Academy Los Angeles	1640 S Sepulveda Boulevard #100 Los Angeles, CA 90025	Private School
19	VCA Animal Specialty & Emergency Center	1535 S Sepulveda Boulevard Los Angeles, CA 90025	Animal Care Center
20	Bad News Bears Field	1141 S Sepulveda Boulevard Los Angeles, CA 90025	Parks & Recreation
21	City of Los Angeles Department of Water and Power	1394 S Sepulveda Boulevard Los Angeles, CA 90025	Electric Utility Company
22	West Los Angeles VA Medical Center	11301 Wilshire Boulevard Los Angeles, CA 90073	Hospital
23	Los Angeles California Temple—Church of Jesus Christ of Latter-day Saints	10777 Santa Monica Boulevard Los Angeles, CA 90025	Religious Institution
24	Westwood Recreation Center	1350 S Sepulveda Boulevard Los Angeles, CA 90025	Parks & Recreation
25	Ralph Waldo Emerson Community Charter Middle School	1650 Selby Avenue Los Angeles, CA 90024	Charter School

Number ID	Name	Address	Building Use
26	St. Paul the Apostle School	1536 Selby Avenue Los Angeles, CA 90024	Private School
27	Federal Building /Veterans Affairs/Los Angeles Passport Agency	11000 Wilshire Boulevard #1000 Los Angeles, CA 90024	Public Facilities Building
28	Fairburn Elementary School	1403 Fairburn Avenue Los Angeles, CA 90024	Public Elementary School
30	Geffen Academy at UCLA	11000 Kinross Avenue Los Angeles, CA 90095	Private School
31	Hammer Museum	10899 Wilshire Boulevard Los Angeles, CA 90024	Museum
32	Los Angeles National Cemetery	950 S Sepulveda Boulevard Los Angeles, CA 90049	Military Cemetery
33	UCLA Ronald Reagan Medical Center	757 Westwood Plaza Los Angeles, CA 90095	UCLA Hospital/Specialty Medical Centers
34	UCLA Mathias Botanical Garden	707 Tiverton Drive Los Angeles, CA 90095	Botanical Garden
35	UCLA Medical Plaza	550 Medical Plaza Drive Los Angeles, CA 90024	Hospital
38	UCLA	617 Charles E Young Drive S Los Angeles, CA 90095	University
39	Marymount High School	10643 Sunset Boulevard Los Angeles, CA 90077	Private High School
41	Bel-Air Country Club	10768 Bellagio Road Los Angeles, CA 90077	Country Club
48	Wise School	15500 Stephen S Wise Drive Los Angeles, CA 90077	School
49	Curtis School	15871 Mulholland Drive Los Angeles, CA 90049	School
52	Maha Montessori	15737 Woodvale Road Encino, CA 91436	School
53	St. Cyril of Jerusalem Catholic Church	15520 Ventura Boulevard Encino, CA 91436	Religious Institution
54	Belmont Village Senior Living Encino	15451 Ventura Boulevard Sherman Oaks, CA 91403	Senior Living Facility
55	Sherman Oaks Galleria	15301 Ventura Boulevard Sherman Oaks, CA 91403	Shopping Mall
57	Maha Montessori, Sherman Oaks	15451 La Maida Street Sherman Oaks, CA 91403	School
59	Sherman Oaks Castle Park	4989 Sepulveda Boulevard Sherman Oaks, CA 91403	Amusement Center
60	Hesby Oaks Elementary school	15530 Hesby Street Encino, CA 91436	Public Elementary School
61	Emek Hebrew Academy	15365 Magnolia Boulevard Sherman Oaks, CA 91403	School
63	Sepulveda Basin Wildlife Reserve	6350 Woodley Avenue Van Nuys, CA 91436	Fields and Recreation Center

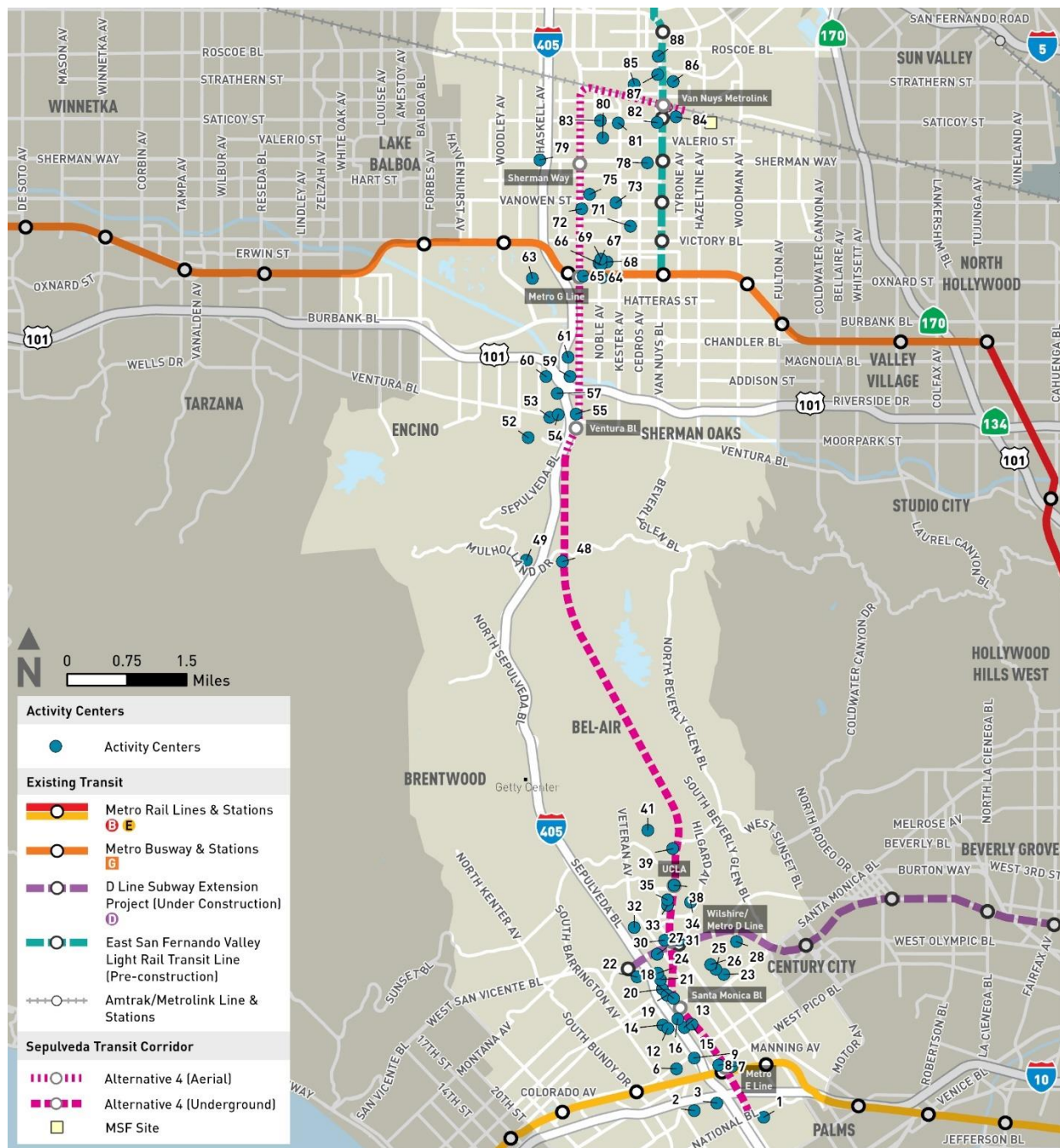


Number ID	Name	Address	Building Use
64	Every Nation City Church	15055 Oxnard Street Van Nuys, CA 91411	Religious Institution
65	City of Los Angeles Department of Water and Power Corporate Offices	6060 Sepulveda Boulevard Van Nuys, Ca 91411	Public Facilities Building
66	Ministries Divine Restauration, Van Nuys	15050 Delano Street Van Nuys, CA 91411	Religious Institution
67	Delano Park	15100 Erwin Street Van Nuys, CA 91411	Parks and Recreation
68	Sylvan Park Early Education Center	15011 Delano Street Van Nuys, CA 91411	Early Education Center
69	Sylvan Park Elementary School	6238 Noble Avenue Van Nuys, CA 91411	Public Elementary School
71	Van Nuys High School	6535 Cedros Avenue Van Nuys, CA 91411	Public High School
72	Beverly Manor Convalescent Center	6700 Sepulveda Boulevard Van Nuys, CA 91411	Convalescent Home
73	Van Nuys DMV	14920 Vanowen Street Van Nuys, CA 91405	Department of Motor Vehicles
75	Valley Presbyterian Hospital	15107 Vanowen Street Van Nuys, CA 91405	Hospital
78	Valley Medical Center	14600 Sherman Way Van Nuys, CA 91405	Hospital
79	U.S. Postal Service/Van Nuys Mega Passport Office	15701 Sherman Way Van Nuys CA 91405	Post Office
80	Valerio Street Elementary School	15035 Valerio Street Van Nuys, CA 91405	Public Elementary School
81	Robert Fulton College Preparatory School	7477 Kester Avenue Van Nuys, CA 91405	Public High School
82	Department of Public Social Services	7555 Van Nuys Boulevard Van Nuys, CA 91405	Social Services Organization
83	Fulton Middle School	7798 Noble Avenue Van Nuys CA 91405	School
84	City of Los Angeles Department of Water and Power Valley Center	14401 Satcoy Street Van Nuys, CA 91405	Electric Utility Company
85	Andres and Maria Cardenas Skate Park	14740 Blythe Street Panorama City, CA 91402	Skate Park
86	Plant Shopping Center	7880 Van Nuys Boulevard Panorama City, CA 91402	Shopping Center
87	Panorama High School	8015 Van Nuys Boulevard Panorama City, CA 91402	Public High School
88	Mission Community Hospital	8215 Van Nuys Boulevard #210 Panorama City, CA 91402	Hospital

Source: HTA, 2024

DMV = Department of Motor Vehicles

Figure 8-12. Alternative 4: Major Activity Centers along the Alignment



Source: HTA, 2024

8.2.2 Stations

8.2.2.1 Metro E Line Expo/Sepulveda Station

The proposed Metro E Line Station would be located directly adjacent to the northeast of the existing Metro E Line Expo/Sepulveda Station and provide access to the City of Santa Monica the City of Culver

City to the west, and downtown Los Angeles to the east, connecting with the Metro A Line, Metro B Line, D Line, E Line, and K Line.

The proposed Metro E Line Station would be located on land that is zoned for industrial (City of Los Angeles, 2023) and on land designated for industrial, general office, commercial, and public facilities land use (SCAG, 2024a). Other land use surrounding the proposed Metro E Line Station at a 1-mile radius buffer are typical of an urban environment. Sawtelle Japantown is home to a sizable Japanese American population and is known for various restaurants, retail, and commercial businesses. There are also commercial uses located along Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard. Within this commercial strip is the former Westside Pavilion shopping mall, now known as One Westside Shopping Center, and acquired by UCLA to develop the UCLA Research Park (Schindler, 2024). Schools located within the proposed station RSA include Clover Avenue Elementary School, Daniel Webster Middle School, and Richland Avenue Elementary School.

8.2.2.2 Santa Monica Boulevard Station

The proposed Santa Monica Boulevard Station would be located on land that is zoned for public facilities and commercial land uses (City of Los Angeles, 2023) and on land designated for commercial, general office use, and public facility uses (SCAG, 2024a). The proposed station is located at Santa Monica Boulevard and Bentley Avenue. Other land uses within the proposed station RSA include single-family and multi-family residential, commercial, public facilities, general office, industrial, and open space/recreation (SCAG, 2024a). Schools located within the proposed station RSA include Nora Sterry Elementary School and New Horizon School.

8.2.2.3 Wilshire Boulevard/Metro D Line Station

The proposed Wilshire Boulevard/Metro D Line Station would be located directly adjacent to the northwest of the future Westwood/UCLA Station and provide access to the City of Santa Monica and the U.S. Department of Veterans Affairs (VA) west and downtown Los Angeles to the east, connecting with the Metro A Line, B Line, D Line, E Line, and K Line.

The proposed Wilshire/Metro D Line Station would be located on land that is zoned for commercial land uses (City of Los Angeles, 2023) and on land designated for general office, commercial, and mixed commercial and residential uses (SCAG, 2024a). Other land uses within the proposed Wilshire/Metro D Line Station RSA include single-family and multi-family residential, commercial, public facilities, industrial, and open space/recreation uses (SCAG, 2024a). The Federal Building is located within the RSA and houses the Los Angeles Passport Agency, VA, and the VA Medical Center. The West Los Angeles U.S. Army Reserve Center – Sadao Munemori Hall is located west of the VA Hospital within the RSA. As a federal agency, the VA is not subject to state or local zoning regulations but considers general compatibility with existing and future land use designations and zoning ordinances.

Open space facilities within the RSA include the Bad News Bears Field and the Westwood Recreation Center. Located east and northeast of the proposed station are the Hammer Museum, UCLA, and places of worship, which all serve as major destinations within the proposed station RSA. Other schools located within the proposed station RSA include Saint Paul the Apostle School, Ralph Waldo Emerson Community Charter Middle School and Geffen Academy at UCLA, and Fairburn Elementary School.

8.2.2.4 UCLA Gateway Plaza Station

The proposed UCLA Gateway Plaza Station is primarily located on land that is zoned as public facilities land use (City of Los Angeles, 2023), and land uses designated as education uses (SCAG, 2024a). Other land uses within the RSA of the proposed station include single-family residential and multi-family

residential, commercial, public facility, general office, and open space/recreation (SCAG, 2024a). UCLA is a major destination within the proposed station RSA with an enrollment of over 47,000 students, (UCLA, 2023).

Activity Centers adjacent to the proposed UCLA Gateway Plaza Station include the UCLA Ronald Reagan Medical Center, UCLA Medical Plazas, UCLA Mathias Botanical Garden, and campus sporting facilities. Land uses within the proposed station include commercial, open space, public facilities, suburban agriculture, single-family residential, and multi-family residential land uses.

8.2.2.5 Ventura Boulevard/Sepulveda Boulevard Station

The proposed Ventura Boulevard Station would be located on that is land zoned for public facilities and commercial land uses (City of Los Angeles, 2023) and on land designated as public facilities, general office, commercial, and mixed residential and commercial uses (SCAG, 2024a). Other land uses within the RSA of the proposed station include single-family and multi-family residential, commercial, general office, public facilities, and education (SCAG, 2024a). Sherman Oaks Galleria and the Sepulveda Basin Recreation Area, Maha Montessori, Belmont Village Senior Living Encino, Emek Hebrew Academy, and Hesby Oaks Elementary school are also within the RSA of the proposed station.

8.2.2.6 Metro G Line Sepulveda Station

The proposed Metro G Line Sepulveda Station would be located directly adjacent to the west of the existing Metro G Line Station and provide access to the Chatsworth community located in San Fernando Valley to the west, and North Hollywood to the east, with connections to the Metro B Line.

The proposed Metro G Line Station would be located on land that is zoned for manufacturing and public facilities land uses (City of Los Angeles, 2023) and on land designated for commercial, general office, industrial, and public facilities uses (SCAG, 2024a). Other land uses within the RSA of the proposed Metro G Line Station include single-family and multi-family residential, commercial, public facilities, industrial, and open space/recreation (SCAG, 2024a).

There are two open space and recreation centers within the RSA including the Sepulveda Basin Wildlife Reserve and Delano Park. Abutting the proposed station is the Sepulveda Boulevard commercial and industrial corridor with several big box department stores, home improvement stores, and a grocery store. Sylvan Park Elementary School is also within the RSA of the proposed station.

8.2.2.7 Sherman Way Station

The RSA of the proposed Sherman Way Station would be located on land that is zoned for commercial land uses (City of Los Angeles, 2023), and on land designated for public facilities uses (SCAG, 2024a). Other land uses within the RSA of the proposed Sherman Way Station include single-family and multi-family residential, commercial, and general office (SCAG, 2024a). Valley Presbyterian Hospital, Valerio Street Elementary School, Fulton Middle School, and Van Nuys High School are also located within the proposed station RSA.

8.2.2.8 Van Nuys Metrolink Station

The proposed Van Nuys Metrolink Station would be located directly adjacent to the north of the existing Van Nuys Metrolink Station that serves the LOSSAN rail corridor and provide access to the Chatsworth community located in San Fernando Valley to the west, and downtown Los Angeles to the east, with connections to Union Station.

The proposed Van Nuys Metrolink Station is located on land that is zoned for public facilities and commercial land uses (City of Los Angeles, 2023) and on land designated as commercial, transportation/communications/utilities, and vacant uses (SCAG, 2020). Other land uses surrounding the RSA of the proposed Van Nuys Metrolink Station include single-family and multi-family residential, commercial, public facilities, and industrial (SCAG, 2024a). The Van Nuys Boulevard commercial corridor, home to the Plant Shopping Center, Panorama High School, and Valley Medical Center, is also located within the proposed station RSA.

8.2.3 Maintenance and Storage Facilities

The proposed MSF is located on land that is zoned for manufacturing land use (City of Los Angeles, 2023) and on land designated for industrial uses (SCAG, 2024a). Other land uses within the proposed MSF RSA include single-family residential, multi-family residential, commercial, public facilities, and general office land use (SCAG, 2024a). Within the MSF RSA is the Van Nuys Boulevard commercial corridor, home to the Plant Shopping Center, Panorama High School, Valley Medical Center, and Panorama Mall.

8.2.4 Sensitive Land Uses

Sensitive land uses are described in detail in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025a) and include the following institutions and facilities:

- Educational institutions (e.g., UCLA, Clover Avenue Elementary School, Daniel Webster Middle School, Richland Avenue Elementary School, Nora Sterry Elementary School, New Horizon School, St. Sebastian School, Marymount High School, Ralph Waldo Emerson Community Charter Middle School, Emek Hebrew Academy, Curtis School, Wise School, Hesby Oaks Elementary School, Maha Montessori, Sylvan Park Elementary School, Sylvan Park Early Education Center, Fairburn Elementary School, Fusion Academy Los Angeles, Robert Fulton College Preparatory School, Valerio Street Elementary School, Van Nuys High School, and Panorama High School)
- Recreation facilities (e.g., Andres and Maria Cadenas Skate Park, Bad News Bears Field, Westwood Recreation Center, Delano Park, Bel-Air Country Club, UCLA Mathias Botanical Garden and Sepulveda Basin Recreation Area)
- Health and medical services institutions (e.g., Mission Community Hospital, VCA West Los Angeles Animal Hospital, VCA Animal Specialty and Emergency Center, West Los Angeles VA Medical Center, UCLA Ronald Reagan Medical Center, Valley Presbyterian Hospital and Valley Medical Center)
- Cultural institutions (e.g., Hammer Museum)
- Places of worship (e.g., Every Nation City Church, Los Angeles California Temple, Ministries Divine Restoration, and St. Cyril of Jerusalem Catholic Church)
- Government facilities (e.g., Social Security Administration, Los Angeles County Sewer Maintenance, Los Angeles County Department of Public Social Services, LADWP Distributing Station 28, LADWP Corporate Offices, LADWP Valley Center, U.S. Postal Services, Federal Building/ Veterans Affairs/ Los Angeles Passport Agency, Van Nuys Department of Motor Vehicles and Van Nuys Mega Passport Office)

8.2.5 Agriculture Resources

The California Department of Conservation (DOC) maps “Important Farmland” throughout the state through its Farmland Mapping and Monitoring Program (FMMP) (DOC, 2023). In order to be shown on

an Important Farmland Map, land must meet criteria regarding both land use and soil characteristics. To meet the land use criteria, land must have been used for irrigated agricultural production at some time during the 4 years prior to the Important Farmland Map date. In addition, the soil must meet the physical and chemical criteria for “Prime Farmland,” or “Farmland of Statewide Importance” as determined by the U.S. Department of Agriculture (USDA), which compiles lists of which soils in each survey area meet the criteria. As defined by the DOC, farmland is generally grouped into the following categories:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land

There are no designated land uses for agricultural purposes in the RSA or within the surrounding areas. According to the DOC’s California Important Farmland Map, the Alternative 4 RSA is classified as Urban and Built-Up Land and there is no farmland within the RSA (DOC, 2022).

8.2.6 Forestry Resources

Alternative 4 and the surrounding areas within the RSA are largely urbanized and characterized by features typical of the urban landscape. According to the USDA Forest Services, the closest designated forestry resource is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 4 (USDA, 2023). There are no forestry resources at Alternative 4 or within the RSA.

8.3 Impacts Evaluation

8.3.1 Impact LUP-1: Would the project physically divide an established community?

8.3.1.1 Operational Impacts

Alternative 4 would operate within or parallel to existing transportation corridors that are primarily designated as public facilities, and with adjacent land uses that are designated as residential, commercial, office, public facility, light manufacturing, and industrial. While Alternative 4 would introduce Project elements to the existing setting (i.e., aerial and underground guideway and stations, straddle bents, support columns and their raised median or similar barrier, and TPSSs), these elements would be located within the LOSSAN rail corridor ROW or City of Los Angeles ROW.

Alternative 4 is currently surrounded by a mix of land uses as previously identified on Figure 8-11 and in Table 8-6. Existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Alternative 4 would not conflict with the predominant uses present in the surrounding areas within the RSA.

The Alternative 4 alignment would be located underground south of the San Fernando Valley and would therefore have no potential to result in physical divisions of any established communities south of Del Gado Drive. Alternative 4 would introduce aerial stations and an aerial guideway on columns and straddle bents along Sepulveda Boulevard between Del Gado Drive and the Metrolink ROW. Established communities within this portion of the RSA include the Sherman Oaks and Van Nuys communities. I-405 currently separates adjacent land uses and acts as a western boundary of these communities based on the City of Los Angeles’ Neighborhood Council boundaries. As such, this assessment of potential

community division focuses on the Van Nuys community and more specifically, the portion of the community located north of Oxnard Street where there is a development pattern of established, low-density residential neighborhoods situated west and east of the proposed aerial guideway structures along Sepulveda Boulevard for Alternative 4. At least 85 percent of the households within these neighborhoods have a tenure greater than five years, and all neighborhoods, other than the portion of Van Nuys south of Vanowen Street and west of Sepulveda Boulevard, are identified as Equity Focus Communities (EFC) based on the Metro Equity Need Index (Metro, 2022). Metro created the EFC designation as part of Metro's Equity Platform to help identify where transportation needs are greatest and have mobility barriers for concentrations of populations for low-income households; Black, Indigenous, and Other People of Color residents; and households with no access to a car.

At the northern end of the Alternative 4 alignment, the aerial guideway would be located within and adjacent to the LOSSAN rail corridor ROW, which serves as an existing physical division between the northern boundary of the Van Nuys community and Panorama City. The height of the proposed aerial guideway and stations would be sufficient to maintain access to surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections located along Sepulveda Boulevard, thereby maintaining connection and access to existing land uses. Additionally, communities located north and south of the proposed aerial segment would continue to be accessible to the existing Metrolink Van Nuys station, and the proposed Metrolink Van Nuys Station would continue to be accessible to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections located along Van Nuys Boulevard. Thus, communities located north and south of the alignment where it is parallel to the LOSSAN rail corridor ROW would continue to be accessible to vehicle and non-vehicle users, and the addition of the proposed aerial guideway would not result in a new division of an established community.

Sepulveda Boulevard is a major thoroughfare and commercial corridor that extends approximately 2.2 miles through the Van Nuys community. The length of Sepulveda Boulevard is developed with a mix of big box commercial and low-scale community-serving businesses that front Sepulveda Boulevard. According to the City of Los Angeles Department of Finance List of Active Businesses, there are approximately 140 community-serving businesses located along Sepulveda Boulevard within the Van Nuys community. These businesses include dentist/medical offices, auto repair shops, restaurants, law offices, hotels, and hair/nail salons. In addition, well established single-family residential neighborhoods are located to the east and west of Sepulveda Boulevard. The proposed stations with Alternative 4 are located primarily on land uses designated for commercial, public facilities, office, open space, and manufacturing. The existing characteristics in these proposed station areas are densely urbanized and along Sepulveda Boulevard and the LOSSAN rail corridor.

Sepulveda Boulevard is designated as Boulevard II, which describes roadways with widths of 80 feet and total ROW widths of 110 feet (DCP, 2016). Within the Van Nuys community, Sepulveda Boulevard includes three through travel lanes in both the northbound and southbound directions with a center turn lane and street parking on both sides. Sidewalks along Sepulveda Boulevard range in width from approximately 10 feet to as little as 5 feet in some locations. Further detail on roadway designation and associated transportation plans are discussed in *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b).

Portions of the proposed Alternative 4 aerial guideway would be placed along the center median lane of Sepulveda Boulevard, which is currently a two-way left-turn lane. In addition, the aerial guideway would require installation of a raised median or similar barrier along the length of Sepulveda Boulevard to provide protection for the aerial guideway support columns and limit vehicle movements across the

center of the roadway due to sight distance conflicts. As a result, all midblock left-turn movements along Sepulveda Boulevard would be eliminated thus diminishing access to businesses and residential development with driveway access from Sepulveda Boulevard. In addition, proposed straddle bents would be situated within existing sidewalks affecting pedestrian circulation and affecting driveway access. Approximately 50 commercial driveways and 22 residential driveways would be affected by the physical presence of the aerial guideway and associated median/column protection, by restricting left-turn in/left-turn out movements. The restriction on left-turns along Sepulveda Boulevard would result in inconvenient vehicle circulation, particularly for local residents seeking access to community-serving business and residences along Sepulveda Boulevard. However, the proposed aerial guideway and stations would provide sufficient clearance between the support columns to maintain access to surrounding uses for motor vehicles. While left the center left-turn lane along Sepulveda Boulevard would be removed to accommodate the columns, motorists would still be able to make left turns at major intersections, thereby ensuring access to surrounding land uses. Additionally, pedestrian access would be maintained via the sidewalk network through crossings at signalized intersections located along Sepulveda Boulevard.

The neighborhoods west of Sepulveda Boulevard share a similar development pattern to those to the east of Sepulveda Boulevard. The proposed aerial guideway, stations, and other Project elements associated with Alternative 4 would introduce new vertical structures that could alter the visual character of the Sepulveda commercial corridor. However, Alternative 4 incorporates Project Measures (PM) LU-1 and LU-2, which aim to enhance urban design and maintain community cohesion along Sepulveda Boulevard. PM LU-1 would provide circulation improvements, such as left-turn breaks in the median where feasible, to help maintain accessibility and connectivity for businesses and residents. PM LU-2 would introduce urban design enhancements, including landscaping, decorative lighting, wayfinding improvements, and streetscape elements that could help soften the visual presence of the new infrastructure and integrate it more harmoniously into the community setting.

The existing pedestrian bridge (the “Willis Avenue Pedestrian Overhead”, Federal Railroad Administration ([FRA] crossing ID 921721T) is west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. Even with the removal of this pedestrian bridge, communities located north of the LOSSAN rail corridor ROW and south of Keswick Street would continue to have access to the existing Van Nuys Metrolink/Amtrak Station via alternative roadways including Van Nuys Boulevard, Sepulveda Boulevard, and Saticoy Street. Surrounding land uses would continue to be accessible to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections located along Van Nuys Boulevard. Travel across Sepulveda Boulevard at major intersections and access to all land uses within the Van Nuys community would be maintained, and as such, impacts related to physically dividing an established community would be less than significant.

8.3.1.2 Construction Impacts

Construction activities for Alternative 4 would not result in permanent physical divisions of established communities. Temporary street detours would be required to accommodate proposed aerial and underground guideway and stations, and I-405 on- and off-ramp construction. A majority of the aerial guideway would be constructed within the roadway along Sepulveda Boulevard and the LOSSAN rail corridor ROWs, and the underground segment would be constructed below the public ROW along Sepulveda Boulevard and the Westwood, Bel-Air, Beverly Crest, and Sherman Oaks communities located within the Santa Monica Mountains. Without mitigation, the temporary street detours and access restrictions during construction could represent a significant impact due to potential access disruptions.

Construction of Alternative 4 would require a raised median along Sepulveda Boulevard in the San Fernando Valley (Valley) to accommodate aerial guideway columns, resulting in the removal of left turns along Sepulveda Boulevard to and from La Maida Street, Valleyheart Drive South, Hesby Street, Hartsook Street, Archwood Street, Hart Street, Leadwell Street, Covello Street, and several driveways. Street and sidewalk closures during construction would temporarily limit property access between established communities. Without mitigation, these temporary closures could still result in significant impacts on community access.

Construction of Alternative 4 would require partial and full construction easements on properties designated as public facilities, heavy manufacturing, residential, industrial, open space, and commercial uses. In Sherman Oaks, construction easements would also be required for multi-family and single-family properties located east of I-405 on Del Gado Drive to support the underground tunnel transition structure and proposed Ventura Station. South of Sherman Oaks, construction easements and encroachment permits would be needed aerial guideway installation, straddle bents, street reconstruction, demolition, and utility relocation. While the properties under these easements and permits would retain their original land use designation and zoning classifications, the temporary use of these properties for construction activities could cause access disruptions that represent a significant impact without mitigation.

The removal of the Willis Avenue Pedestrian Overhead during construction would temporarily affect pedestrian connectivity across the LOSSAN corridor. However, alternative roadways, including Van Nuys Boulevard, Sepulveda Boulevard, and Satcoy Street, would maintain access during this period. Surrounding land uses would remain accessible to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network at signalized intersections. Without mitigation, these temporary changes could still result in significant impacts related to access to and from established communities.

To address these potential impacts, Alternative 4 would be required to implement MM TRA-4, which would require preparation and implementation of a TMP to reduce the impacts of construction work zones, provide wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways, and require Metro and the contractor to notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

8.3.1.3 Maintenance and Storage Facility

The proposed MSF would require acquiring properties west of Woodman Avenue and south of the LOSSAN rail corridor ROW, which currently serve as permanent barriers to existing communities located within the RSA. However, the proposed MSF would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for industrial uses. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, location and/or operation of the proposed MSF would not physically divide an established community, and no impact would occur.

Construction activities for the proposed MSF would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, bicyclists, and vehicles within and between local communities. Without mitigation, these closures could result in significant impacts related to community access.

The *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b) further analyzes the potential impacts on circulation and pedestrian access to adjoining or nearby properties. As discussed in that report, street and sidewalk closures may be required during construction of the proposed MSF that would temporarily limit property access between established communities. These closures would be temporary and periodic. However, without mitigation, these temporary closures could still result in significant impacts related to community access and connectivity.

To address these impacts, the proposed MSF would implement MM TRA-4, which would require preparation and implementation of a construction TMP to minimize disruptions from construction work zones, provide wayfinding signage to inform the public of reroutes, and require Metro and the contractor notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

8.3.2 Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

8.3.2.1 Operational Impacts

Alternative 4 would be generally supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA that prioritize public transportation improvements and reductions of vehicle trips, as summarized in Table 8-8.

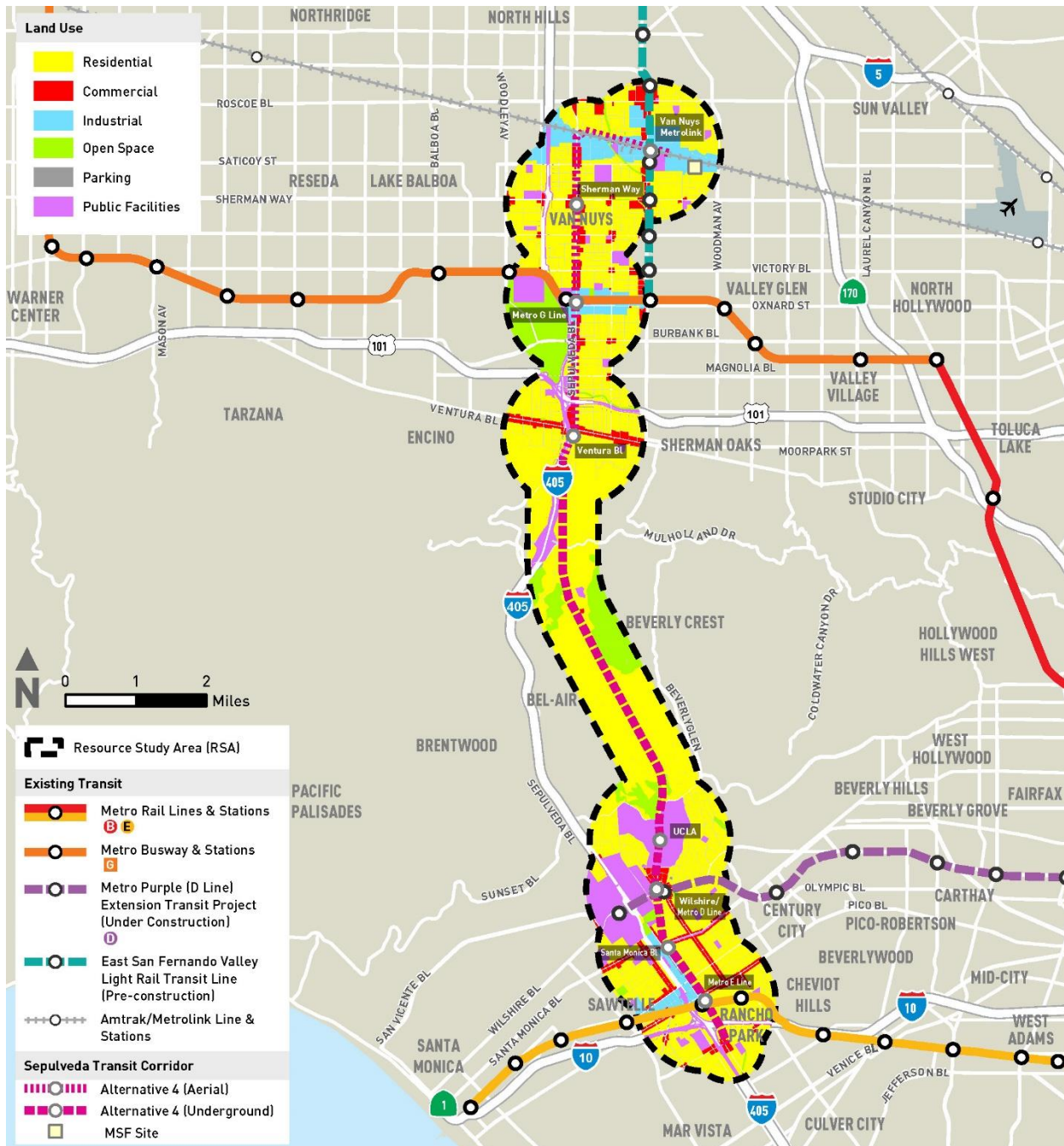
The Project is identified under the Southern California Association of Governments (SCAG) *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) *Final Connect SoCal Project List Technical Report* (SCAG, 2024a, 2024b). Alternative 4 would support the goal of the 2024-2050 RTP/SCS to provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Operations of Alternative 4 would also support the public transportation Goal 10 to “develop a public transit system that improves mobility with convenient alternatives to automobile travel” and Objective 10-2 to “increase the work trips and non-work trips made on public transit” under the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a). Furthermore, Alternative 4 would support Objective 11-1 in the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d) which is “to encourage ...rail facilities.” Additionally, Policy 11-2.1 sets forth to “develop an intermodal mass transportation plan to implement linkages to future rail service.” Additionally, under the *Bel Air-Beverly Crest Community Plan’s* (DCP, 1996) Public Transportation section, Alternative 4 would be supportive of the community’s objective to propose “a public transportation corridor in the vicinity of the San Diego Freeway and Sepulveda Boulevard. This corridor should be utilized for appropriate public transportation. There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation.”

The elements of Alternative 4 would be generally consistent with future commercial, industrial, mixed residential and commercial, and public facilities land uses as shown on Figure 8-13. Some areas of the alignment of Alternative 4 would acquire land designated as open space located along Sepulveda Boulevard between US-101 and Magnolia Boulevard, one of which is the bridge over the Los Angeles River. Although Alternative 4 would require permanent underground easements for open space property within the Santa Monica Mountains for the underground alignment, existing land uses would

not change due to the depth of the tunnel. Therefore, impacts on land use in these areas would be less than significant.

Figure 8-13. Alternative 4: Planned Land Use within the Resource Study Area



Source: DCP, 2001b; HTA, 2024

The alignment of Alternative 4 would travel west of Sepulveda Boulevard for approximately 1,680 feet between Del Gado Drive just south of the I-405 northbound Sepulveda Boulevard off-ramp and Greenleaf Street. This portion of the alignment of Alternative 4 would acquire single-family residences

and the Highland at Sherman Oaks apartment building that the City of Los Angeles designates as single-family and multi-family residential, and public facilities to accommodate the proposed footprint where the underground tunnel transitions to an aerial guideway and straddle bents to support the Ventura Boulevard Station. As previously stated, Alternative 4 would support Objective 11-1 in the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d), which is “to encourage...rail facilities,” and Policy 11-2.1 which seeks to “develop an intermodal mass transportation plan to implement linkages to future rail service.” Therefore, these impacts would be less than significant.

Alternative 4 would not conflict with Objective 5-1 of the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d), which sets forth an objective “to preserve existing open space resources...” , because open space resources would not be acquired.

No acquisition of open space in the Santa Monica Mountains would be required, thus, Alternative 4 would be consistent with the *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979). The priority for the Resource Protection Policy within the Conservation Element of the *Santa Monica Mountains Comprehensive Plan* sets forth that “the natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost.” Alternative 4 would be consistent with this policy because it would avoid direct impacts on open space.

The proposed belowground UCLA Gateway Plaza Station would be consistent with the *UCLA Long Range Development Plan* in providing better pedestrian access for its students, staff, and visitors, particularly close to the hospital facilities.

The existing pedestrian bridge (the “Willis Avenue Pedestrian Overhead,” FRA crossing ID 921721T) is west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. As described in *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), the removal of the pedestrian bridge would conflict with *Mobility Plan 2035*, the state-mandated circulation element of the *City of Los Angeles Mobility Plan 2035* (DCP, 2016). The plan includes a Neighborhood Enhanced Network (NEN), which highlights a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. The Willis Avenue Pedestrian Bridge directly connects Willis Avenue and Raymer Street, which are identified as part of the NEN. Due to this conflict, there would be a significant impact.

To address this significant impact, Alternative 4 would be required to implement MM-TRA-7, which would require replacing the existing pedestrian bridge with a new pedestrian bridge or pedestrian undercrossing. With implementation of MM TRA-7, land use impacts associated with the Willis Avenue Pedestrian Overhead Bridge would be reduced to less than significant.

In summary, Alternative 4 would generally be consistent with regional and local transportation goals and policies of providing enhanced transportation access and reducing greenhouse gas emissions and would not conflict with the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d) and the *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979), which prioritize protecting natural resources and open space. However, the removal of the Willis Avenue Pedestrian Bridge would conflict with the City of Los Angeles Mobility Plan 2035, resulting in a significant impact. To address this impact, Alternative 4 would implement MM TRA-7, which requires replacing the pedestrian bridge with a new pedestrian bridge or pedestrian undercrossing to maintain

connectivity and consistency with the Mobility Plan. With implementation of MM TRA-7, this significant impact would be reduced to less than significant.

8.3.2.2 Construction Impacts

Construction of Alternative 4 would require construction easements and encroachment permits for construction, including aerial and underground guideway and station installation, street reconstruction, demolition, construction staging, cut-and-cover construction for the proposed stations, and utility relocation. Construction easements and encroachment permits would vary along the Alternative 4 guideway alignment and proposed stations, depending on the type of construction and adjacent land use.

The properties under construction easements and encroachment permits would retain their original land use designation and zoning classifications. Construction easements and encroachment permits would consist of properties with land use designated as commercial, public facilities, general office, residential, mixed residential and commercial, industrial, vacant, transportation/communications/utilities, and open space and recreation (SCAG, 2024a).

Alternative 4 would require construction easements and encroachment permits for properties located east of the I-405 corridor along Sepulveda Boulevard in the Sherman Oaks neighborhood consisting of single-family and multi-family residential properties. Construction activities include viaducts transversing over the I-405 on- and off-ramps located at Greenleaf Street associated with the Ventura Boulevard Station, aerial structure, and straddle bents.

Construction easements for the tunnel footprint, aerial structure, and straddle bents to support the proposed Ventura Boulevard Station would not conflict with Objective 5-1 of the *Van Nuys-North Sherman Oaks Community Plan*, which sets forth an objective “to preserve existing open space resources...”, and the *Santa Monica Mountains Comprehensive Plan* Conservation Area (Santa Monica Mountains Comprehensive Commission, 1979).

The priority for the Resource protection Policy within the Conservation Element of the *Santa Monica Mountains Comprehensive Plan* sets forth that: “the natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost.” In accordance with the *Santa Monica Mountains Comprehensive Plan* preference for recreational land uses, Alternative 4 would undergo design review regulation for all major grading projects to be consistent with the *Santa Monica Mountains Comprehensive Plan*.

As summarized in Table 8-8, Alternative 4 would be consistent with the regional plans and policies prioritizing alternative modes of travel to reduce single-occupancy vehicle trips, encouraging rail facilities in the community, and expanding land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Construction easements for construction of the tunnel footprint south of Del Gado Drive, and the aerial alignment and stations for the proposed Ventura Boulevard Station in Sherman Oaks under Alternative 4 would not conflict with applicable land use plans, policies, or regulations of the *Van Nuys-North Sherman Oaks Community Plan* and *Santa Monica Mountains Comprehensive Plan*. Impacts would be temporary, and properties under construction easements would retain their original land use designation and zoning classifications. As such, construction activities associated with Alternative 4 would not conflict with applicable land use

plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the construction of Alternative 4 would result in a less than significant impact.

Table 8-8. Alternative 4: Relevant Plans and Policies

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Southern California Association of Governments	2024-2050 RTP/SCS (SCAG, 2024a, 2024b)	<ul style="list-style-type: none"> Provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. 	<ul style="list-style-type: none"> Alternative 4 is consistent with this Long-range Visioning Plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern.
Los Angeles	City of Los Angeles Mobility Plan 2035 (DCP, 2016)	<ul style="list-style-type: none"> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities. Policy 5.1: Encourage the development of a sustainable transportation system that promotes environmental and public health. ENG.14: Implement the NEN, an approximately 800-mile system of collector and local streets designed to facilitate pedestrian and bicycle activity. A subset of this network has been prioritized to fill the gaps in the protected bicycle lane system defined by this Bicycle Enhanced Network. 	<ul style="list-style-type: none"> Policy 3.3: Alternative 4 is consistent with promoting equitable land use decisions that would result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Alternative 4 is consistent with and furthers the plan's goal of improving transit access and service to major regional destinations, job centers, and intermodal facilities. Policy 5.1: Alternative 4 is consistent with and furthers the plan's goal of encouraging the development of a sustainable transportation system that promotes environmental and public health. ENG.14: Alternative 4 is consistent implementation of the NEN by ensuring that a new pedestrian bridge or pedestrian undercrossing would replace the Willis Avenue Pedestrian Overhead to maintain connection within the bicycle and pedestrian network.
Los Angeles	Urban Water Management Plan (LADWP, 2020)	<ul style="list-style-type: none"> Mid-Valley Water Facility Project 	<ul style="list-style-type: none"> Alternative 4 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Santa Monica Mountains Conservancy	Santa Monica Mountains Comprehensive Plan (Santa Monica Mountains Comprehensive Commission, 1979)	<ul style="list-style-type: none"> Priority for Resource Protection Policy: The natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost. 	<ul style="list-style-type: none"> Priority for Resource Protection Policy: Alternative 4 is consistent with policies that would protect the natural resources of the Santa Monica Mountains as the tunnel portal within the Sherman Oaks community would occur on land identified as single-family residential.
Santa Monica Mountains Conservancy	Santa Monica Mountains National Recreation Area Action Plan (NPS, 2009)	<ul style="list-style-type: none"> Transportation management strategies of reducing vehicle miles traveled, improving vehicle efficiency, and using alternative fuels. 	<ul style="list-style-type: none"> Alternative 4 is consistent with the goal of reducing emissions by providing an alternative mode of transportation that would use alternative fuels and would result in less vehicle miles traveled.
Santa Monica Mountains Conservancy	Eastern Santa Monica Mountains Natural Resource Protection Plan (SMMC, 2021)	<ul style="list-style-type: none"> Protecting the few remaining viable habitat linkages across the cross mountain busy arterial roadways that include Sepulveda Boulevard, Beverly Glen Boulevard, Benedict Canyon Drive, Coldwater Canyon Avenue, and Laurel Canyon Boulevard. 	<ul style="list-style-type: none"> Alternative 4 would be conform with this plan as the Project is identified as a new rail through the Sepulveda Pass.
Los Angeles	West Los Angeles Community Plan (DCP, 1999a)	<ul style="list-style-type: none"> Goal 11: Encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. Objective 11-1: Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. Policy 11-1.4: Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access. 	<ul style="list-style-type: none"> Goal 11: Alternative 4 would be consistent with this policy and would encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. Objective 11-1: Alternative 4 would be consistent with pursuing transportation management strategies that can reduce the number of vehicle trips. Policy 11-1.4: Alternative 4 would be consistent with and further the promotion of the development of transportation facilities and services that encourage transit ridership and improve pedestrian and bicycle access.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Bel Air-Beverly Crest Community Plan (DCP, 1996)	<ul style="list-style-type: none"> Open space, and park and recreation lands, whether deeded to the City of Los Angeles or privately held as Open Space Land should be protected by provisions which would prohibit any future construction of non-recreational buildings on the protected areas. 	<ul style="list-style-type: none"> In the Bel-Air Beverly Crest communities, Alternative 4 would conform to policies concerning open space and state parkland since the alignment would be underground in these communities.
Los Angeles	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (DCP, 1998b)	<ul style="list-style-type: none"> Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. Objective 10-1.2: Encourage expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. Objective 10-2: Increase the work trips and non-work trips made on public transit. 	<ul style="list-style-type: none"> Goal 10: Alternative 4 would be consistent with and further this goal that aims to develop a public transit system that improves mobility with convenient alternatives to automobile travel. Objective 10-1.2: Alternative 4 would be consistent with encouraging the expansion of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. Objective 10-2: Alternative 4 would be consistent with increasing the trips on public transit.
Los Angeles	Van Nuys-North Sherman Oaks Community Plan (DCP, 1998d)	<ul style="list-style-type: none"> Objective 11-1: Encourage improved local and express bus service through the Van Nuys-North Sherman Oaks area. Objective 11-1.3: Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. Objective 11-2.1: Develop an Intermodal Mass Transportation Plan to implement linkages to future rail service. 	<ul style="list-style-type: none"> Objective 11-1: Alternative 4 would conform with this policy and support improvements of mass transit opportunities in the community. Objective 11-1.3: Alternative 4 would be consistent with this policy and would encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. Policy 11-2.1: Alternative 4 would conform with this policy and would develop an Intermodal Mass Transportation Plan to implement linkages to future rail service.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
UCLA	UCLA Long Range Development Plan (UCLA 2017)	<ul style="list-style-type: none"> Central Zone is designated to accommodate pedestrian friendly development planned in conjunction with potential future Westside subway proposals. 	<ul style="list-style-type: none"> The proposed UCLA Gateway station would be located within the UCLA designated Central Zone and partially within the adjacent to the Health Sciences Zone. Alternative 4 would be consistent with the <i>UCLA Long Range Development Plan</i> that plans for a more pedestrian access.

Source: HTA, 2024

ENG = Engineering

NEN = Neighborhood Enhanced Network

NPS = National Park Service

SMMC = Santa Monica Mountains Conservancy

8.3.2.3 Maintenance and Storage Facility

The proposed MSF would require construction easements and acquisition of properties with industrial uses. The parcels within the proposed MSF and in the vicinity are zoned as Light Industrial (City of Los Angeles, 2023). A significant portion of the proposed MSF is occupied by industrial uses owned by the Copart auto auctions. The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Given the existing industrial uses of the parcels to be acquired and of the parcels in the surrounding area, operation and construction of the proposed MSF would not be considered a change in land use type and would not conflict with adjacent land uses.

The proposed MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or that would conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction. Operation of the proposed MSF would conflict with the LADWP Urban Water Management Plan (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved a Mitigated Negative Declaration for the project on February 11, 2020 and construction is anticipated to begin in 2027. Due to the conflict with the proposed LADWP facility, the proposed MSF may result in the need to relocate or construct the LADWP facility in a different location which may result in new significant environmental effects. If it is determined that a new facility in a new location is needed, environmental review of the proposal would be required to determine potential environmental effects and identify feasible mitigation measures to address those effects. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, operation of the proposed MSF would result in a significant and unavoidable impact due to a conflict with local land use plans.

8.3.3 Impact AFR-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

8.3.3.1 Operational Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). Alternative 4 and surrounding areas within the RSA are largely urbanized with land uses that includes residential, commercial, industrial, open space, recreational, facilities, general offices, transportation, and utility infrastructure (SCAG, 2024a). There are no land uses for agricultural purposes within the RSA for Alternative 4. Implementation of Alternative 4 would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within or in close proximity to the RSA for Alternative 4. Therefore, Alternative 4 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation.

8.3.3.2 Construction Impacts

Agricultural resources include lands designated as Farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). There are no land uses for agricultural purposes within the RSA for Alternative 4. Implementation of Alternative 4 during construction activities would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within the RSA Alternative 4. Therefore, Alternative 4 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide importance to non-agricultural use, and no impact would occur during construction.

8.3.3.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned for agricultural uses. Therefore, the proposed MSF would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

8.3.4 Impact AFR-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

8.3.4.1 Operational Impacts

Implementation of Alternative 4 would not conflict with existing agricultural zoning during operational activities. Alternative 4 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 4 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, the Alternative 4 would have no impact on agricultural zoning during operation.

8.3.4.2 Construction Impacts

Implementation of Alternative 4 would not conflict with existing agricultural zoning during construction activities. Alternative 4 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 4 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, the Alternative 4 would have no impact on agricultural zoning during construction.

8.3.4.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned for agricultural uses. Therefore, the proposed MSF would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract, and no impact would occur during operation or construction.

8.3.5 Impact AFR-3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))

8.3.5.1 Operational Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). Alternative 4 and surrounding areas within the RSA

are largely urbanized with land uses that includes residential, commercial, industrial, open space, recreational, facilities, general offices, transportation and utility infrastructure (City of Los Angeles, 2023). There are no land uses for agricultural purposes within the RSA for Alternative 4. Implementation of Alternative 4 would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within or in close proximity to the RSA for Alternative 4. Therefore, Alternative 4 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation.

8.3.5.2 Construction Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). There are no land uses for agricultural purposes within the RSA for Alternative 4. Implementation of Alternative 4 during construction activities would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within the RSA Alternative 4. Therefore, Alternative 4 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide importance to non-agricultural use, and no impact would occur during construction.

8.3.5.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned for agricultural uses. Therefore, the proposed MSF would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

8.3.6 Impact AFR-4: Would the project result in the loss of forest land or conversion of forest land to non-forest land use?

8.3.6.1 Operational Impacts

Alternative 4 and the surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 4. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 4 (USDA, 2023). Implementation of Alternative 4 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as timberland production, and no impact would occur during operation.

8.3.6.2 Construction Impacts

Alternative 4 and the surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 4. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 4 (USDA, 2023). Implementation of Alternative 4 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as timberland production, and no impact would occur during construction.

8.3.6.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned as forest lands or timberland. Therefore, the proposed MSF would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

8.3.7 Impact AFR-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

8.3.7.1 Operational Impacts

Alternative 4 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 4 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 4. Therefore, there would be no impact associated with conversion of farmland or forest land during operation.

8.3.7.2 Construction Impacts

Alternative 4 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 4 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 4. Therefore, there would be no impact associated with conversion of farmland or forest land during construction.

8.3.7.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned as agricultural land, forest lands, or timberland. Therefore, the proposed MSF would not result in conversion of farmland or forest land, and no impact would occur during operation or construction.

8.4 Mitigation Measures

8.4.1 Operational Impacts

As discussed in Section 8.3, implementation of PM LU-1 and PM LU-2 would ensure that operation of Alternative 4 would reduce community cohesion effects.

The following project measures would be implemented for Alternative 4:

PM LU-1 **Circulation Improvement.** *To address changes in circulation along Sepulveda Boulevard, the Project shall develop a circulation improvement strategy in coordination with the Los Angeles Department of Transportation. The circulation improvement strategy shall include any combination of the following design features:*

- *Midblock straddle bents in preference to median support columns.*
- *Median breaks to allow left-turn movements where safe and effective.*
- *Midblock, signalized pedestrian crossings.*
- *Curb bump outs around straddle bent supports.*

- *Pursuit of new or innovative technologies for guideway support that allow for longer spans.*

PM LU-2: ***Urban Design and Cohesion Enhancement.** The Project shall develop an urban design strategy to enhance and improve the Van Nuys community's cohesion along Sepulveda Boulevard. The urban design strategy shall include any combination of the following design features:*

- *Median design shall reduce the height of the median barrier between columns to the greatest extent practicable.*
- *Median design shall include landscaping consistent with the applicable City of Los Angeles landscape design guidance.*
- *A lighting plan inclusive of decorative lighting along the proposed median and functional day/night lighting along proposed guideway.*
- *Signage and wayfinding improvement strategy that shall provide wayfinding to transit stations as well as Sepulveda Boulevard crossings. Monument signage, wayfinding, and other improvements that provide a sense of place are encouraged.*
- *Streetscape design improvements including sidewalk treatments, roadway markings, and street furniture.*
- *Columns and straddle bent supports shall be finished with graffiti-resistant materials.*

As discussed in Section 8.3, operation of Alternative 4 would require implementation of MM LUP-1 to reduce impacts caused by the acquisitions of open space and the DWP site, and MM TRA-7 to reduce impacts caused by conflicting with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The following mitigation measure would be implemented for Alternative 4:

MM LUP-1: *Metro shall coordinate and work with the Santa Monica Mountains Conservancy, Los Angeles Department of Water and Power, and City to amend the Santa Monica Mountains Conservancy Comprehensive Plan, the LADWP Urban Water Management Plan, and the Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans, and to amend the LAMC to bring the project into conformity with those planning and zoning requirements.*

MM TRA-7 *The Project shall replace the Willis Avenue Pedestrian Bridge with another pedestrian bridge or pedestrian undercrossing. The replacement structure must be completed and operational before the existing bridge is removed.*

8.4.2 Construction Impacts

As discussed in Section 8.3, implementation of MM TRA-4 would ensure that construction of Alternative 4 would not divide an established community.

The following mitigation measures would be implemented for Alternative 4:

MM TRA-4

The project contractor shall prepare a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures:

- Where feasible, schedule construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible.*
- Designated routes for project haul trucks shall primarily utilize the I-405, I-10, US-101 corridors. Throughout the construction process, these routes shall be coordinated with the City of Los Angeles and Veterans Affairs to ensure consistency with land use and mobility plans. Additionally, the routes shall be situated to minimize noise, vibration, and other possible impacts.*
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.*
- Where construction encroaches on the Los Angeles-San Diego-San Luis Obispo rail corridor right-of-way, coordinate construction activities with Union Pacific, Metrolink, and Amtrak to minimize disruptions to service and coordinate on outreach to inform passengers of service impacts. Provide temporary parking and drop-off facilities at the Van Nuys Metrolink/Amtrak Station to minimize passenger impacts.*
- Develop and implement an outreach program and public awareness campaign in coordination with Caltrans, the City of Los Angeles, the City of Santa Monica, and the County of Los Angeles to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.*
- Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.*
- Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.*
- Where construction encroaches on pedestrian facilities, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.*
- Where construction encroaches onto the University of California, Los Angeles campus, the project contractor shall ensure that access to campus buildings is maintained through temporary decking and the construction of temporary stairs and ramps.*
- During final design, the project contractor shall coordinate with Metro Operations to minimize construction impacts on existing Metro rail operations in and around existing stations. Where construction results in the interruption of Metro rail operations, buses shall provide temporary service between rail stations.*

- *Provide on-street bicycle detour routes and signage to address temporary effects to bicycle circulation and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted.*
- *During final design, the project contractor shall coordinate 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 nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.*
- *Maintain customer and delivery access to all operating businesses near construction work areas. Access shall be maintained to allow for reasonable business operations, including clear signage for alternate routes, temporary driveways, or entry points as necessary. Coordination with businesses shall be conducted to address specific access needs and minimize disruptions, ensuring that any restrictions are communicated in advance and alternative arrangements are provided as appropriate.*

8.4.3 Impacts After Mitigation

Regarding Impact LUP-1, implementation of MM TRA-4 would require preparation and implementation of a TMP during construction to minimize disruptions caused by construction activities of each of the project alternatives. The TMP would facilitate the flow of traffic and transit service in and around construction zones, ensuring access to and from established communities is maintained. With implementation of MM TRA-4, construction impacts associated with Alternative 4 under Impact LUP-1 would be reduced to less than significant.

Under Impact LUP-2, with implementation of MM TRA-7, Alternative 4 would replace the pedestrian bridge with a new pedestrian bridge or pedestrian undercrossing. This would maintain travel across Sepulveda Boulevard at major intersections and ensure access to all land uses within the Van Nuys community. As a result, the operational impacts of Alternative 4 for Impact LUP-2 would be reduced to less than significant with mitigation.

Operation of the MSF would conflict with the *LADWP Urban Water Management Plan* (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. Operation of the proposed MSF would result in a significant and unavoidable impact. Therefore, operation of Alternative 4 would conflict with land use plans, policies and regulations adopted for the purpose of avoiding or mitigation environmental impacts, which would be a significant and unavoidable impact.

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 miles 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.

Figure 9-1. Alternative 5: Alignment



Source: STCP, 2024; HTA, 2024

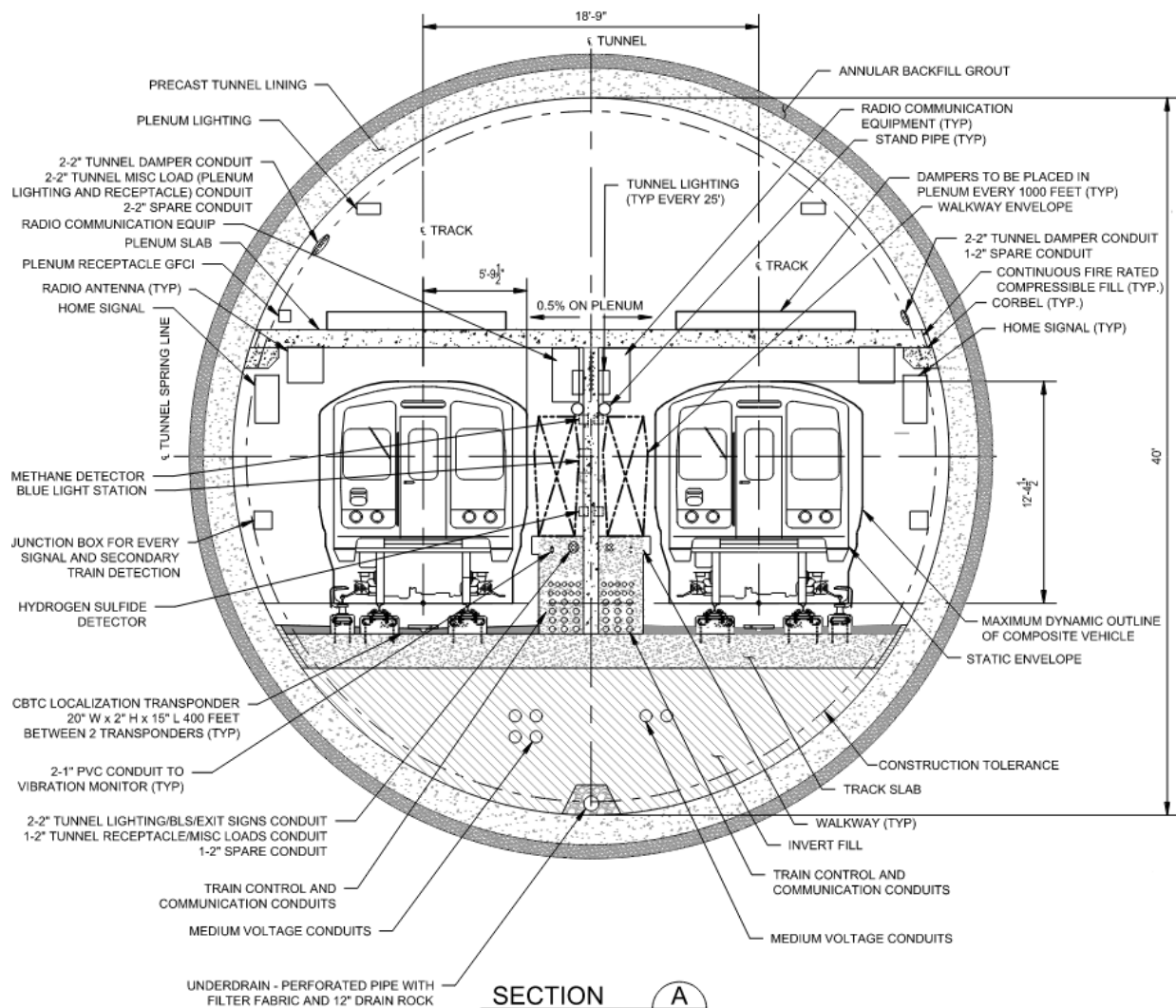
From the UCLA Gateway Plaza Station, the alignment would turn to the northwest beneath the Santa Monica Mountains to the east of Interstate 405 (I-405). South of Mulholland Drive, the alignment would curve to the north, aligning with Saugus Avenue south of Valley Vista Boulevard. The Ventura Boulevard 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.

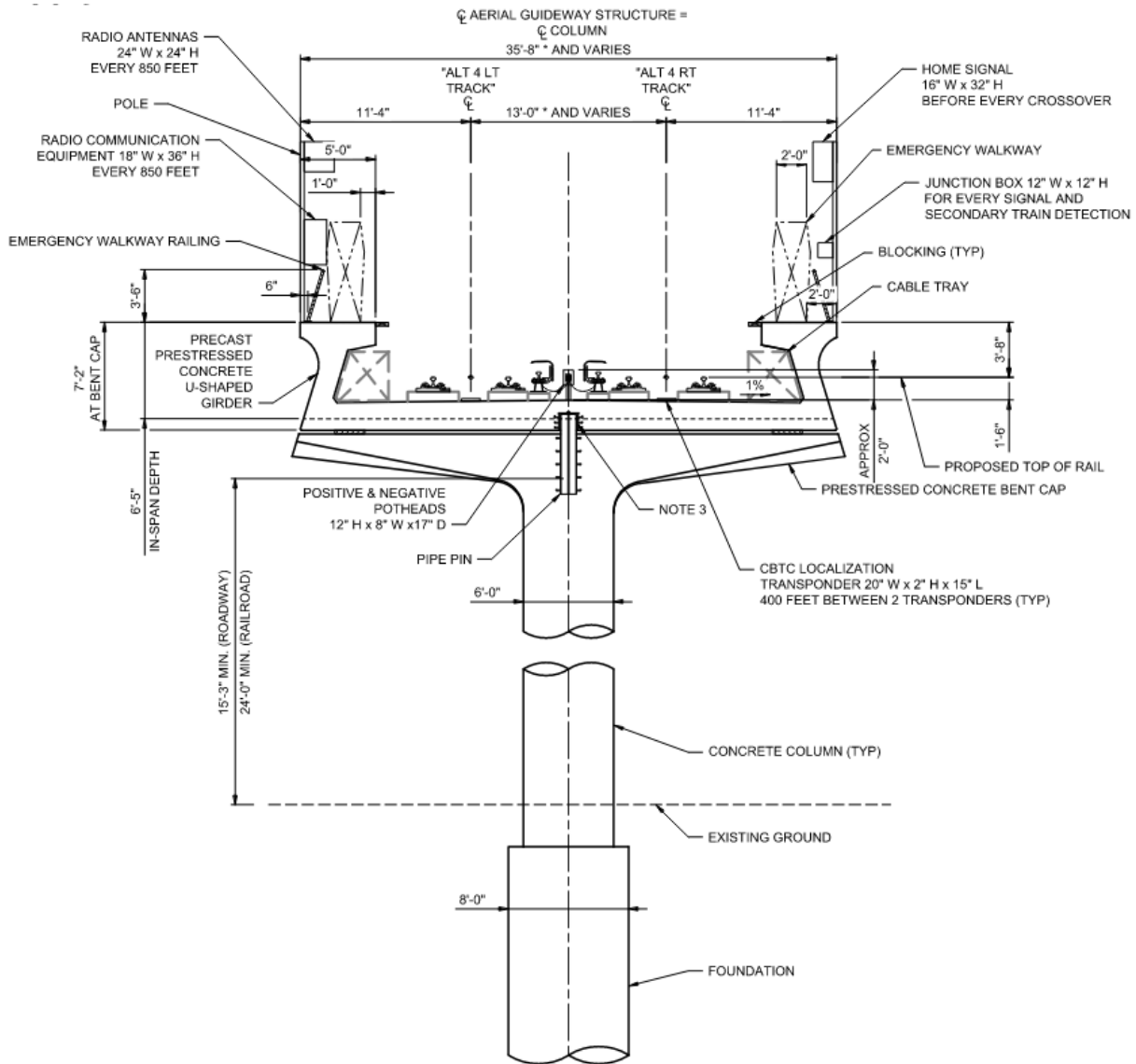
Figure 9-2. Typical Underground Guideway Cross-Section



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

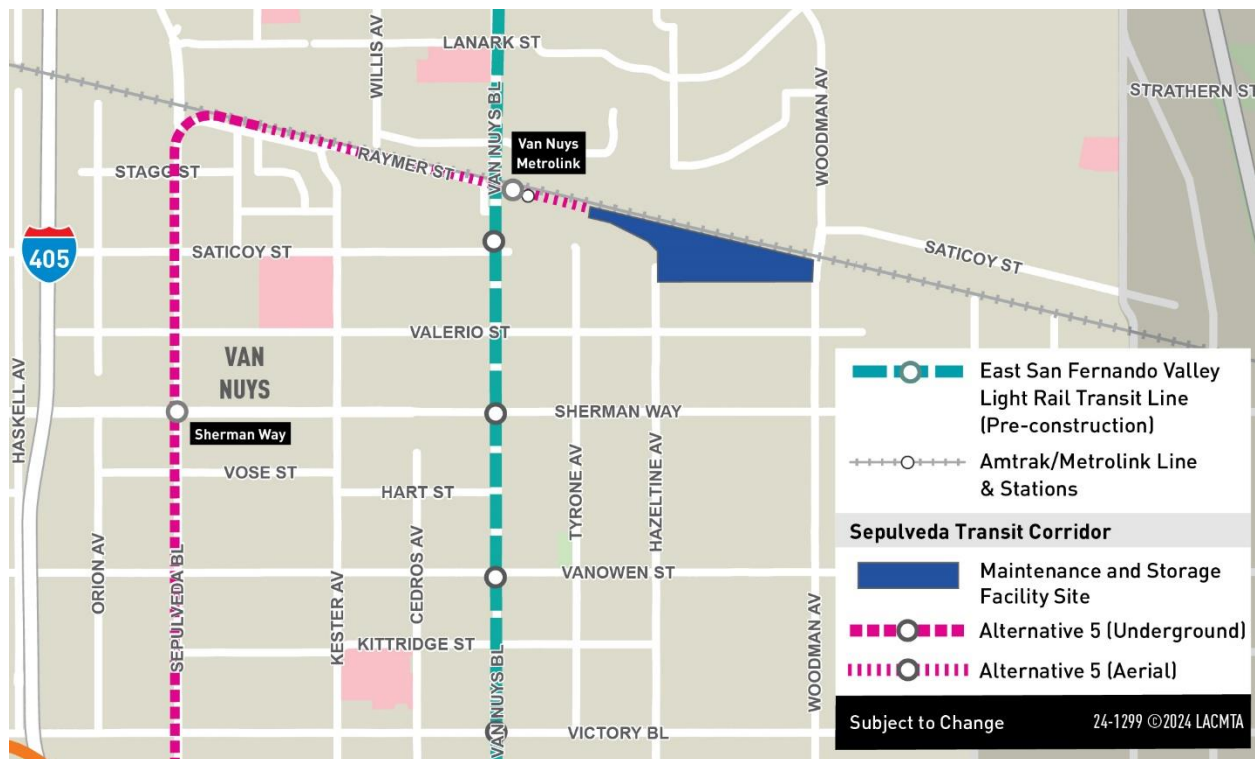
The MSF for Alternative 5 would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue on 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 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 (STCP) 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 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	Van Nuys Boulevard	Kester Avenue	Reconstruction and 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

The City of Los Angeles is an urban community located in the County of Los Angeles. The Resource Study Area (RSA) comprises various City of Los Angeles neighborhoods, including West Los Angeles, Westwood, Brentwood, Sherman Oaks, and Van Nuys. The majority of multi-family residential land uses within the RSA are located in Westwood, Bel-Air, Sherman Oaks, and Van Nuys. The Sepulveda Basin Recreation Area is located within the northwest portion of the Study Area, while the Westridge-Canyonback Wilderness Park is located in the west portion of the Study Area. Several commercial uses range from local neighborhood/commercial main street retails to large regional malls and shopping centers within West Los Angeles, Westwood, and Sherman Oaks.

9.2.1 Project Site Characteristics and Land Uses

Existing land uses within the RSA are of land uses typically found in mature urban and suburban communities. Land uses within the RSA include residential, office, commercial, retail, mixed-use development, industrial, education facilities, museums, parks, and open space. As identified in the *City of Los Angeles General Plan* (DCP, 2001b) for the City of Los Angeles land uses along Sepulveda Boulevard are composed of commercial, public facilities, and multi-family residences (DCP, 2015).

Table 9-6 summarizes the distribution of land types and Figure 9-9 identifies the existing land uses within the RSA. As identified in Table 9-6, the greatest percentages of land uses are single-family residential (33 percent), and multi-family residential (8 percent) and open space and recreation (7 percent) being the next prevalent land uses. Figure 9-9 provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 5 and existing land uses.

Table 9-6. Alternative 5: Land Use Distribution within the Resource Study Area

Land Use Types	Total Acreage	Percentage of Total Acres
Single-Family Residential	5,091	33
Multi-Family Residential	1,166	8
Mixed Residential	4	<1
Mixed Residential and Commercial	2	<1
Commercial and Services	953	6
Education	726	5
Public Facilities	589	4
General Office	665	4
Industrial	611	4
Open Space and Recreation	1,058	7
Transportation, Communications, and Utilities	77	1
Military Installations	4	<1
Vacant	925	6
Total	36,597	100

Source: SCAG, 2024a

Figure 9-9. Alternative 5: Existing Land Use within the Resource Study Area



Source: SCAG, 2024a; HTA, 2024

There are numerous activity centers that support the existing communities within the RSA. Table 9-7 and Figure 9-10 summarize the various activity centers within the Alternative 5 RSA from south to north.

Table 9-7. Alternative 5: Activity Centers within the Resource Study Area

Number ID	Name	Address	Building Use
1	Clover Avenue Elementary School	11020 Clover Avenue Los Angeles, CA 90034	Public Elementary School
2	Richland Avenue Elementary School	11562 Richland Avenue Los Angeles, CA 90064	Public Elementary School
3	Daniel Webster Middle School	11330 Graham Place Los Angeles, CA 90064	Public Middle School
6	Social Security Administration	11500 W Olympic Boulevard Los Angeles, CA 90064	Social Security Office
7	National Genetics Institute	2440 S Sepulveda Boulevard Los Angeles, CA 90064	Laboratory
8	Los Angeles County, Department of Public Social Services	11110 W Pico Boulevard Los Angeles, CA 90064	Public Facilities Building
9	One Westside Shopping Center	11250 W Olympic Boulevard Los Angeles, CA 90064	Shopping Center
12	New Horizon School	1819 Sawtelle Boulevard Los Angeles, CA 90025	Private Elementary School
13	Los Angeles County Sewer Maintenance	11168 Missouri Avenue Los Angeles, CA 90025	Consolidated Sewer Maintenance Plant
14	Nora Sterry Elementary School	1730 Corinth Avenue Los Angeles, CA 90025	Public Elementary School
15	VCA West Los Angeles Animal Hospital	1900 S Sepulveda Boulevard Los Angeles, CA 90025	Hospital
16	City of Los Angeles Department of Water and Power Distributing Station 28	11171 Nebraska Avenue Los Angeles, CA 90025	Electric Utility Company
18	Fusion Academy Los Angeles	1640 S Sepulveda Boulevard #100 Los Angeles, CA 90025	Private School
19	VCA Animal Specialty & Emergency Center	1535 S Sepulveda Boulevard Los Angeles, CA 90025	Animal Care Center
20	Bad News Bears Field	1141 S Sepulveda Boulevard Los Angeles, CA 90025	Parks & Recreation
21	City of Los Angeles Department of Water and Power	1394 S Sepulveda Boulevard Los Angeles, CA 90025	Electric Utility Company
22	West Los Angeles VA Medical Center	11301 Wilshire Boulevard Los Angeles, CA 90073	Hospital
23	Los Angeles California Temple—Church of Jesus Christ of Latter-day Saints	10777 Santa Monica Boulevard Los Angeles, CA 90025	Religious Institution
24	Westwood Recreation Center	1350 S Sepulveda Boulevard Los Angeles, CA 90025	Parks & Recreation
25	Ralph Waldo Emerson Community Charter Middle School	1650 Selby Avenue Los Angeles, CA 90024	Charter School
26	St. Paul the Apostle School	1536 Selby Avenue Los Angeles, CA 90024	Private School



Number ID	Name	Address	Building Use
27	Federal Building/Veterans Affairs/Los Angeles Passport Agency	11000 Wilshire Boulevard #1000 Los Angeles, CA 90024	Public Facilities Building
28	Fairburn Elementary School	1403 Fairburn Avenue Los Angeles, CA 90024	Public Elementary School
30	Geffen Academy at UCLA	11000 Kinross Avenue Los Angeles, CA 90095	Private School
31	Hammer Museum	10899 Wilshire Boulevard Los Angeles, CA 90024	Museum
32	Los Angeles National Cemetery	950 S Sepulveda Boulevard Los Angeles, CA 90049	Military Cemetery
33	UCLA Ronald Reagan Medical Center	757 Westwood Plaza Los Angeles, CA 90095	UCLA Hospital/Specialty Medical Centers
34	UCLA Mathias Botanical Garden	707 Tiverton Drive Los Angeles, CA 90095	Botanical Garden
35	UCLA Medical Plaza	550 Medical Plaza Drive Los Angeles, CA 90024	Hospital
38	UCLA	617 Charles E Young Drive S Los Angeles, CA 90095	University
39	Marymount High School	10643 Sunset Boulevard Los Angeles, CA 90077	Private High School
41	Bel-Air Country Club	10768 Bellagio Road Los Angeles, CA 90077	Country Club
48	Wise School	15500 Stephen S Wise Drive Los Angeles, CA 90077	School
49	Curtis School	15871 Mulholland Drive Los Angeles, CA 90049	School
52	Maha Montessori	15737 Woodvale Road Encino, CA 91436	School
53	St. Cyril of Jerusalem Catholic Church	15520 Ventura Boulevard Encino, CA 91436	Religious Institution
54	Belmont Village Senior Living Encino	15451 Ventura Boulevard Sherman Oaks, CA 91403	Senior Living Facility
55	Sherman Oaks Galleria	15301 Ventura Boulevard Sherman Oaks, CA 91403	Shopping Mall
57	Maha Montessori, Sherman Oaks	15451 La Maida Street Sherman Oaks, CA 91403	School
59	Sherman Oaks Castle Park	4989 Sepulveda Boulevard Sherman Oaks, CA 91403	Amusement Center
60	Hesby Oaks Elementary school	15530 Hesby Street Encino, CA 91436	Public Elementary School
61	Emek Hebrew Academy	15365 Magnolia Boulevard Sherman Oaks, CA 91403	School
63	Sepulveda Basin Wildlife Reserve	6350 Woodley Avenue Van Nuys, CA 91436	Fields and Recreation Center
64	Every Nation City Church	15055 Oxnard Street Van Nuys, CA 91411	Religious Institution

Number ID	Name	Address	Building Use
65	City of Los Angeles Department of Water and Power Corporate Offices	6060 Sepulveda Boulevard Van Nuys, Ca 91411	Public Facilities Building
66	Ministries Divine Restauration, Van Nuys	15050 Delano Street Van Nuys, CA 91411	Religious Institution
67	Delano Park	15100 Erwin Street Van Nuys, CA 91411	Parks and Recreation
68	Sylvan Park Early Education Center	15011 Delano Street Van Nuys, CA 91411	Early Education Center
69	Sylvan Park Elementary School	6238 Noble Avenue Van Nuys, CA 91411	Public Elementary School
71	Van Nuys High School	6535 Cedros Avenue Van Nuys, CA 91411	Public High School
72	Beverly Manor Convalescent Center	6700 Sepulveda Boulevard Van Nuys, CA 91411	Convalescent Home
73	Van Nuys DMV	14920 Vanowen Street Van Nuys, CA 91405	Department of Motor Vehicles
75	Valley Presbyterian Hospital	15107 Vanowen Street Van Nuys, CA 91405	Hospital
78	Valley Medical Center	14600 Sherman Way Van Nuys, CA 91405	Hospital
79	U.S. Postal Service/Van Nuys Mega Passport Office	15701 Sherman Way Van Nuys CA 91405	Post Office
80	Valerio Street Elementary School	15035 Valerio Street Van Nuys, CA 91405	Public Elementary School
81	Robert Fulton College Preparatory School	7477 Kester Avenue Van Nuys, CA 91405	Public High School
82	Department of Public Social Services	7555 Van Nuys Boulevard Van Nuys, CA 91405	Social Services Organization
83	Fulton Middle School	7798 Noble Avenue Van Nuys CA 91405	School
84	LADWP Valley Center	14401 Satcoy Street Van Nuys, CA 91405	Electric Utility Company
85	Andres and Maria Cardenas Skate Park	14740 Blythe Street Panorama City, CA 91402	Skate Park
86	Plant Shopping Center	7880 Van Nuys Boulevard Panorama City, CA 91402	Shopping Center
87	Panorama High School	8015 Van Nuys Boulevard Panorama City, CA 91402	Public High School

Source: HTA, 2024

DMV = Department of Motor Vehicles

Figure 9-10. Alternative 5: Major Activity Centers along the Alignment


Source: HTA, 2024

9.2.2 Stations

9.2.2.1 Metro E Line Expo/Sepulveda Station

The proposed Metro E Line Station would be located directly adjacent to the northeast of the existing Metro E Line Expo/Sepulveda Station and provide access to the City of Santa Monica and the City of Culver City to the west and downtown Los Angeles to the east, connecting with the Metro B Line, D Line, E Line, and K Line.

The proposed Metro E Line Station would be located on land that is zoned for industrial land uses (City of Los Angeles, 2023) and on land designated for industrial, general office, commercial, and public facilities use (SCAG, 2024a). Other land use surrounding the proposed Metro E Line Station at a 1-mile radius buffer are typical of an urban environment. Sawtelle Japantown is home to various Japanese restaurants and other commercial businesses. There are also commercial uses located along Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard. Within this commercial strip is the former Westside Pavilion shopping mall, now known as One Westside and acquired by UCLA to develop the UCLA Research Park (Schindler, 2024). Schools located within the RSA of the proposed station include Richland Avenue Elementary School, Daniel Webster Middle School, and Clover Avenue Elementary School.

9.2.2.2 Santa Monica Boulevard Station

The proposed Santa Monica Boulevard Station would be located on land that is zoned for public facilities and commercial land uses (City of Los Angeles, 2023) and on land designated for commercial, general office use, and public facility uses (SCAG, 2024a). The proposed station is located at Santa Monica Boulevard and Bentley Avenue. Other land uses within the RSA of the proposed station include single-family and multi-family residential, commercial, public facilities, general office, industrial, and open space/recreation (SCAG, 2024a). Schools located within the RSA of the proposed station include Nora Sterry Elementary School and New Horizon School.

9.2.2.3 Wilshire Boulevard/Metro D Line Station

The proposed Wilshire Boulevard/Metro D Line Station would be located directly adjacent to the northwest of the future Westwood/UCLA Station and provide access to the City of Santa Monica and the U.S. Department of Veterans Affairs (VA) to the west and downtown Los Angeles to the east, connecting with the Metro B Line, D Line, E Line, and K Line.

The proposed Wilshire/Metro D Line Station would be located on land that is zoned for commercial land uses (City of Los Angeles, 2023) and on land designated for general office, commercial, and mixed commercial and residential uses (SCAG, 2024a). Other land uses within the proposed RSA of the Wilshire/Metro D Line Station include single-family and multi-family residential, commercial, public facilities, industrial, and open space/recreation uses (SCAG, 2024a). The Federal Building is located within the RSA and houses both the Los Angeles Passport Agency and VA, and VA Medical Center. The West Los Angeles U.S. Army Reserve Center – Sadao Munemori Hall is located west of the VA Hospital within the RSA. As a federal agency, the VA is not subject to state or local zoning regulations but considers general compatibility with existing and future land use designations and zoning ordinances.

Open space facilities within the RSA of the proposed station include the Bad News Bears Field and the Westwood Recreational Center. Also located east and northeast within the proposed station RSA include the Hammer Museum, UCLA, and places of worship serve as major destinations. Other schools located within the RSA of the proposed station include Saint Paul the Apostle School, Ralph Waldo Emerson

Community Charter Middle School, Fairburn Elementary School, and Geffen Academy at UCLA, and Saint Sebastian School.

9.2.2.4 UCLA Gateway Plaza Station

The proposed UCLA Gateway Plaza Station is primarily located on land that is zoned as public facilities land use (City of Los Angeles, 2023), and land uses designated as education use (SCAG, 2024a). Other land uses within the RSA of the proposed station include single-family residential and multi-family residential, commercial, public facility, general office, and open space/recreation (SCAG, 2024a). UCLA is a major destination with an enrollment of over 47,000 students within the RSA of the proposed station (UCLA, 2023).

Activity centers adjacent to the proposed UCLA Gateway Plaza Station include the UCLA Ronald Reagan, Medical Center, UCLA Medical Plaza, UCLA Mathias Botanical Garden, and campus sporting facilities. Land uses within the proposed station RSA include commercial, open space, public facilities, suburban agriculture, single-family residential, and multi-family residential land uses.

9.2.2.5 Ventura Boulevard/Sepulveda Boulevard Station

The proposed Ventura Boulevard Station would be located on land zoned for multi-family residential and commercial uses (City of Los Angeles, 2023) and on land uses designated as single-family and multi-family residential, public facilities, general office, and commercial (SCAG, 2024a). Other land uses within the RSA of the proposed station land use a mix of single-family residential and multi-family residential, commercial, general office, public facilities, and education (SCAG, 2024a). Sherman Oaks Galleria and the Sepulveda Basin Recreation Area, Maha Montessori, Belmont Village Senior Living Encino, Emek Hebrew Academy, and Hesby Oaks Elementary school are also within the RSA of the proposed station.

9.2.2.6 Metro G Line Sepulveda Station

The proposed Metro G Line Sepulveda Station would be located directly adjacent to the east of the existing Metro G Line Station and provide access to the Chatsworth community located in San Fernando Valley to the west, and North Hollywood to the east, with connections to the Metro B Line.

The proposed Metro G Line Station would be located on land that is zoned for manufacturing and public facilities land uses (City of Los Angeles, 2023) and on land designated for commercial, general office, industrial, and public facilities use (SCAG, 2024a). Other land uses within the RSA of the proposed Metro G Line Station include single-family and multi-family residential, commercial, public facilities, industrial, and open space/recreation (SCAG, 2024a).

There are two open space and recreation centers within the RSA including the Sepulveda Basin Wildlife Reserve and Delano Park. Abutting the proposed station is the Sepulveda Boulevard commercial and industrial corridor with several big box department stores, home improvement stores, and a grocery store. Sylvan Park Elementary School is also within the RSA of the proposed station.

9.2.2.7 Sherman Way Station

The RSA of the proposed Sherman Way Station would be located on land zoned for commercial land uses (City of Los Angeles, 2023), and on land designated for public facilities uses (SCAG, 2024a). Other land uses within the RSA of the proposed Sherman Way Station include single-family and multi-family residential, commercial, and general office (SCAG, 2024a). Valley Presbyterian Hospital, Valerio Street Elementary School, Fulton Middle School, and Van Nuys High School are also located within the proposed station RSA.

9.2.2.8 Van Nuys Metrolink Station

The proposed Van Nuys Metrolink Station would be located directly adjacent to the north of the existing Van Nuys Metrolink Station that serves the LOSSAN rail corridor and provide access to the Chatsworth community located in San Fernando Valley to the west, and downtown Los Angeles to the east, with connections to Union Station.

The proposed Van Nuys Metrolink Station is located on land that is zoned for public facilities and commercial land uses (City of Los Angeles, 2023) and on land designated as commercial, transportation/communications/utilities, and vacant uses (SCAG, 2024a). Other land uses surrounding the RSA of the proposed Van Nuys Metrolink Station include single-family and multi-family residential, commercial, public facilities, and industrial (SCAG, 2024a). Van Nuys Boulevard commercial corridor home to the Plant Shopping Center, Panorama High School, and Valley Medical Center are also located within the proposed station RSA.

9.2.3 Maintenance and Storage Facilities

The proposed MSF is located on land that is zoned for manufacturing land use (City of Los Angeles, 2023) and on land designated for industrial uses (SCAG, 2024a). Other land uses within the proposed MSF RSA include single-family residential, multi-family residential, commercial, public facilities, and general office land use (SCAG, 2024a). Within the MSF RSA is the Van Nuys Boulevard commercial corridor, home to the Plant Shopping Center, Panorama High School, and Valley Medical Center.

9.2.4 Sensitive Land Uses

Sensitive land uses are described in detail in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025a) and include the following institutions, facilities, buildings:

- Educational institutions (e.g., UCLA, Clover Avenue Elementary School, Daniel Webster Middle School, Richland Avenue Elementary School, Nora Sterry Elementary School, New Horizon School, St. Sebastian School, Marymount High School, Ralph Waldo Emerson Community Charter Middle School, Emek Hebrew Academy, Curtis School, Wise School, Hesby Oaks Elementary School, Maha Montessori, Sylvan Park Elementary School, Sylvan Park Early Education Center, Fairburn Elementary School, Fusion Academy Los Angeles, Robert Fulton College Preparatory School, Valerio Street Elementary School, Van Nuys High School, and Panorama High School)
- Recreation facilities (e.g., Andres and Maria Cadenas Skate Park, Bad News Bears Field, Westwood Recreation Center, Delano Park, Bel-Air Country Club, UCLA Mathias Botanical Garden, and Sepulveda Basin Recreation Area)
- Health and medical services institutions (e.g., Mission Community Hospital, VCA West Los Angeles Animal Hospital, VCA Animal Specialty and Emergency Center, West Los Angeles VA Medical Center, UCLA Ronald Reagan Medical Center, Valley Presbyterian Hospital, and Valley Medical Center)
- Cultural institutions (e.g., Hammer Museum)
- Places of worship (e.g., Every Nation City Church, Los Angeles California Temple, Ministries Divine Restoration, and St Cyril of Jerusalem Catholic Church)
- Government facilities (e.g., Social Security Administration, Los Angeles County Sewer Maintenance, Los Angeles County Department of Public Social Services, LADWP Distributing Station 28, LADWP Corporate Offices, LADWP Valley Center, U.S. Postal Services, Federal Building/ Veterans Affairs/ Los

Angeles Passport Agency, Van Nuys Department of Motor Vehicles, and Van Nuys Mega Passport Office)

9.2.5 Agriculture Resources

The California Department of Conservation (DOC) maps “Important Farmland” throughout the state through its Farmland Mapping and Monitoring Program (FMMP) (DOC, 2023). In order to be shown on an Important Farmland Map, land must meet criteria regarding both land use and soil characteristics. To meet the land use criteria, land must have been used for irrigated agricultural production at some time during the 4 years prior to the Important Farmland Map date. In addition, the soil must meet the physical and chemical criteria for “Prime Farmland,” or “Farmland of Statewide Importance” as determined by the U.S. Department of Agriculture (USDA), which compiles lists of which soils in each survey area meet the criteria. As defined by the DOC, farmland is generally grouped into the following categories:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land

There are no designated land uses for agricultural purposes in the RSA or within the surrounding areas. According to the DOC’s California Important Farmland Map, the Alternative 5 RSA is classified as Urban and Built-Up Land and there is no farmland within the RSA (DOC, 2022).

9.2.6 Forestry Resources

Alternative 5 and the surrounding areas within the RSA are largely urbanized and characterized by features typical of the urban landscape. According to the USDA Forest Services, the closest designated forestry resource is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 5 (USDA, 2023). There are no forestry resources at Alternative 5 or within the RSA.

9.3 Impacts Evaluation

9.3.1 Impact LUP-1: Would the project physically divide an established community?

9.3.1.1 Operational Impacts

Alternative 5 would operate below grade and in aerial configuration on land uses that are designated as residential (single-family and multi-family), commercial, public facility, general office, education, mixed residential and commercial, transportation/communications/utilities, open space and recreation, vacant, and industrial land uses (SCAG, 2024a). Alternative 5 would not introduce physical barriers to the existing setting since the alignment would operate within the City of Los Angeles and LOSSAN rail corridor ROWs.

Alternative 5 is currently surrounded by a mix of land uses as previously identified on Figure 9-9 and Table 9-6. The RSA for Alternative 5 is currently developed with existing land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Alternative 5 would not conflict with the predominant uses present in the surrounding areas within the RSA.

Alternative 5 would operate belowground between the proposed Metro E Line Expo/Sepulveda Station and the Sherman Way Station and would transition to an aerial configuration near the intersection of Raymer Street and Burnet Avenue within and adjacent to the LOSSAN rail corridor ROW. The LOSSAN rail corridor ROW currently separates adjacent land uses and acts as physical boundary for established communities with the RSA. Additionally, the proposed aerial guideway and stations would provide sufficient clearance between the straddle bents to maintain access to surrounding uses for motor vehicle and pedestrian traffic. At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be maintained.

The aerial segment of the proposed alignment and station located in the Van Nuys Community would be located partially within the LOSSAN rail corridor ROW and City of Los Angeles ROW at Raymer Street.

Communities located north and south of the proposed aerial guideway parallel to the LOSSAN rail corridor ROW would continue to be accessible to the existing Metrolink Van Nuys station. Additionally, the height of the aerial guideway and proposed Metrolink Van Nuys Station would be sufficient to maintain access for vehicle and non-vehicle users to access to the surrounding communities at the undercrossing at Van Nuys Boulevard. Permanent access disruptions to existing communities located on both sides of the alignment of Alternative 5 would not occur.

The existing pedestrian bridge (the “Willis Avenue Pedestrian Overhead”, Federal Railroad Administration [FRA] crossing ID 921721T) is west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. Even with the removal of this pedestrian bridge, communities located north of the LOSSAN rail corridor ROW and south of Keswick Street would continue to have access to the existing Van Nuys Metrolink/Amtrak Station via alternative roadways including Van Nuys Boulevard, Sepulveda Boulevard, and Saticoy Street. Surrounding land uses would continue to be accessible to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections located along Van Nuys Boulevard. The majority of the proposed alignment and stations would operate underground. Therefore, connection and access to existing communities and businesses would be maintained.

Alternative 5 would not restrict access within established communities and would not cause division of communities to the extent they would be disrupted or isolated. In addition, Alternative 5 would not conflict with the predominant uses present in the surrounding areas and would provide a transportation option that would allow it to blend in with the surrounding community. Therefore, operation of Alternative 5 would not physically divide an established community and impacts would be less than significant.

9.3.1.2 Construction Impacts

Construction of Alternative 5 would not result in permanent physical divisions of established communities; however, construction easements (and encroachment permits would be needed for the underground and aerial guideway and station installations, staging areas, street reconstruction, demolition, cut-and-cover construction for the proposed stations, and utility relocation. The construction easements and encroachment permits would consist of properties designated as commercial, public facilities, residential, open space and recreation, industrial, and vacant uses. Located south of the Metrolink ROW near the intersection of Raymer Street and Burnet Avenue in the Van Nuys community, construction easements would be needed for the proposed tunnel portal footprint where the alignment would transition from an underground to an aerial configuration. While the properties under these easements and permits would retain their original land use designation and zoning

classifications, the temporary use of these properties for construction activities could cause access disruptions that represent a significant impact without mitigation.

The underground alignment would be constructed via a bored tunneling machine underneath residential communities located in West Los Angeles, Westwood, and Bel Air-Beverly Crest, and within the roadway ROW along Bentley Avenue, Westwood Boulevard, and Sepulveda Boulevard. The aerial guideway would be constructed within the LOSSAN rail corridor ROW. Alternative 5 would require the closure of Cabrito Road and at-grade LOSSAN rail corridor near Extra Space Storage off of Raymer Street for the aerial guideway. Street detours would be required to accommodate aerial guideway and stations construction. Street and sidewalk closures during construction would temporarily limit property access between established communities. Without mitigation, these temporary closures could still result in significant impacts on community access.

The removal of the Willis Avenue Pedestrian Overhead during construction would temporarily affect pedestrian connectivity across the LOSSAN corridor. However, alternative roadways, including Van Nuys Boulevard, Sepulveda Boulevard, and Saticoy Street, would maintain access during this period. Surrounding land uses would remain accessible to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network at signalized intersections. Without mitigation, these temporary changes could still result in significant impacts related to access to and from established communities.

To address these impacts, Alternative 5 would be required to implement MM TRA-4, which would require preparation and implementation of a TMP to reduce the impacts of construction work zones, provide wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways, and require Metro and the contractor to notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

9.3.1.3 Maintenance and Storage Facility

The proposed MSF would require acquiring properties west of Woodman Avenue and south of the LOSSAN rail corridor ROW, which currently serve as permanent barriers to existing communities located within the RSA. However, the proposed MSF would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for industrial uses. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, location and/or operation of the proposed MSF would not physically divide an established community, and no impact would occur.

Construction activities for the proposed MSF would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, bicyclists, and vehicles within and between local communities. Without mitigation, these closures could result in significant impacts related to community access.

The *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b) further analyzes the potential impacts on circulation and pedestrian access to adjoining or nearby properties. As discussed in that report, street and sidewalk closures may be required during construction of the proposed MSF that would temporarily limit property access between established communities. These closures would be temporary and periodic. However, without mitigation, these temporary closures could still result in significant impacts related to community access and connectivity.

To address these impacts, the proposed MSF would implement MM TRA-4, which would require preparation and implementation of a construction TMP to minimize disruptions from construction work zones, provide wayfinding signage to inform the public of reroutes, and require Metro and the contractor notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

9.3.2 Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

9.3.2.1 Operational Impacts

Alternative 5 would generally be supportive of goals and policies identified in land use plans of the jurisdictions located along the within the RSA that prioritize public transportation improvements and reductions of vehicle trips, as summarized in Table 9-8.

The Project is identified under the Southern California Association of Governments (SCAG) *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) *Final Connect SoCal Project List Technical Report* (SCAG, 2024a, 2024b). Alternative 5 would support the goal of the 2024-2050 RTP/SCS to provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Operations of Alternative 5 would also support the public transportation Goal 10 to “develop a public transit system that improves mobility with convenient alternatives to automobile travel” and Objective 10-2 to “increase the work trips and non-work trips made on public transit” under the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a). Furthermore, Alternative 5 would support Objective 11-1 in the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d) which is “to encourage...rail facilities.” Additionally, Policy 11-2.1 sets forth to “develop an intermodal mass transportation plan to implement linkages to future rail service.”

Under the *Bel Air-Beverly Crest Community Plan’s* (DCP, 1996) Public Transportation section, Alternative 5 would be supportive of the community’s objective to propose “a public transportation corridor in the vicinity of the San Diego Freeway and Sepulveda Boulevard. This corridor should be utilized for appropriate public transportation. There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation.”

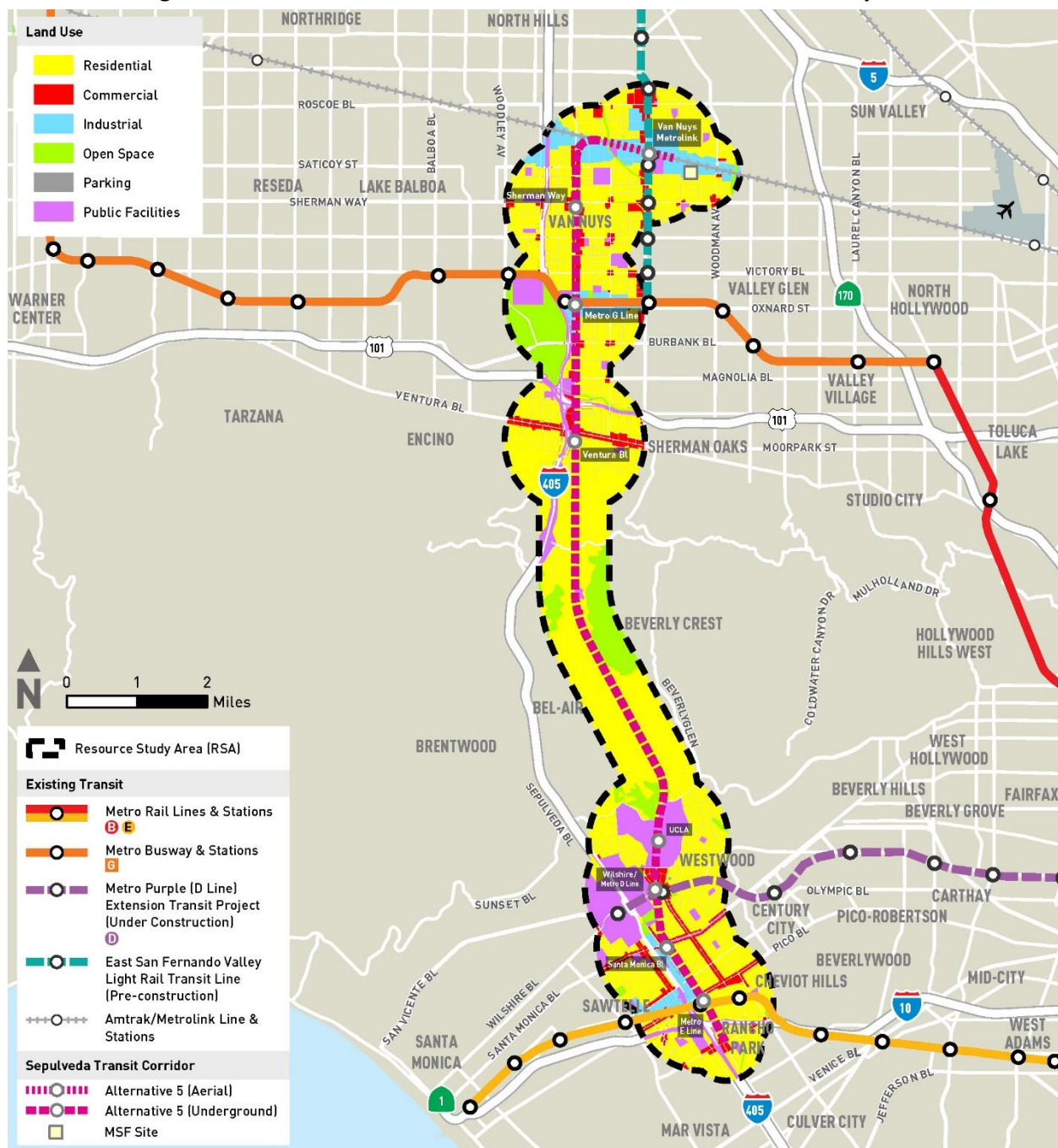
Under the *West Los Angeles Community Plan* (DCP, 1999a), Alternative 5 would be supportive of the community’s Goal 11 to “encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips.” Additionally, Policy 11-1.4 sets forth to “promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.”

The existing pedestrian bridge (the “Willis Avenue Pedestrian Overhead”, FRA crossing ID 921721T) is west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. As described in *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b), the removal of the pedestrian bridge would conflict with *Mobility Plan 2035*, the state-mandated circulation element of the *City of Los Angeles Mobility Plan 2035* (DCP, 2016). The plan includes a Neighborhood Enhanced Network (NEN), which highlights a selection of streets that provide comfortable and safe routes for localized travel of

slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. The Willis Avenue Pedestrian Bridge directly connects Willis Avenue and Raymer Street which are identified as part of the NEN. To reduce impacts related to the removal of the pedestrian bridge, Alternative 5 would implement MM TRA-7 that would replace the pedestrian bridge with another pedestrian bridge or pedestrian undercrossing.

The elements of Alternative 5 would be generally consistent with future commercial, industrial, mixed residential and commercial, and public facilities land uses as shown on Figure 9-11. Some areas of the proposed alignment would acquire land uses designated as industrial and public facility located along Bentley Avenue between Santa Monica Boulevard and Missouri Avenue. This portion of the alignment of Alternative 5 would acquire the Bentley Monica Apartments that the City of Los Angeles designates as multi-family residential, to accommodate the proposed Santa Monica Boulevard Station. Although Alternative 5 would require acquisition of the Bentley Monica Apartments, the Project would advance the goals of promoting public transit use, reducing dependence on private vehicles and encouraging sustainable development patterns. Further, Metro would comply with the California Relocation Assistance Act, which requires relocation assistance to displaced persons.

Figure 9-11. Alternative 5: Planned Land Use within the Resource Study Area



Source: DCP, 2001b; HTA, 2024

The proposed belowground UCLA Gateway Plaza Station would be consistent with the *UCLA Long Range Development Plan* (UCLA, 2017) in providing better pedestrian access for its students, staff, and visitors, particularly close to the hospital facilities.

To accommodate the proposed tunnel portal footprint, properties located in land uses designated as industrial and public facility near the intersection of Raymer Street and Burnet Avenue in the Van Nuys Community would be utilized, facilitating the alignment's transition from an underground to an aerial

configuration. However, development of acquisitions is not part of this Project and would be subject to local jurisdiction development plans.

Permanent underground easements would be required for Alternative 5 for open space and residential areas located in the Santa Monica Mountains; however, this would not conflict with Objective 5-1 of the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d), which sets forth an objective “to preserve existing open space resources and where possible”, nor the *Santa Monica Mountains Comprehensive Plan* Conservation Area (Santa Monica Mountains Comprehensive Commission, 1979) which sets forth that: “the natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost.” The permanent easements would be located at the depth of the proposed tunnel boring machine (TBM), which would not require the acquisition of open space and residential areas at the surface level.

In summary, Alternative 5 would generally be consistent with regional and local transportation goals and policies of providing enhanced transportation access and reducing GHG emissions. It would not conflict with the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d) or the *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979), which prioritize protecting natural resources and open space. However, the removal of the Willis Avenue Pedestrian Bridge would conflict with the City of Los Angeles Mobility Plan 2035, resulting in a significant impact. To address this impact, Alternative 5 would implement MM TRA-7, which requires replacing the pedestrian bridge with a new pedestrian bridge or pedestrian undercrossing to maintain connectivity and consistency with the Mobility Plan. With implementation of MM TRA-7, this significant impact would be reduced to less than significant.

Table 9-8. Alternative 5: Relevant Plans and Policies

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Southern California Association of Governments	2024-2050 RTP/SCS (SCAG, 2024a)	<ul style="list-style-type: none"> Provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. 	<ul style="list-style-type: none"> Alternative 5 is consistent with this Long-range Visioning Plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern.
Los Angeles	City of Los Angeles Mobility Plan 2035 (DCP, 2016)	<ul style="list-style-type: none"> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities. Policy 5.1: Encourage the development of a sustainable transportation system that promotes environmental and public health. ENG.14: Implement the NEN, an approximately 800-mile system of collector and local streets designed to facilitate pedestrian and bicycle activity. A subset of this network has been prioritized to fill the gaps in the protected bicycle lane system defined by this Bicycle Enhanced Network. 	<ul style="list-style-type: none"> Policy 3.3: Alternative 5 is consistent with promoting equitable land use decisions that would result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Alternative 5 is consistent with plans and furthers the plan's goal of improving transit access and service to major regional destinations, job centers, and intermodal facilities. Policy 5.1: Alternative 5 is consistent with and furthers the plan's goal of encouraging the development of a sustainable transportation system that promotes environmental and public health. ENG.14: Alternative 4 is consistent implementation of the NEN by ensuring that a new pedestrian bridge or pedestrian undercrossing would replace the Willis Avenue Pedestrian Overhead to maintain connection within the bicycle and pedestrian network.
Los Angeles	Urban Water Management Plan (LADWP, 2020)	<ul style="list-style-type: none"> Mid-Valley Water Facility Project 	<ul style="list-style-type: none"> Alternative 5 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Santa Monica Mountains Conservancy	Santa Monica Mountains Comprehensive Plan (Santa Monica Mountains Comprehensive Commission, 1979)	<ul style="list-style-type: none"> • Priority for Resource Protection Policy: The natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost. 	<ul style="list-style-type: none"> • Priority for Resource Protection Policy: Alternative 5 would be consistent with policies that would protect the natural resources of the Santa Monica Mountains as the alignment is underground.
Santa Monica Mountains Conservancy	Santa Monica Mountains National Recreation Area Action Plan (NPS, 2009)	<ul style="list-style-type: none"> • Transportation management strategies of reducing vehicle miles traveled, improving vehicle efficiency, and using alternative fuels. 	<ul style="list-style-type: none"> • Alternative 5 is consistent with the goal of reducing emissions by providing an alternative mode of transportation that would use alternative fuels and would result in less vehicle miles traveled.
Santa Monica Mountains Conservancy	Eastern Santa Monica Mountains Natural Resource Protection Plan (SMMC, 2021)	<ul style="list-style-type: none"> • Protecting the few remaining viable habitat linkages across the cross mountain busy arterial roadways that include Sepulveda Boulevard, Beverly Glen Boulevard, Benedict Canyon Drive, Coldwater Canyon Avenue, and Laurel Canyon Boulevard. 	<ul style="list-style-type: none"> • Alternative 5 would be conform with this plan as the Project is identified as a new rail through the Sepulveda Pass.
Los Angeles	West Los Angeles Community Plan (DCP, 1999a)	<ul style="list-style-type: none"> • Goal 11: Encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. • Objective 11-1: Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. • Policy 11-1.4: Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access. 	<ul style="list-style-type: none"> • Goal 11: Alternative 5 would be consistent with this policy and would encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. • Objective 11-1: Alternative 5 would be consistent with pursuing transportation management strategies that can reduce the number of vehicle trips. • Policy 11-1.4: Alternative 5 would be consistent with plans and furthers the promotion of the development of transportation facilities and services that encourage transit ridership and improve pedestrian and bicycle access.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (DCP, 1998b)	<ul style="list-style-type: none"> Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. Objective 10-1.2: Encourage expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. Objective 10-2: Increase the work trips and non-work trips made on public transit. 	<ul style="list-style-type: none"> Goal 10: Alternative 5 would be consistent with and further this goal that aims to develop a public transit system that improves mobility with convenient alternatives to automobile travel. Objective 10-1.2: Alternative 5 would be consistent with encouraging the expansion of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. Objective 10-2: Alternative 5 would be consistent with increasing the trips on public transit.
Los Angeles	Van Nuys-North Sherman Oaks Community Plan (DCP, 1998d)	<ul style="list-style-type: none"> Objective 11-1: Encourage improved local and express bus service through the Van Nuys-North Sherman Oaks area. Objective 11-1.3: Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. Objective 11-2.1: Develop an Intermodal Mass Transportation Plan to implement linkages to future rail service. 	<ul style="list-style-type: none"> Objective 11-1: Alternative 5 would conform with to encouraging rail facilities in the community. Objective 11-1.3: Alternative 5 would be consistent with this policy and would encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. Policy 11-2.1: Alternative 5 would conform with this policy and would develop an Intermodal Mass Transportation Plan to implement linkages to future rail service.
UCLA	UCLA Long Range Development Plan (UCLA, 2017)	<ul style="list-style-type: none"> Central Zone is designated to accommodate pedestrian friendly development planned in conjunction with potential future Westside subway proposals. 	<ul style="list-style-type: none"> The proposed UCLA Gateway station would be located within the UCLA designated Central Zone and partially within the adjacent to the Health Sciences Zone. Alternative 5 would be consistent with the <i>UCLA Long Range Development Plan</i> that plans for a more pedestrian access.

Source: HTA, 2024

ENG = Engineering

NEN = Neighborhood Enhanced Network

NPS = National Park Service

SMMC = Santa Monica Mountains Conservancy

9.3.2.2 Construction Impacts

Construction of Alternative 5 would require construction easements and encroachment permits for construction activities, including underground and aerial guideway and station installation, street reconstruction, demolition, construction staging, and utility relocation. The construction easements would vary along the Alternative 5 guideway alignment and proposed stations, depending on the type of construction and adjacent land use. The properties under construction easements and encroachment permits would retain their original land use designation and zoning classifications.

Alternative 5 would require construction easements for properties consisting of multi-family residential properties along Bentley Avenue in the West Los Angeles community to accommodate the proposed Santa Monica Boulevard Stations, and properties located on land uses designated as industrial and public facility near the intersection of Raymer Street and Burnet Avenue in the Van Nuys Community to accommodate the proposed tunnel portal footprint where the alignment would transition from an underground to an aerial configuration. However, the construction easements would be temporary and the properties would retain their original land use designation and zoning classifications.

Construction activities include modifications to the existing roadway and sidewalks, construction staging, and cut-and-cover construction. However, construction activities would be temporary and intermittent and limited to the immediate area and would not conflict with applicable land use plans, policies, or regulations. Furthermore, Alternative 5 would support the *West Los Angeles Community Plan* (DCP, 1999a), specifically Goal 11, which states, “*encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips*”; Objective 11-1 to “*pursue transportation management strategies that can reduce the number of vehicle trips*,” and Policy 11-1.4, to “*further the promotion of the development of transportation facilities and services that encourage transit ridership and improve pedestrian and bicycle access*.”

In summary, construction activities associated with Alternative 5 would result in construction easements and encroachment permits that would be required under applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Adherence to existing policies, regulation, and permitting requirements in the construction of Alternative 5 would result in a less than significant impact.

9.3.2.3 Maintenance and Storage Facility

The proposed MSF would require construction easements and acquisition of properties with industrial uses. The parcels within the proposed MSF and in the vicinity are zoned as Light Industrial (City of Los Angeles, 2023). A significant portion of the proposed MSF is occupied by industrial uses owned by the Copart car auctions. The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Given the existing industrial uses of the parcels to be acquired and of the parcels in the surrounding area, operation and construction of the proposed MSF would not be considered a change in land use type and would not conflict with adjacent land uses.

The proposed MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction. Operation of the proposed MSF would conflict with the LADWP Urban Water Management Plan (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The

proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved a Mitigated Negative Declaration for the project on February 11, 2020 and construction is anticipated to begin in 2027. Due to the conflict with the proposed LADWP facility, the proposed MSF may result in the need to relocate or construct the LADWP facility in a different location which may result in new significant environmental effects. If it is determined that a new facility in a new location is needed, environmental review of the proposal would be required to determine potential environmental effects and identify feasible mitigation measures to address those effects. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, operation of the proposed MSF would result in a significant and unavoidable impact due to a conflict with local land use plans.

9.3.3 Impact AFR-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

9.3.3.1 Operational Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). Alternative 5 and surrounding areas within the RSA is largely urbanized with land uses that includes residential, commercial, industrial, open space/recreational, public facilities, and general offices (SCAG, 2024a). There are no land uses for agricultural purposes within the RSA for Alternative 5. Implementation of Alternative 5 would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within or in close proximity to the RSA for Alternative 5. Therefore, Alternative 5 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation.

9.3.3.2 Construction Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). There are no land uses for agricultural purposes within the RSA for Alternative 5. Implementation of Alternative 5 during construction activities would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within the RSA for Alternative 5. Therefore, Alternative 5 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during construction.

9.3.3.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned for agricultural uses. Therefore, the proposed MSF would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

9.3.4 Impact AFR-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

9.3.4.1 Operational Impacts

Implementation of Alternative 5 would not conflict with existing agricultural zoning during operational activities. Alternative 5 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 5 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, the Alternative 5 would have no impact on agricultural zoning during operation.

9.3.4.2 Construction Impacts

Implementation of Alternative 5 would not conflict with existing agricultural zoning during construction activities. Alternative 5 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 5 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, the Alternative 5 would have no impact on agricultural zoning during construction.

9.3.4.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned for agricultural uses. Therefore, the proposed MSF would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract, and no impact would occur during operation or construction.

9.3.5 Impact AFR-3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))

9.3.5.1 Operational Impacts

Alternative 5 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 5. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 5 (USDA, 2023). Implementation of Alternative 5 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation.

9.3.5.2 Construction Impacts

Alternative 5 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 5. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 5 (USDA, 2023). Implementation of Alternative 5 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as timberland production, and no impact would occur during construction.

9.3.5.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned as forest lands or timberland. Therefore, the proposed MSF would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

9.3.6 Impact AFR-4: Would the project result in the loss of forest land or conversion of forest land to non-forest land use?

9.3.6.1 Operational Impacts

Alternative 5 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 5. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 5 (USDA, 2023).

Implementation of Alternative 5 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation.

9.3.6.2 Construction Impacts

Alternative 5 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 5. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 5 (USDA, 2023).

Implementation of Alternative 5 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as timberland production, and no impact would occur during construction.

9.3.6.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned as forest lands or timberland. Therefore, the proposed MSF would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

9.3.7 Impact AFR-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

9.3.7.1 Operational Impacts

Alternative 5 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 5 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 5. Therefore, there would be no impact associated with conversion of farmland or forest land during operation.

9.3.7.2 Construction Impacts

Alternative 5 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 5 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 5. Therefore, there would be no impact associated with conversion of farmland or forest land during construction.

9.3.7.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned as agricultural land, forest lands, or timberland. Therefore, the proposed MSF would not result in conversion of farmland or forest land, and no impact would occur during operation or construction.

9.4 Mitigation Measures

9.4.1 Operational Impacts

As discussed in Section 9.3, operation of Alternative 5 requires implementation of MM LUP-1 to reduce impacts caused by the acquisitions of open space and the DWP site, and MM TRA-7 to reduce impacts caused by conflicting with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect.

The following mitigation measure would be implemented for Alternative 5:

MM LUP-1: *Metro shall coordinate and work with the Santa Monica Mountains Conservancy, Los Angeles Department of Water and Power, and City to amend the Santa Monica Mountains Conservancy Comprehensive Plan, the LADWP Urban Water Management Plan, and the Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans, and to amend the LAMC to bring the project into conformity with those planning and zoning requirements.*

MM TRA-7 *The Project shall replace the Willis Avenue Pedestrian Bridge with another pedestrian bridge or pedestrian undercrossing. The replacement structure must be completed and operational before the existing bridge is removed.*

9.4.2 Construction Impacts

As discussed in Section 9.3, implementation of MM TRA-4 would ensure that construction of Alternative 5 would not divide an established community.

The following mitigation measures would be implemented for Alternative 5:

MM TRA-4 *The project contractor shall prepare a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures:*

- *Where feasible, schedule construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible.*

- *Designated routes for project haul trucks shall primarily utilize the I-405, I-10, US-101 corridors. Throughout the construction process, these routes shall be coordinated with the City of Los Angeles and Veterans Affairs to ensure consistency with land use and mobility plans. Additionally, the routes shall be situated to minimize noise, vibration, and other possible impacts.*
- *Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.*
- *Where construction encroaches on the Los Angeles-San Diego-San Luis Obispo rail corridor right-of-way, coordinate construction activities with Union Pacific, Metrolink, and Amtrak to minimize disruptions to service and coordinate on outreach to inform passengers of service impacts. Provide temporary parking and drop-off facilities at the Van Nuys Metrolink/Amtrak Station to minimize passenger impacts.*
- *Develop and implement an outreach program and public awareness campaign in coordination with Caltrans, the City of Los Angeles, the City of Santa Monica, and the County of Los Angeles to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.*
- *Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.*
- *Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.*
- *Where construction encroaches on pedestrian facilities, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.*
- *Where construction encroaches onto the University of California, Los Angeles campus, the project contractor shall ensure that access to campus buildings is maintained through temporary decking and the construction of temporary stairs and ramps.*
- *During final design, the project contractor shall coordinate with Metro Operations to minimize construction impacts on existing Metro rail operations in and around existing stations. Where construction results in the interruption of Metro rail operations, buses shall provide temporary service between rail stations.*
- *Provide on-street bicycle detour routes and signage to address temporary effects to bicycle circulation and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted.*
- *During final design, the project contractor shall coordinate 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 nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.

- *Maintain customer and delivery access to all operating businesses near construction work areas. Access shall be maintained to allow for reasonable business operations, including clear signage for alternate routes, temporary driveways, or entry points as necessary. Coordination with businesses shall be conducted to address specific access needs and minimize disruptions, ensuring that any restrictions are communicated in advance and alternative arrangements are provided as appropriate.*

9.4.3 Impacts After Mitigation

Regarding Impact LUP-1, implementation of MM TRA-4 would require preparation and implementation of a TMP during construction to minimize disruptions caused by construction activities of each of the project alternatives. The TMP would facilitate the flow of traffic and transit service in and around construction zones, ensuring access to and from established communities is maintained. With implementation of MM TRA-4, construction impacts associated with Alternative 5 under Impact LUP-1 would be reduced to less than significant.

Under Impact LUP-2, with implementation of MM TRA-7, Alternative 5 would replace the pedestrian bridge with a new pedestrian bridge or pedestrian undercrossing. This would maintain travel across Sepulveda Boulevard at major intersections and ensure access to all land uses within the Van Nuys community. As a result, the operational impacts of Alternative 5 for Impact LUP-2 would be reduced to less than significant with mitigation.

Operation of the MSF would conflict with the *LADWP Urban Water Management Plan* (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. Operation of the proposed MSF would result in a significant and unavoidable impact. Therefore, operation of Alternative 5 would conflict with land use plans, policies and regulations adopted for the purpose of avoiding or mitigation environmental impacts, which would be a significant and unavoidable impact.

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

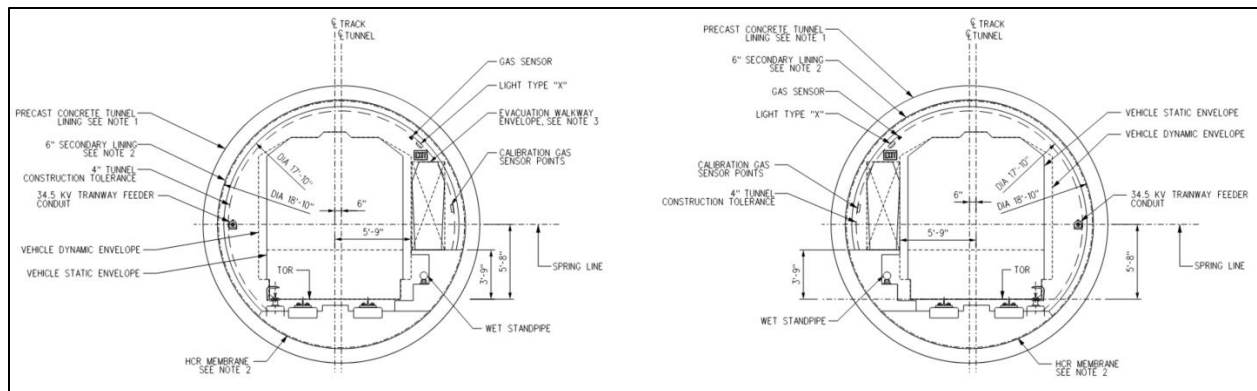
After leaving the UCLA Gateway Plaza Station, the alignment would continue to the north and travel under the Santa Monica Mountains. While still under the mountains, the alignment would shift slightly to the west to travel under the City of Los Angeles Department of Water and Power (LADWP) Stone Canyon 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 northeast 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	—
<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.

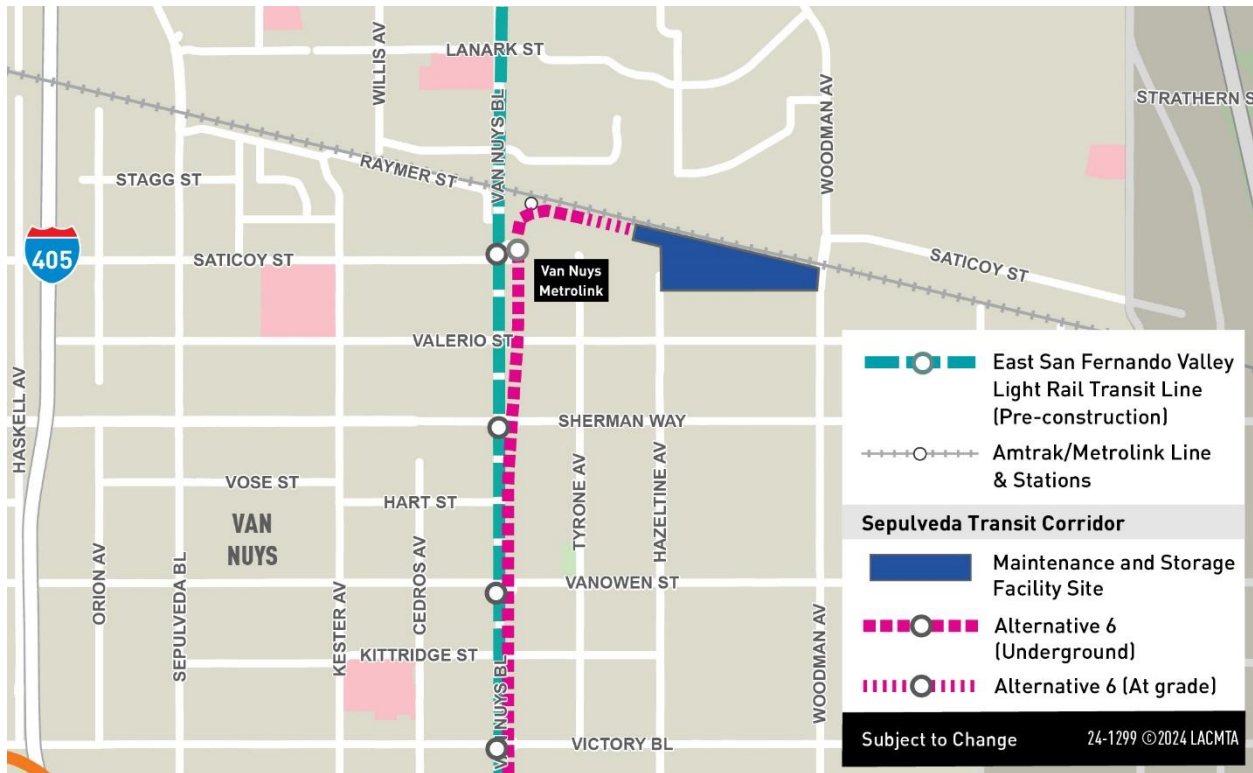
10.1.1.7 Maintenance and Storage Facility

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 Interstate 10 (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 in 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:

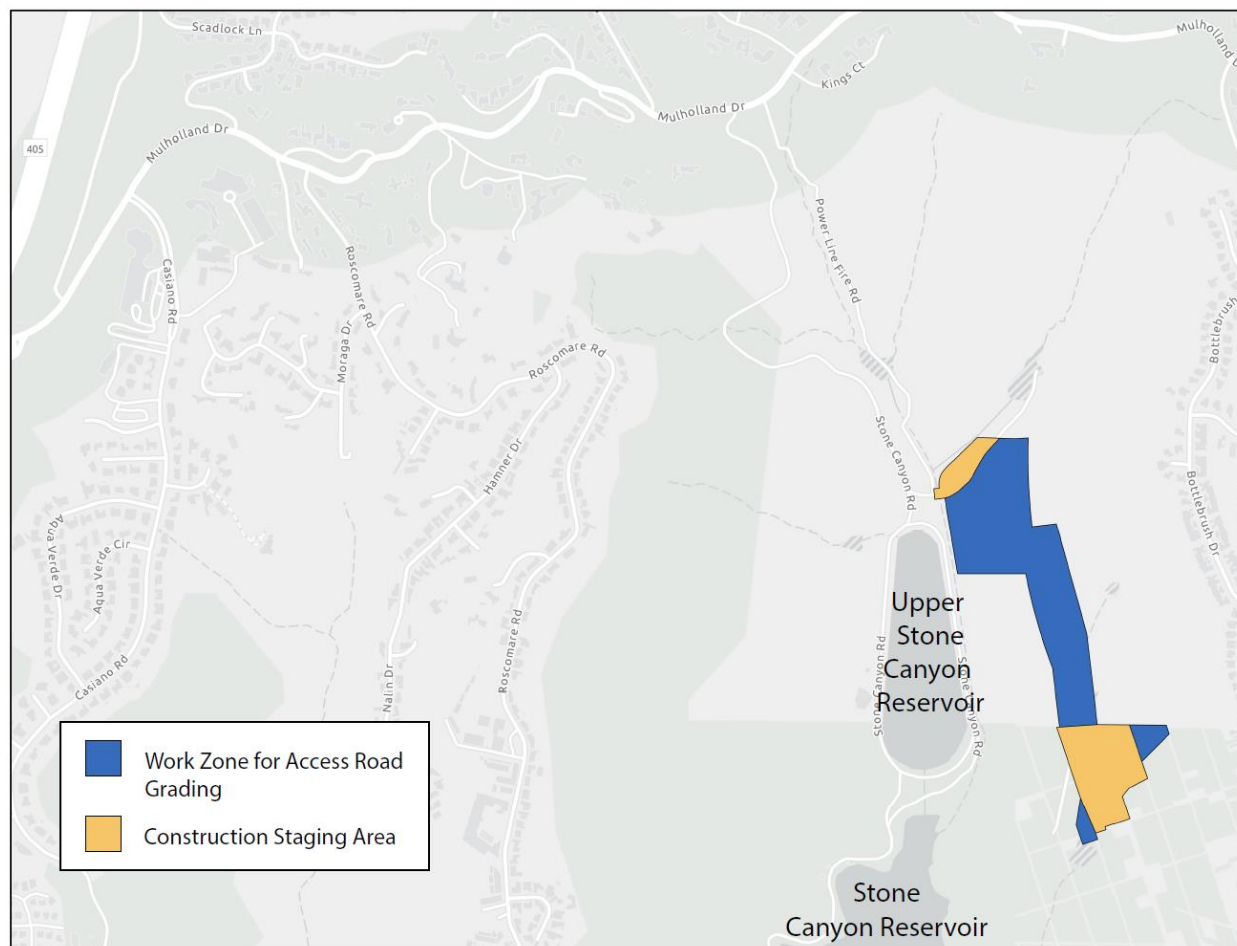
- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and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

The City of Los Angeles is an urban community located in the County of Los Angeles. The Resource Study Area (RSA) comprises various City of Los Angeles neighborhoods, including West Los Angeles, Westwood, Brentwood, Bel-Air, Sherman Oaks, Van Nuys, and the City of Santa Monica. The majority of multi-family residential land uses within the RSA are located in Westwood, Bel-Air, Sherman Oaks, and Van Nuys. The Sepulveda Basin Recreation Area is located within the northwest portion of the Study Area, while the Westridge-Canyonback Wilderness Park is located in the west portion of the Study Area. Several commercial uses range from local neighborhood/commercial main street retails to large regional malls and shopping centers within West Los Angeles, Westwood, Santa Monica, and Sherman Oaks.

In addition, the RSA is not located within the City of Santa Monica; however, the RSA falls within the City of Santa Monica in the southern portion of Alternative 6. The City of Santa Monica is an urban community located west and south of the City of Los Angeles. Almost all of the land in the City of Santa Monica is developed with established residential neighborhoods, commercial corridors, light industrial and creative office uses, a civic center, parks, schools and other community-serving facilities, public services, and utilities.

10.2.1 Project Site Characteristics and Land Uses

Existing land uses within the RSA are of land uses typically found in mature urban and suburban communities. Land uses within the RSA include residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Table 10-3 summarizes the distribution of land types and Figure 10-6 identifies the existing land uses within the RSA. As identified in Table 10-3, the greatest percentages of land uses are single-family residential (29 percent) and multi-family residential (11 percent), with open space and recreation, public facilities, and commercial and services (6 percent) being the next prevalent land uses. Figure 10-6 provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 6 and existing land uses.

Table 10-3. Alternative 6: Land Use Distribution within the Resource Study Area

Land Use Types	Total Acreage	Percentage of Total Acres
Single-Family Residential	4,124	29
Multi-Family Residential	1,494	11
Mixed Residential	48	<1
Mixed Residential and Commercial	231	<1
Commercial and Services	868	6
Education	641	5
Public Facilities	779	6
General Office	677	5
Industrial	555	4
Open Space and Recreation	806	6
Transportation, Communications, and Utilities	169	1
Military Installations	4	<1
Vacant	479	5
Total	14,068	100

Source: SCAG, 2024a

Figure 10-6. Alternative 6: Existing Land Use within the Resource Study Area



Source: SCAG, 2024a

There are numerous activity centers that support the existing communities within the RSA. Table 10-4 and Figure 10-7 summarize the various activity centers within the Alternative 6 RSA from south to north.



Table 10-4. Alternative 6: Activity Centers within the Resource Study Area

Number ID	Name	Address	Building Use
2	Richland Avenue Elementary School	11562 Richland Avenue Los Angeles, CA 90064	Public Elementary School
3	Daniel Webster Middle School	11330 Graham Place Los Angeles, CA 90064	Public Middle School
4	West Los Angeles, Fox 11 Media Center	1999 Bundy Drive Los Angeles, CA 90064	Television Station
6	Social Security Administration	11500 W Olympic Boulevard Los Angeles, CA 90064	Social Security Office
10	Stoner Recreation Park and Center	1835 Stoner Avenue Los Angeles, CA 90025	Parks and Recreation
12	New Horizon School	1819 Sawtelle Boulevard Los Angeles, CA 90025	Private Elementary School
13	Los Angeles County Sewer Maintenance	11168 Missouri Avenue Los Angeles, CA 90025	Consolidated Sewer Maintenance Plant
14	Nora Sterry Elementary School	1730 Corinth Avenue Los Angeles, CA 90025	Public Elementary School
15	VCA West Los Angeles Animal Hospital	1900 S Sepulveda Boulevard Los Angeles, CA 90025	Hospital
16	City of Los Angeles Department of Water and Power Distributing Station 28	11171 Nebraska Avenue Los Angeles, CA 90025	Electric Utility Company
18	Fusion Academy Los Angeles	1640 S Sepulveda Boulevard #100 Los Angeles, CA 90025	Private School
19	VCA Animal Specialty & Emergency Center	1535 S Sepulveda Boulevard Los Angeles, CA 90025	Animal Care Center
21	City of Los Angeles Department of Water and Power	1394 S Sepulveda Boulevard Los Angeles, CA 90025	Electric Utility Company
22	West Los Angeles VA Medical Center	11301 Wilshire Boulevard Los Angeles, CA 90073	Hospital
23	Los Angeles California Temple—Church of Jesus Christ of Latter-day Saints	10777 Santa Monica Boulevard Los Angeles, CA 90025	Religious Institution
24	Westwood Recreation Center	1350 S Sepulveda Boulevard Los Angeles, CA 90025	Parks and Recreation
25	Ralph Waldo Emerson Community Charter Middle School	1650 Selby Avenue Los Angeles, CA 90024	Charter School
26	St. Paul the Apostle School	1536 Selby Avenue Los Angeles, CA 90024	Private School
27	Federal Building/Veterans Affairs/Los Angeles Passport Agency	11000 Wilshire Boulevard #1000 Los Angeles, CA 90024	Public Facilities Building
30	Geffen Academy at UCLA	11000 Kinross Avenue Los Angeles, CA 90095	Private School
31	Hammer Museum	10899 Wilshire Boulevard Los Angeles, CA 90024	Museum

Number ID	Name	Address	Building Use
32	Los Angeles National Cemetery	950 S Sepulveda Boulevard Los Angeles, CA 90049	Military Cemetery
33	UCLA Ronald Reagan Medical Center	757 Westwood Plaza Los Angeles, CA 90095	UCLA Hospital/Specialty Medical Centers
35	UCLA Medical Plaza	550 Medical Plaza Drive Los Angeles, CA 90024	Hospital
38	UCLA	617 Charles E Young Drive S Los Angeles, CA 90095	University
39	Marymount High School	10643 Sunset Boulevard Los Angeles, CA 90077	Private High School
41	Bel-Air Country Club	10768 Bellagio Road Los Angeles, CA 90077	Country Club
50	Stone Canyon Overlook Park	10768 Bellagio Road Los Angeles, CA 90077	Park and Recreation
51	Greenleaf Mindful Montessori LLC	14339 Greenleaf Street Sherman Oaks, CA 91423	Preschool
58	Van Nuys/Sharman Oaks Recreation Center	14201 Huston Street Sherman Oaks, CA 91423	Park and Recreation
62	Los Angeles Fire Department	14615 Oxnard Street Van Nuys, CA 91411	Fire Station
70	Hope of the Valley Rescue Mission Help Center	6425 Tyrone Avenue Van Nuys, CA 91401	Social Services
71	Van Nuys High School	6535 Cedros Avenue Van Nuys, CA 91411	Public High School
73	Van Nuys DMV	14920 Vanowen Street Van Nuys, CA 91405	Department of Motor Vehicles
74	HFL Vanowen Apartments	14419 Vanowen Street Van Nuys CA 91405	Subsidized housing
78	Valley Medical Center	14600 Sherman Way Van Nuys, CA 91405	Hospital
81	Robert Fulton College Preparatory School	7477 Kester Avenue Van Nuys, CA 91405	Public High School
82	Department of Public Social Services	7555 Van Nuys Boulevard Van Nuys, CA 91405	Social Services Organization
84	City of Los Angeles Department of Water and Power Valley Center	14401 Saticoy Street Van Nuys, CA 91405	Electric Utility Company
85	Andres and Maria Cardenas Skate Park	14740 Blythe Street Panorama City, CA 91402	Skate Park
86	Plant Shopping Center	7880 Van Nuys Boulevard Panorama City, CA 91402	Shopping Center
87	Panorama High School	8015 Van Nuys Boulevard Panorama City, CA 91402	Public High School

Source: HTA, 2024

DMV = Department of Motor Vehicles

Figure 10-7. Alternative 6: Major Activity Centers along the Alignment


Source: HTA, 2024

10.2.2 Stations

10.2.2.1 Metro E Line Expo/Bundy Station

The proposed Metro E Line Expo/Bundy Station would be located directly adjacent to the north of the existing Metro E Line Expo/Bundy Station and provide access to the City of Santa Monica and the City of Culver City to the west and downtown Los Angeles to the east, connecting with the Metro B Line, D Line, E Line, and K Line.

The RSA of the proposed Metro E Line Station is primarily zoned as multi-family residential, commercial, and public facilities land uses (City of Los Angeles, 2023) and would be located on land uses designated as commercial, general office, and transportation/communications/utilities uses. Other land uses within the RSA of the proposed station include single-family and multi-family residential, industrial, commercial, general office, and open space/recreation (SCAG, 2024a). Adjacent properties to the proposed station include Stoner Recreational Park and Center and the West Los Angeles Fox 11 Media Center, which are located north of the existing Metro E Line Station. Vacant and underutilized parcels are distributed along Bundy Drive and Pico Boulevard. The majority of vacant and underutilized parcels are commercial that are situated southwest of the existing station.

10.2.2.2 Santa Monica Boulevard Station

The proposed Santa Monica Boulevard Station would be located on land that is zoned for commercial uses (City of Los Angeles, 2023) and on land designated for commercial, general office, and public facility use (SCAG, 2024a). Other land uses surrounding the RSA of the proposed Santa Monica Boulevard Station include single-family and multi-family residential, commercial, public facilities, education, and open space/recreation (SCAG, 2024a). Sawtelle Japantown is home to a sizable Japanese American population and is known for various restaurants, retail and commercial businesses. Also located within the RSA of the proposed station is Nora Sterry Elementary School, the VCA West Los Angeles Animal Hospital, and the VCA Animal Specialty & Emergency Center (ASEC).

10.2.2.3 Wilshire Boulevard/Metro D Line Station

The proposed Wilshire Boulevard/Metro D Line Station would be located directly adjacent to the northwest of the future Westwood/UCLA Station and provide access to the City of Santa Monica and the U.S. Department of Veterans Affairs (VA) to the west and downtown Los Angeles to the east, connecting with the Metro B Line, D Line, E Line, and K Line.

The proposed Wilshire/Metro D Line Station would be located on land that is zoned for commercial land uses (City of Los Angeles, 2023) and on land uses designated for general office, commercial, and mixed commercial and residential uses (SCAG, 2024a). Other land uses within the RSA of the proposed Wilshire/Metro D Line Station include single-family and multi-family residential, commercial, public facilities, industrial, and open space/recreation uses (SCAG, 2024a). The Federal Building is located within the RSA and houses both the Los Angeles Passport Agency and U.S. Department of Veterans Affairs, and VA Medical Center. The West Los Angeles U.S. Army Reserve Center – Sadao Munemori Hall is located west of the VA Hospital within the RSA. As a federal agency, the VA is not subject to state or local zoning regulations but considers general compatibility with existing and future land use designations and zoning ordinances.

Open space facilities within the RSA include the Bad News Bears Field and the Westwood Recreational Center. Also located within the RSA for the proposed station include the Hammer Museum, UCLA, and places of worship, which serve as major destinations. UCLA is a major destination with an enrollment of

over 47,000 students, within the RSA of the proposed station (UCLA, 2023). Other schools located within the RSA for the proposed station include Saint Paul the Apostle School, Ralph Waldo Emerson Community Charter Middle School, and Geffen Academy, and Fairburn Elementary School.

10.2.2.4 UCLA Gateway Plaza Station

The proposed UCLA Gateway Plaza Station is primarily located on land that is zoned as public facilities land use (City of Los Angeles, 2023), and land uses designated as education uses (SCAG, 2024a). Other land uses within the RSA of the proposed station include single-family residential and multi-family residential, commercial, public facility, general office, and open space/recreation (SCAG, 2024a). Activity centers adjacent to the proposed UCLA Gateway Plaza Station include the UCLA Ronald Reagan Medical Center, UCLA Medical Plaza, the RSA for the proposed station include commercial, open space, public facilities, suburban agriculture, single-family residential, and multi-family residential land uses.

10.2.2.5 Ventura Boulevard/Van Nuys Boulevard Station

The proposed Ventura Boulevard Station would be located on land that is zoned for public facilities and commercial land uses (City of Los Angeles, 2023) and on land uses designated for public facilities and commercial uses (SCAG, 2024a). Other land uses within the RSA of the proposed Ventura Boulevard Station is composed of single-family and multi-family residential, commercial, and public facilities (SCAG, 2024a). Within the RSA of the proposed station is the Greenleaf Mindful Montessori, LLC.

10.2.2.6 Metro G Line Van Nuys Station

The proposed Metro G Line Van Nuys Station would be located directly adjacent to the east of the existing Metro G Line Station and provide access to the Chatsworth community located in San Fernando Valley to the west, and North Hollywood to the east, with connections to the Metro B Line.

The proposed Metro G Line Station would be located on land that is zoned for manufacturing and commercial land uses (City of Los Angeles, 2023) and located on land designated as commercial, public facility, and open space/recreation uses (SCAG, 2024a). Other land uses within the RSA of the proposed Metro G Line Station include single-family and multi-family residential, commercial, public facilities, industrial, open space/recreation, and transportation/communications/utilities (SCAG, 2024a). Abutting the proposed station is the Sepulveda Boulevard commercial and industrial corridor with several big box department stores, home improvement stores, and a grocery store. The Los Angeles Fire Department and Van Nuys High School is also within the RSA of the proposed station.

10.2.2.7 Van Nuys Metrolink Station

The proposed Van Nuys Metrolink Station would be located directly adjacent to the north of the existing Van Nuys Metrolink Station that serves the LOSSAN rail corridor and provide access to the Chatsworth community located in San Fernando Valley to the west, and downtown Los Angeles to the east, with connections to Union Station.

The proposed Van Nuys Metrolink Station is located on land that is zoned for public facilities and commercial uses (City of Los Angeles, 2023) and on land designated as commercial, transportation/communications/utilities, and vacant (SCAG, 2024a). Other land uses within the RSA of the proposed Van Nuys Metrolink Station include single-family and multi-family residential, commercial, public facilities, and industrial (SCAG, 2024a). Within the RSA of the proposed station is the Van Nuys Boulevard commercial corridor home to the Plant Shopping Center, Panorama High School, and Valley Medical Center.

10.2.3 Maintenance and Storage Facilities

The proposed MSF is located on land that is zoned for manufacturing (City of Los Angeles, 2023) and on land designated for industrial uses (SCAG, 2024a). Other land uses within the proposed MSF RSA include single-family residential, multi-family residential, commercial, public facilities, and general office land use (SCAG, 2024a). Within the MSF RSA is the Van Nuys Boulevard commercial corridor, which is home to the Plant Shopping Center, Panorama High School, and Valley Medical Center.

10.2.4 Ventilation Facilities

As described in Section 10.1.1.10, a mid-mountain ventilation shaft for the extraction of air would be located on LADWP property east of Stone Canyon Reservoir in the Santa Monica Mountains. 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. The land uses identified for the proposed access road and ventilation shaft located east of the Stone Canyon Reservoir are designated as restricted public open space (Santa Monica Mountains Comprehensive Plan [Santa Monica Mountains Comprehensive Commission, 1979]) and open space (SCAG, 2024a).

10.2.5 Sensitive Land Uses

Sensitive land uses are described in detail in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025a) and include the following institutions and facilities:

- Educational institutions (e.g., Geffen Academy at UCLA, UCLA, Marymount High School, Greenleaf Mindful Montessori LLC, Robert Fulton College Preparatory School, Richland Avenue Elementary School, Norra Sterry Elementary School, New Horizon School, Fusion Academy Los Angeles, Ralph Waldo Emerson Community Charter Middle School, St. Paul the Apostle School, Van Nuys High School, and Panorama High School)
- Recreational facilities (e.g., Andres and Maria Cardenas Skate Park, Westwood Recreational Center, Bel-Air Country Club, Stone Canyon Overlook Park, Stoner Recreation Park and Center, and Van Nuys/Sherman Oaks Recreation Center)
- Subsidized housing (e.g., HLF Van Owen Apartments)
- Health and medical services institutions (e.g., West Los Angeles VA Medical Center, VCA West Los Angeles Animal Hospital, VCA ASEC, UCLA Ronald Reagan Medical Center, UCLA Medical Plazas, and Valley Medical Center)
- Cultural institutions (e.g., Hammer Museum)
- Places of worship (e.g., Los Angeles California Temple - Church of Jesus Christ of Latter-day Saints)
- Government facilities (e.g., LADWP, Los Angeles Fire Department Station, Los Angeles National Cemetery, Hope of the Valley Rescue Mission Help Center, Federal Building / Veterans Affairs / Los Angeles Passport Agency, LADWP Distributing Station 28, Social Security Administration Van Nuys Mega Passport Office, and U.S. Postal Services)

10.2.6 Agriculture Resources

The California Department of Conservation (DOC) maps “Important Farmland” throughout the state through its Farmland Mapping and Monitoring Program (FMMP) (DOC, 2023). In order to be shown on an Important Farmland Map, land must meet criteria regarding both land use and soil characteristics. To

meet the land use criteria, land must have been used for irrigated agricultural production at some time during the 4 years prior to the Important Farmland Map date. In addition, the soil must meet the physical and chemical criteria for “Prime Farmland,” or “Farmland of Statewide Importance” as determined by the U.S. Department of Agriculture (USDA), which compiles lists of which soils in each survey area meet the criteria. As defined by the DOC, farmland is generally grouped into the following categories:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land

There are no designated land uses for agricultural purposes in the RSA or within the surrounding areas. According to the DOC’s California Important Farmland Map, the Alternative 6 RSA is classified as Urban and Built-Up Land and there is no farmland within the RSA (DOC, 2022).

10.2.7 Forestry Resources

Alternative 6 and the surrounding areas within the RSA are largely urbanized and characterized by features typical of the urban landscape. According to the Forest Services, the closest designated forestry resource is the Angeles National Forest, located approximately 12.29 miles east of the northern portion of Alternative 6 (USDA, 2023). There are no forestry resources at Alternative 6 or within the RSA.

10.3 Impacts Evaluation

10.3.1 Impact LUP-1: Would the project physically divide an established community?

10.3.1.1 Operational Impacts

Alternative 6 would operate on land uses that are designated as residential (single-family and multi-family), commercial, public facility, general office, education, mixed residential and commercial, transportation/communications/utilities, open space and recreation, vacant, and industrial land uses (SCAG, 2024a). Alternative 6 would not introduce physical barriers to the existing setting since the alignment would operate within the City of Los Angeles and LOSSAN rail corridor ROWs and would be located primarily belowground.

Alternative 6 is currently surrounded by a mix of land uses as previously identified on Figure 10-6 and in Table 10-3. The RSA for Alternative 6 is currently developed with existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Alternative 6 would not conflict with the predominant uses present in the surrounding areas within the RSA.

I-405 and the LOSSAN rail corridor currently separate adjacent land uses and act as physical boundaries for the Van Nuys community located in the Valley. The underground segment of Alternative 6 would operate under the City of Los Angeles ROW of Bundy Drive, Santa Monica Boulevard, Westwood Boulevard, and Van Nuys Boulevard, and under existing residential, vacant, and open space/recreation land uses as it curves east to traverse under residential properties located in Bel Air and the Santa Monica Mountains.

The proposed station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. Communities would maintain access to surrounding land uses and would continue to be accessible to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections, left-turning traffic would be maintained located along Bundy Avenue and Van Nuys Boulevard.

The proposed stations associated with Alternative 6 are located primarily on land use designated for commercial, public facility, and industrial properties (SCAG, 2024a). The existing characteristics in these proposed station areas are densely urbanized and adjacent to the LOSSAN rail corridor or the UCLA campus. Additionally, the land use identified for the proposed access road and ventilation shaft located east of the Stone Canyon Reservoir is designated as restricted public open space (*Santa Monica Mountains Comprehensive Plan* [Santa Monica Mountains Comprehensive Commission, 1979]) and open space (SCAG, 2024a). The areas surrounding the Stone Canyon Reservoir include built-up features such as the access road and supporting building facilities. Residential properties located east of the proposed ventilation shaft would not be permanently acquired. The elements of Alternative 6 would be generally consistent with the surrounding uses and would not physically divide an established community.

No permanent closures of roads or pathways are anticipated. Alternative 6, being primarily underground, would maintain access to surrounding uses at pedestrian and vehicle crossings and nearby intersections, thereby maintaining connection and access to existing communities and businesses. Alternative 6 would not restrict access within established communities that would cause a division of communities to the extent they would be disrupted or isolated. In addition, Alternative 6 would not conflict with the predominant uses present in the surrounding areas and would provide a transportation option to the surrounding community. Therefore, no operational impacts related to physically dividing an established community.

10.3.1.2 Construction Impacts

Construction of Alternative 6 would not result in permanent physical divisions of established communities; however, construction easements (i.e., the areas needed during construction) would be required for the underground guideway and station installation, staging areas, street reconstruction, demolition, and utility relocation. The properties under these easements are designated as commercial, educational, public facility, industrial, residential, and open space uses (SCAG, 2024a). While the properties under these easements and permits would retain their original land use designation and zoning classifications, the temporary use of these properties for construction activities could cause access disruptions that represent a significant impact without mitigation.

Permanent acquisitions would be required to provide a station entrance on the northwest corner of Midvale Avenue and Ashton Avenue for the proposed Metro D Line Westwood/UCLA Station as described in the *Sepulveda Transit Corridor Project Real Estate and Acquisition Technical Report* (Metro, 2025c). Where acquisition and relocation are unavoidable, Metro would apply its acquisition and relocation policies to assure compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (42 U.S. Code [U.S.C.] Chapter 61) and California Relocation Act (Government Code Section 7260 et seq.).

The proposed alignment and stations would be constructed underneath residential communities located in West Los Angeles, Westwood, Bel Air-Beverly Crest, Sherman Oaks, and Van Nuys within the roadway ROW along Bentley Avenue, Westwood Boulevard, and Sepulveda Boulevard. Street and sidewalk closures during construction would temporarily limit property access between established communities.

Without mitigation, the temporary street detours and access restrictions during construction could represent a significant impact due to potential access disruptions.

To address these potential impacts, Alternative 6 would be required to implement MM TRA-4, which would require preparation and implementation of a TMP to reduce the impacts of construction work zones, provide wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways, and require Metro and the contractor to notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

10.3.1.3 Maintenance and Storage Facility

The proposed MSF would require acquiring properties west of Woodman Avenue and south of the LOSSAN rail corridor ROW, which currently serve as permanent barriers to existing communities located within the RSA. However, the proposed MSF would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for industrial uses. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, location and/or operation of the proposed MSF would not physically divide an established community and no impact would occur.

Construction activities for the proposed MSF would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, bicyclists, and vehicles within and between local communities. Without mitigation, these closures could result in significant impacts related to community access.

The *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025b) further analyzes the potential impacts on circulation and pedestrian access to adjoining or nearby properties. As discussed in that report, street and sidewalk closures may be required during construction of the proposed MSF that would temporarily limit property access between established communities. These closures would be temporary and periodic. However, without mitigation, these temporary closures could still result in significant impacts related to community access and connectivity.

To address these impacts, the proposed MSF would implement MM TRA-4, which would require preparation and implementation of a construction TMP to minimize disruptions from construction work zones, provide wayfinding signage to inform the public of reroutes, and require Metro and the contractor to notify and coordinate with surrounding communities regarding the construction schedule. With implementation of MM TRA-4, the potential significant impacts would be reduced to less than significant.

10.3.2 Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

10.3.2.1 Operational Impacts

Alternative 6 would be supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA that prioritize public transportation improvements and reductions of vehicle trips, as summarized in Table 10-5.

The Project is identified under the Southern California Association of Governments (SCAG) *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS)

Final Connect SoCal Project List Technical Report (SCAG, 2024a, 2024b). Alternative 6 would support the goal of the 2024-2050 RTP/SCS to provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Operations of Alternative 6 would also support the public transportation Goal 10 to “*develop a public transit system that improves mobility with convenient alternatives to automobile travel*” and Objective 10-2 to “*increase the work trips and non-work trips made on public transit*” under the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a). Furthermore, Alternative 6 would support Objective 11-1 in the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d), which is “*to encourage ...rail facilities.*” Additionally, Policy 11-2.1 sets forth to “*develop an intermodal mass transportation plan to implement linkages to future rail service.*”

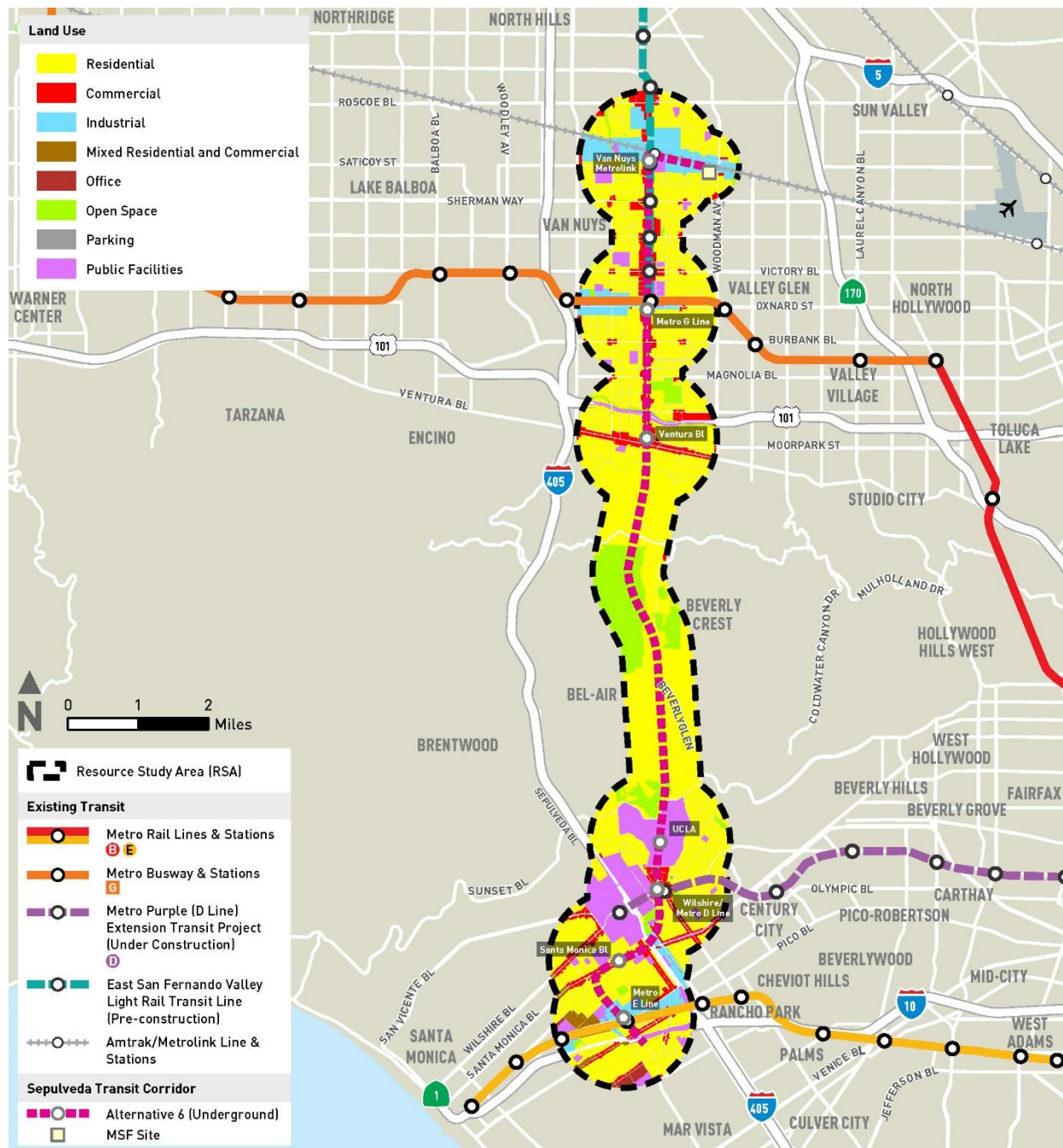
Under the *Bel Air-Beverly Crest Community Plan's* (DCP, 1996) Public Transportation section, Alternative 6 would be supportive of the community’s objective to propose “*a public transportation corridor in the vicinity of the San Diego Freeway and Sepulveda Boulevard. This corridor should be utilized for appropriate public transportation. There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation.*”

Under the *West Los Angeles Community Plan* (DCP, 1999a), Alternative 6 would be supportive of the community’s Goal 11 to “*encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips.*” Additionally, Policy 11-1.4 sets forth to “*promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.*”

Operation of Alternative 6 would require permanent underground easements for the proposed alignment, stations, and ventilation shaft. Property acquisition would consist of various land uses, including public facilities, commercial, industrial, general office, mixed residential and commercial, education, transportation/communications/utilities, and vacant (SCAG, 2024a). The permanent easements would be located at the depth of the proposed TBM, which would not require the acquisition of open space and residential areas at the surface level. Therefore, impacts would be less than significant.

The land use identified for the proposed access road and ventilation shaft located east of the Stone Canyon Reservoir is designated as restricted public open space (*Santa Monica Mountains Comprehensive Plan* [Santa Monica Mountains Comprehensive Commission, 1979]) and open space (SCAG, 2024a). However, the areas surrounding the Stone Canyon Reservoir include built up features including the access road and supporting building; therefore, Alternative 6 would not conflict with existing land uses or policies for preserving open space resources located within the Santa Monica Mountains. The elements of Alternative 6 would be generally consistent with future commercial, industrial, mixed residential and commercial, and public facilities land uses, as shown on Figure 10-8.

Figure 10-8. Alternative 6: Planned Land Use within the Resource Study Area



Source: DCP, 2001b; City of Santa Monica, 2023a, 2023b

The proposed belowground UCLA Gateway Plaza Station would be consistent with the *UCLA Long Range Development Plan* (UCLA, 2017) in providing better pedestrian access for its students, staff, and visitors, including closer access to the hospital facilities.

For these reasons, operation of Alternative 6 would not conflict with the goals and policies of the applicable jurisdictions as outlined in Table 10-5. Therefore, operation of Alternative 6 would not

conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigation an environmental effect and result in a less than significant impact.

10.3.2.2 Construction Impacts

Construction of Alternative 6 would require construction easements for construction, including underground guideway and station installation, ventilation shaft, street reconstruction, demolition, construction staging, cut-and-cover construction for the proposed stations, and utility relocation. The properties under construction easements would retain their original land use designation and zoning classifications.

Alternative 6 would require construction easements for properties consisting of residential, commercial, open space, industrial, educational, and public facility land uses located along the proposed alignment and stations. Construction activities include modifications to the existing roadway and sidewalks, construction staging, and cut-and-cover construction. However, the construction easements would be temporary and the properties would retain their original land use designation and zoning classifications. The land use identified for the proposed access road and ventilation shaft located east of the Stone Canyon Reservoir is designated as restricted public open space (*Santa Monica Mountains Comprehensive Plan* [Santa Monica Mountains Comprehensive Commission, 1979]) and open space (SCAG, 2024a). However, the areas surrounding the Stone Canyon Reservoir include built up features including the access road and supporting building, therefore, Alternative 6 would not conflict with existing land uses or policies for preserving open space resources located within the Santa Monica Mountains.

Furthermore, Alternative 6 would support the *West Los Angeles Community Plan* (DCP, 1999a), specifically Goal 11, which states, “*encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips;*” Objective 11-1 to “*pursue transportation management strategies that can reduce the number of vehicle trips;*” and Policy 11-1.4, to “*further the promotion of the development of transportation facilities and services that encourage transit ridership and improve pedestrian and bicycle access.*”

As summarized in Table 10-5, Alternative 6 would be consistent with the regional plans and policies prioritizing alternative modes of travel to reduce single-occupancy vehicle trips, encouraging rail facilities in the community, and expanding land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Construction activities associated with Alternative 6 would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the construction of Alternative 6 would result in a less than significant impact.

Table 10-5. Alternative 6: Relevant Plans and Policies

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Southern California Association of Governments	2024-2050 RTP/SCS (SCAG, 2024a, 2024b)	<ul style="list-style-type: none"> Provide a Long-range Visioning Plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. 	<ul style="list-style-type: none"> Alternative 6 is consistent with this Long-range Visioning Plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern.
Los Angeles	City of Los Angeles Mobility Plan 2035 (DCP, 2016)	<ul style="list-style-type: none"> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities. Policy 5.1: Encourage the development of a sustainable transportation system that promotes environmental and public health. 	<ul style="list-style-type: none"> Policy 3.3: Alternative 6 is consistent with promoting equitable land use decisions that would result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. Policy 3.7: Alternative 6 is consistent with and furthers the plan's goal of improving transit access and service to major regional destinations, job centers, and intermodal facilities. Policy 5.1: Alternative 6 is consistent with and furthers the plan's goal of encouraging the development of a sustainable transportation system that promotes environmental and public health.
Los Angeles	Urban Water Management Plan (LADWP, 2020)	<ul style="list-style-type: none"> Mid-Valley Water Facility Project 	<ul style="list-style-type: none"> Alternative 6 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF.
Santa Monica Mountains Conservancy	Santa Monica Mountains Comprehensive Plan (Santa Monica Mountains Comprehensive Commission, 1979)	<ul style="list-style-type: none"> Priority for Resource Protection Policy: The natural resources of the Santa Monica Mountains should be protected. To the extent possible, all development should be compatible with this goal. Conflicts between development and natural resource values should be resolved by giving priority to protecting the resource unless benefits of overriding regional importance would otherwise be lost. 	<ul style="list-style-type: none"> Priority for Resource Protection Policy: Alternative 6 would conform with policies that would protect the natural resources of the Santa Monica Mountains. The vent shaft would be located in land designated as Restricted Public Open Space by the Santa Monica Mountain Conservancy.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Santa Monica Mountains Conservancy	Santa Monica Mountains National Recreation Area Action Plan (NPS, 2009)	<ul style="list-style-type: none"> Transportation management strategies of reducing vehicle miles traveled, improving vehicle efficiency, and using alternative fuels. 	<ul style="list-style-type: none"> Alternative 6 is consistent with the goal of reducing emissions by providing an alternative mode of transportation that would use alternative fuels and would result in less vehicle miles traveled.
Santa Monica Mountains Conservancy	Eastern Santa Monica Mountains Natural Resource Protection Plan (SMMC, 2021)	<ul style="list-style-type: none"> Protecting the few remaining viable habitat linkages across the cross mountain busy arterial roadways that include Sepulveda Boulevard, Beverly Glen Boulevard, Benedict Canyon Drive, Coldwater Canyon Avenue, and Laurel Canyon Boulevard. 	<ul style="list-style-type: none"> Alternative 6 would conform with this plan as the Project is identified as a new rail through the Sepulveda Pass.
Los Angeles	West Los Angeles Community Plan (DCP, 1999a)	<ul style="list-style-type: none"> Goal 11: Encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. Objective 11-1: Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. Policy 11-1.4: Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access. 	<ul style="list-style-type: none"> Goal 11: Alternative 6 would be consistent with this policy and would encourage alternative modes of transportation over the use of single occupant vehicles to reduce vehicular trips. Objective 11-1: Alternative 6 would be consistent with pursuing transportation management strategies that can reduce the number of vehicle trips. Policy 11-1.4: Alternative 6 would be consistent with and further the promotion of the development of transportation facilities and services that encourage transit ridership and improve pedestrian and bicycle access.
Los Angeles	Bel Air-Beverly Crest Community Plan (DCP, 1996)	<ul style="list-style-type: none"> Open space and park and recreation lands, whether deeded to the City of Los Angeles or privately held as Open Space Land, should be protected by provisions which would prohibit any future construction of non-recreational buildings on the protected areas. 	<ul style="list-style-type: none"> In the Bel-Air Beverly Crest communities, Alternative 6 would conform to policies concerning open space and state parkland since the alignment would be underground in these communities.

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies	Project Consistency
Los Angeles	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (DCP, 1998b)	<ul style="list-style-type: none"> • Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel. • Objective 10-1.2: Encourage expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. • Objective 10-2: Increase the work trips and non-work trips made on public transit 	<ul style="list-style-type: none"> • Goal 10: Alternative 6 would be consistent with and further this goal that aims to develop a public transit system that improves mobility with convenient alternatives to automobile travel. • Objective 10-1.2: Alternative 6 would be consistent with encouraging the expansion of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population. • Objective 10-2: Alternative 6 would be consistent with increasing the trips on public transit.
Los Angeles	Van Nuys-North Sherman Oaks Community Plan (DCP, 1998d)	<ul style="list-style-type: none"> • Objective 11-1: Encourage improved local and express bus service through the Van Nuys-North Sherman Oaks area. • Objective 11-1.3: Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. • Objective 11-2.1: Develop an Intermodal Mass Transportation Plan to implement linkages to future rail service. 	<ul style="list-style-type: none"> • Objective 11-1: Alternative 6 would be consistent with this goal and would encourage rail facilities in the community. • Objective 11-1.3: Alternative 6 would be consistent with this policy and would encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population. • Policy 11-2.1: Alternative 6 would conform with this policy and would develop an Intermodal Mass Transportation Plan to implement linkages to future rail service.
UCLA	UCLA Long Range Development Plan (UCLA, 2017)	<ul style="list-style-type: none"> • Central Zone is designated to accommodate pedestrian friendly development planned in conjunction with potential future Westside subway proposals. 	<ul style="list-style-type: none"> • The proposed UCLA Gateway station would be located within the UCLA designated Central Zone and partially within the adjacent to the Health Sciences Zone. Alternative 6 would be consistent with the <i>UCLA Long Range Development Plan</i> that plans for a more pedestrian access.

Source: HTA, 2024

NPS = National Park Service

SMMC = Santa Monica Mountains Conservancy

10.3.2.3 Maintenance and Storage Facility

The proposed MSF would require construction easements and acquisition of properties with industrial uses. The parcels within the proposed MSF and in the vicinity are zoned as Light Industrial (City of Los Angeles, 2023). A significant portion of the proposed MSF is occupied by industrial uses owned by the Copart car auctions. The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Given the existing industrial uses of the parcels to be acquired and of the parcels in the surrounding area, operation and construction of the proposed MSF would not be considered a change in land use type and would not conflict with adjacent land uses.

The proposed MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction. Operation of the proposed MSF would conflict with the LADWP Urban Water Management Plan (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved a Mitigated Negative Declaration for the project on February 11, 2020 and construction is anticipated to begin in 2027. Due to the conflict with the proposed LADWP facility, the proposed MSF may result in the need to relocate or construct the LADWP facility in a different location which may result in new significant environmental effects. If it is determined that a new facility in a new location is needed, environmental review of the proposal would be required to determine potential environmental effects and identify feasible mitigation measures to address those effects. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, operation of the proposed MSF would result in a significant and unavoidable impact due to a conflict with local land use plans.

10.3.3 Impact AFR-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

10.3.3.1 Operational Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). Alternative 6 and surrounding areas within the RSA are largely urbanized with land uses that includes residential, commercial, industrial, open space/recreational, public facilities, and general offices (SCAG, 2024a). There are no land uses for agricultural purposes within the RSA for Alternative 6. Implementation of Alternative 6 would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within or in close proximity to the RSA for Alternative 6. Therefore, Alternative 6 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation.

10.3.3.2 Construction Impacts

Agricultural resources include lands designated as farmland in the DOC's FMMP, parcels under a Williamson Act contract, and any other parcels identified by local jurisdictions as agricultural in nature or where agricultural activity is permitted (DOC, 2023). There are no land uses for agricultural purposes within the RSA for Alternative 6. Implementation of Alternative 6 during construction activities would not involve changes that could result in conversion of farmland to non-agricultural uses because there are no agricultural uses or farmland within or in close proximity to the RSA for Alternative 6. Therefore, Alternative 6 would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during construction.

10.3.3.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned for agricultural uses. Therefore, the proposed MSF would not involve conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to non-agricultural use, and no impact would occur during operation or construction.

10.3.4 Impact AFR-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

10.3.4.1 Operational Impacts

Implementation of Alternative 6 would not conflict with existing agricultural zoning during operational activities. Alternative 6 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 6 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, Alternative 6 would have no impact on agricultural zoning during operation.

10.3.4.2 Construction Impacts

Implementation of Alternative 6 would not conflict with existing agricultural zoning during construction activities. Alternative 6 and surrounding areas within the RSA are neither zoned for agricultural use nor a part of a Williamson Act contract. Implementation of Alternative 6 would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract. Therefore, Alternative 6 would have no impact on agricultural zoning during construction.

10.3.4.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned for agricultural uses. Therefore, the proposed MSF would not conflict with existing zoning for agricultural use or affect land under a Williamson Act Contract, and no impact would occur during operation or construction.

10.3.5 Impact AFR-3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))

10.3.5.1 Operational Impacts

Alternative 6 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 6. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest

located approximately 12.06 miles east of the northern portion of Alternative 6 (USDA, 2023). Implementation of Alternative 6 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation.

10.3.5.2 Construction Impacts

Alternative 6 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 6. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 6 (USDA, 2023). Implementation of Alternative 6 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during construction.

10.3.5.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned as forest lands or timberland. Therefore, the proposed MSF would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

10.3.6 Impact AFR-4: Would the project result in the loss of forest land or conversion of forest land to non-forest land use?

10.3.6.1 Operational Impacts

Alternative 6 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 6. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 6 (USDA, 2023). Implementation of Alternative 6 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation.

10.3.6.2 Construction Impacts

Alternative 6 and surrounding areas within the RSA are characterized by features typical of the urban landscape. There are no properties zoned as forest land or timberland within the RSA for Alternative 6. According to the USDA Forest Services, the closest designated forest land is the Angeles National Forest located approximately 12.06 miles east of the northern portion of Alternative 6 (USDA, 2023). Implementation of Alternative 6 would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during construction.

10.3.6.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned as forest lands or timberland. Therefore, the proposed MSF would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production, and no impact would occur during operation or construction.

10.3.7 Impact AFR-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

10.3.7.1 Operational Impacts

Alternative 6 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 6 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 6. Therefore, there would be no impact associated with conversion of farmland or forest land during operation.

10.3.7.2 Construction Impacts

Alternative 6 and surrounding areas within the RSA are characterized by features typical of the urban landscape. Implementation of Alternative 6 would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. There are no agricultural uses, farmland, or forest land within or in close proximity to the RSA for Alternative 6. Therefore, there would be no impact associated with conversion of farmland or forest land during construction.

10.3.7.3 Maintenance and Storage Facility

The parcels that are part of the proposed MSF are not zoned as agricultural land, forest lands, or timberland. Therefore, the proposed MSF would not result in conversion of farmland or forest land, and no impact would occur during operation or construction.

10.4 Mitigation Measures

10.4.1 Operational Impacts

As discussed in Section 10.3, operation of Alternative 6 requires implementation of MM LUP-1 to reduce impacts caused by the acquisition of the DWP site that would conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect.

MM LUP-1: *Metro shall coordinate and work with the Santa Monica Mountains Conservancy, Los Angeles Department of Water and Power, and City to amend the Santa Monica Mountains Conservancy Comprehensive Plan, the LADWP Urban Water Management Plan, and the Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans, and to amend the LAMC to bring the project into conformity with those planning and zoning requirements.*

10.4.2 Construction Impacts

As discussed in Section 10.3, construction of Alternative 6 would require implementation of MM TRA-4 to reduce disruption caused by construction work zones to a less than significant impact.

The following mitigation measures would be implemented for Alternative 6:

MM TRA-4 *The project contractor shall prepare a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures:*

- *Where feasible, schedule construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible.*
- *Designated routes for project haul trucks shall primarily utilize the I-405, I-10, US-101 corridors. Throughout the construction process, these routes shall be coordinated with the City of Los Angeles and Veterans Affairs to ensure consistency with land use and mobility plans. Additionally, the routes shall be situated to minimize noise, vibration, and other possible impacts.*
- *Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.*
- *Where construction encroaches on the Los Angeles-San Diego-San Luis Obispo rail corridor right-of-way, coordinate construction activities with Union Pacific, Metrolink, and Amtrak to minimize disruptions to service and coordinate on outreach to inform passengers of service impacts. Provide temporary parking and drop-off facilities at the Van Nuys Metrolink/Amtrak Station to minimize passenger impacts.*
- *Develop and implement an outreach program and public awareness campaign in coordination with Caltrans, the City of Los Angeles, the City of Santa Monica, and the County of Los Angeles to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.*
- *Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.*
- *Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.*
- *Where construction encroaches on pedestrian facilities, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.*
- *Where construction encroaches onto the University of California, Los Angeles campus, the project contractor shall ensure that access to campus buildings is maintained through temporary decking and the construction of temporary stairs and ramps.*
- *During final design, the project contractor shall coordinate with Metro Operations to minimize construction impacts on existing Metro rail operations in and around existing stations. Where construction results in the interruption of Metro rail operations, buses shall provide temporary service between rail stations.*
- *Provide on-street bicycle detour routes and signage to address temporary effects to bicycle circulation and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted.*

- *During final design, the project contractor shall coordinate 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 nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.*
- *Maintain customer and delivery access to all operating businesses near construction work areas. Access shall be maintained to allow for reasonable business operations, including clear signage for alternate routes, temporary driveways, or entry points as necessary. Coordination with businesses shall be conducted to address specific access needs and minimize disruptions, ensuring that any restrictions are communicated in advance and alternative arrangements are provided as appropriate.*

10.4.3 Impacts After Mitigation

Regarding Impact LUP-1, implementation of MM TRA-4 would require preparation and implementation of a TMP during construction to minimize disruptions caused by construction activities of each of the project alternatives. The TMP would facilitate the flow of traffic and transit service in and around construction zones, ensuring access to and from established communities is maintained. With implementation of MM TRA-4, construction impacts associated with Alternative 6 under Impact LUP-1 would be reduced to less than significant.

Under Impact LUP-2, construction of Alternative 6 would result in a less than significant impact, therefore, no mitigation measures would be required. Operation of the MSF would conflict with the *LADWP Urban Water Management Plan* (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. Operation of the proposed MSF would result in a significant and unavoidable impact. Therefore, operation of Alternative 6 would conflict with land use plans, policies and regulations adopted for the purpose of avoiding or mitigating environmental impacts, which would be a significant and unavoidable impact.

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