

Appendix E. Communities and Neighborhoods Technical Report



SEPULVEDA TRANSIT CORRIDOR PROJECT

Communities and Neighborhoods Technical Report

March 2025



Metro®

SEPULVEDA TRANSIT CORRIDOR PROJECT

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Communities and Neighborhoods Technical Report

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Prepared for:



Metro

Los Angeles County

Metropolitan Transportation Authority

Prepared by:



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Table of Contents

ABBREVIATIONS AND ACRONYMS	XIII
1 INTRODUCTION	1-1
1.1 Project Background	1-1
1.2 Project Alternatives	1-1
1.3 Project Study Area	1-2
1.4 Purpose of this Report and Structure	1-2
2 REGULATORY AND POLICY FRAMEWORK	2-1
2.1 Federal	2-1
2.1.1 Community and Neighborhoods	2-1
2.1.2 Public Facilities	2-1
2.1.3 Utilities and Service Systems	2-2
2.2 State	2-3
2.2.1 Community and Neighborhoods	2-3
2.2.2 Public Facilities	2-3
2.2.3 Utilities and Service Systems	2-3
2.3 Regional	2-5
2.3.1 Community and Neighborhoods	2-5
2.3.2 Public Facilities	2-7
2.3.3 Utilities and Service Systems	2-8
2.4 Local	2-9
2.4.1 Community and Neighborhoods	2-9
2.4.2 Public Facilities	2-16
2.4.3 Utilities and Service Systems	2-18
3 METHODOLOGY	3-1
3.1 Operation and Construction	3-1
3.1.1 Public Facilities	3-1
3.1.2 Utilities and Service Systems	3-1
3.2 CEQA Thresholds of Significance	3-2
3.3 Project Measures	3-3
4 FUTURE BACKGROUND PROJECTS	4-1
4.1 Highway Improvements	4-1
4.2 Transit Improvements	4-1
4.3 Regional Rail Projects	4-2
5 NO PROJECT ALTERNATIVE	5-1
5.1 Existing Conditions	5-1

5.1.1	Communities.....	5-1
5.1.2	Demographics and Socioeconomic Characteristics.....	5-8
5.1.3	Educational Facilities	5-11
5.1.4	Post Offices and Libraries	5-21
5.1.5	Utilities.....	5-23
5.2	Impact Evaluation	5-30
5.2.1	Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	5-30
5.2.2	Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	5-31
5.2.3	Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities.	5-32
5.2.4	Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	5-33
5.2.5	Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	5-33
5.2.6	Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	5-34
5.2.7	Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	5-35
5.2.8	Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	5-35
5.3	Mitigation Measures.....	5-36
5.3.1	Operational Impact.....	5-36
5.3.2	Construction Impacts.....	5-36
5.3.3	Impacts After Mitigation	5-36
6	ALTERNATIVE 1	6-1
6.1	Alternative Description.....	6-1
6.1.1	Operating Characteristics	6-1
6.1.2	Construction Activities.....	6-19
6.2	Existing Conditions.....	6-22



6.2.1	Educational Facilities	6-22
6.2.2	Post Offices and Libraries	6-27
6.2.3	Utilities.....	6-29
6.3	Impact Evaluation	6-29
6.3.1	Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	6-29
6.3.2	Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	6-31
6.3.3	Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?	6-32
6.3.4	Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	6-35
6.3.5	Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	6-41
6.3.6	Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	6-42
6.3.7	Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	6-44
6.3.8	Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	6-46
6.4	Mitigation Measures.....	6-46
6.4.1	Operational Impact.....	6-46
6.4.2	Construction Impact	6-47
6.4.3	Impacts After Mitigation	6-47
7	ALTERNATIVE 3	7-1
7.1	Alternative Description.....	7-1
7.1.1	Operating Characteristics	7-1
7.1.2	Construction Activities.....	7-18
7.2	Existing Conditions.....	7-22
7.2.1	Educational Facilities	7-22
7.2.2	Post Offices and Libraries	7-27

7.2.3	Utilities.....	7-29
7.3	Impact Evaluation	7-29
7.3.1	Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	7-29
7.3.2	Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	7-31
7.3.3	Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?	7-32
7.3.4	Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	7-34
7.3.5	Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	7-40
7.3.6	Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	7-41
7.3.7	Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	7-43
7.3.8	Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	7-44
7.4	Mitigation Measures.....	7-45
7.4.1	Operational Impact.....	7-45
7.4.2	Construction Impact	7-45
7.4.3	Impacts After Mitigation	7-45
8	ALTERNATIVE 4	8-1
8.1	Alternative Description.....	8-1
8.1.1	Operating Characteristics	8-1
8.1.2	Construction Activities.....	8-16
8.2	Existing Conditions.....	8-21
8.2.1	Educational Facilities	8-21
8.2.2	Post Offices and Libraries	8-26
8.2.3	Utilities.....	8-28
8.3	Impact Evaluation	8-28



8.3.1	Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	8-28
8.3.2	Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	8-29
8.3.3	Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?	8-30
8.3.4	Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	8-32
8.3.5	Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	8-37
8.3.6	Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	8-39
8.3.7	Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	8-40
8.3.8	Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	8-41
8.4	Mitigation Measures	8-41
8.4.1	Operational Impact	8-41
8.4.2	Construction Impact	8-41
8.4.3	Impacts After Mitigation	8-41
9	ALTERNATIVE 5	9-1
9.1	Alternative Description	9-1
9.1.1	Operating Characteristics	9-1
9.1.2	Construction Activities	9-14
9.2	Existing Conditions	9-19
9.2.1	Educational Facilities	9-19
9.2.2	Post Offices and Libraries	9-24
9.2.3	Utilities	9-26
9.3	Impact Evaluation	9-26
9.3.1	Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	9-26

9.3.2	Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	9-27
9.3.3	Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?	9-28
9.3.4	Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	9-30
9.3.5	Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	9-35
9.3.6	Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	9-36
9.3.7	Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	9-37
9.3.8	Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	9-38
9.4	Mitigation Measures	9-39
9.4.1	Operational Impact	9-39
9.4.2	Construction Impact	9-39
9.4.3	Impacts After Mitigation	9-39
10	ALTERNATIVE 6	10-1
10.1	Alternative Description	10-1
10.1.1	Operating Characteristics	10-1
10.1.2	Construction Activities	10-10
10.2	Existing Conditions	10-12
10.2.1	Educational Facilities	10-12
10.2.2	Post Offices and Libraries	10-18
10.2.3	Utilities	10-20
10.3	Impact Evaluation	10-20
10.3.1	Impact POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	10-20
10.3.2	Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	10-21



10.3.3	Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?	10-22
10.3.4	Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	10-24
10.3.5	Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	10-29
10.3.6	Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	10-30
10.3.7	Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	10-31
10.3.8	Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	10-32
10.4	Mitigation Measures	10-33
10.4.1	Operational Impact	10-33
10.4.2	Construction Impact	10-33
10.4.3	Impacts After Mitigation	10-33
11	PREPARERS OF THE TECHNICAL REPORT	11-1
12	REFERENCES	12-1

Figures

Figure 1-1.	Sepulveda Transit Corridor Project Study Area	1-3
Figure 5-1.	Communities within the Project Study Area	5-2
Figure 5-2.	Education Facilities in the Project Study Area	5-19
Figure 5-3.	Post Offices and Libraries in the Project Study Area	5-22
Figure 5-4.	LADWP Water Supply Fiscal Year End 2016-2020 Average	5-23
Figure 5-5.	No Project Alternative: LADWP Water Supply Fiscal Year 2044-2045 Average Year	5-24
Figure 6-1.	Alternative 1: Alignment	6-2
Figure 6-2.	Typical Monorail Guideway Cross-Section	6-4
Figure 6-3.	Typical Monorail Straddle-Bent Cross-Section	6-5
Figure 6-4.	Typical Monorail Beam Switch Cross-Section	6-10

Figure 6-5. Alternative 1: Maintenance and Storage Facility Options.....	6-12
Figure 6-6. Alternative 1: Electric Bus Maintenance and Storage Facility	6-13
Figure 6-7. Alternative 1: Traction Power Substation Locations	6-15
Figure 6-8. Alternative 1: Roadway Changes	6-18
Figure 6-9. Alternative 1: Construction Staging Locations.....	6-21
Figure 6-10. Alternative 1: Education Facilities Located in the Resource Study Area, Map 1 of 2	6-25
Figure 6-11. Alternative 1: Education Facilities Located in the Resource Study Area, Map 2 of 2	6-26
Figure 6-12. Alternative 1: Post Offices and Libraries in the Resource Study Area	6-28
Figure 7-1. Alternative 3: Alignment.....	7-2
Figure 7-2. Typical Aerial Monorail Guideway Cross-Section	7-4
Figure 7-3. Typical Monorail Straddle-Bent Cross-Section	7-5
Figure 7-4. Typical Underground Monorail Guideway Cross-Section.....	7-6
Figure 7-5. Typical Monorail Beam Switch Cross-Section.....	7-11
Figure 7-6. Alternative 3: Maintenance and Storage Facility Options.....	7-13
Figure 7-7. Alternative 3: Traction Power Substation Locations	7-15
Figure 7-8. Alternative 3: Roadway Changes	7-17
Figure 7-9. Alternative 3: Construction Staging Locations.....	7-21
Figure 7-10. Alternative 3: Education Facilities Located in the Resource Study Area, Map 1 of 2	7-25
Figure 7-11. Alternative 3: Education Facilities Located in the Resource Study Area, Map 2 of 2	7-26
Figure 7-12. Alternative 3: Post Offices and Libraries in the Resource Study Area	7-28
Figure 8-1. Alternative 4: Alignment.....	8-2
Figure 8-2. Typical Underground Guideway Cross-Section	8-4
Figure 8-3. Typical Aerial Guideway Cross-Section.....	8-5
Figure 8-4. Typical Aerial Straddle-Bent Cross-Section.....	8-6
Figure 8-5. Alternative 4: Maintenance and Storage Facility Site.....	8-10
Figure 8-6. Alternative 4: Traction Power Substation Locations	8-12
Figure 8-7. Alternative 4: Roadway Changes	8-14
Figure 8-8. Alternative 4: Street Vacation at Del Gado Drive	8-15
Figure 8-9. Alternative 4: On-Site Construction Staging Locations.....	8-17
Figure 8-10. Alternative 4: Potential Off-Site Construction Staging Locations.....	8-20
Figure 8-11. Alternative 4: Education Facilities Located in the Resource Study Area, Map 1 of 2	8-24
Figure 8-12. Alternative 4: Education Facilities Located in the Resource Study Area, Map 2 of 2	8-25
Figure 8-13. Alternative 4: Post Offices and Libraries in the Resource Study Area	8-27
Figure 9-1. Alternative 5: Alignment.....	9-2
Figure 9-2. Typical Underground Guideway Cross-Section	9-4
Figure 9-3. Typical Aerial Guideway Cross-Section.....	9-5

Figure 9-4. Alternative 5: Maintenance and Storage Facility Site.....	9-9
Figure 9-5. Alternative 5: Traction Power Substation Locations	9-11
Figure 9-6. Alternative 5: Roadway Changes.....	9-13
Figure 9-7. Alternative 5: On-Site Construction Staging Locations.....	9-16
Figure 9-8. Alternative 5: Potential Off-Site Construction Staging Locations.....	9-18
Figure 9-9. Alternative 5: Education Facilities Located in the Resource Study Area, Map 1 of 2.....	9-22
Figure 9-10. Alternative 5: Education Facilities Located in the Resource Study Area, Map 2 of 2.....	9-23
Figure 9-11. Alternative 5: Post Offices and Libraries in the Resource Study Area.....	9-25
Figure 10-1. Alternative 6: Alignment.....	10-2
Figure 10-2. Typical Underground Guideway Cross-Section	10-3
Figure 10-3. Alternative 6: Maintenance and Storage Facility Site	10-7
Figure 10-4. Alternative 6: Traction Power Substation Locations	10-9
Figure 10-5. Alternative 6: Mid-Mountain Construction Staging Site	10-12
Figure 10-6. Alternative 6: Education Facilities Located in the Resource Study Area, Map 1 of 2.....	10-16
Figure 10-7. Alternative 6: Education Facilities Located in the Resource Study Area, Map 2 of 2.....	10-17
Figure 10-8. Alternative 6: Post Offices and Libraries in the Resource Study Area.....	10-19

Tables

Table 2-1. Los Angeles County General Plan 2035 Relevant Policies (Community and Neighborhoods) .	2-7
Table 2-2. Los Angeles County General Plan 2035 Relevant Policies (Public Facilities).....	2-7
Table 2-3. City of Los Angeles General Plan Framework Element Relevant Objectives and Policies	2-10
Table 2-4. City of Los Angeles General Plan Housing Element Relevant Objectives and Policies	2-11
Table 2-5. City of Los Angeles General Plan Transportation Element (Mobility Plan 2035) Relevant Policies	2-11
Table 2-6. City of Los Angeles Community Plans Applicable to the Project Study Area.....	2-12
Table 2-7. Goals, Objectives, and Policies of the Relevant City of Los Angeles Community Plans.....	2-12
Table 2-8. Goals, Objectives, and Policies of the Relevant City of Los Angeles General Plan Framework Element	2-18
Table 2-9. Goals, Objectives, and Policies of the Relevant City of Santa Monica General Plan	2-23
Table 4-1. Fixed Guideway Transit System in 2045	4-2
Table 5-1. Population by Community (2019).....	5-8
Table 5-2. Population by Age in the Project Study Area (2019)	5-9
Table 5-3. Households in the Project Study Area (2019).....	5-10
Table 5-4. Housing Units in the Project Study Area (2019)	5-11
Table 5-5. City of Los Angeles Educational Facilities Serving the Project Study Area	5-12
Table 5-6. City of Santa Monica Educational Facilities Serving the Project Study Area	5-20

Table 5-7. Post Offices and Libraries Serving the Project Study Area.....	5-21
Table 5-8. No Project Alternative: Projected LADWP Demand and Supply Projections (acre-feet).....	5-24
Table 5-9. West Basin Water Use 2020-2021 (AFY).....	5-25
Table 5-10. No Project Alternative: Projected West Basin Service Area Retail Demand (AFY).....	5-25
Table 5-11. No Project Alternative: Projected West Basin Service Area Retail Water Supplies (AFY)	5-25
Table 5-12. No Project Alternative: Projected Water Supply Demand for Normal Year (Acre-Feet).....	5-26
Table 5-13. Current and Future Capacity for Landfills Servicing the Project Study Area	5-28
Table 5-14. Solid Waste Disposal Activity Report by Jurisdiction of Origin	5-29
Table 5-15. Metro Energy Use per Vehicle Revenue Mile	5-30
Table 6-1. Alternative 1: Station-to-Station Travel Times and Station Dwell Times.....	6-9
Table 6-2. Alternative 1: Traction Power Substation Locations.....	6-14
Table 6-3. Alternative 1: Roadway Changes	6-16
Table 6-4. Alternative 1: Construction Staging Locations	6-20
Table 6-5. Alternative 1: Public and Private School Facilities in the Resource Study Area	6-22
Table 6-6. Alternative 1: Post Offices and Libraries in the Resource Study Area	6-27
Table 6-7. Alternative 1: Potentially Impacted Utilities.....	6-37
Table 7-1. Alternative 3: Station-to-Station Travel Times and Station Dwell Times.....	7-10
Table 7-2. Alternative 3: Traction Power Substation Locations.....	7-13
Table 7-3. Alternative 3: Roadway Changes	7-16
Table 7-4. Alternative 3: Construction Staging Locations.....	7-20
Table 7-5. Alternative 3: Public and Private School Facilities in the Resource Study Area	7-22
Table 7-6. Alternative 3: Post Offices and Libraries in the Resource Study Area	7-27
Table 7-7. Alternative 3: Potentially Impacted Utilities.....	7-36
Table 8-1. Alternative 4: Station-to-Station Travel Times and Station Dwell Times.....	8-9
Table 8-2. Alternative 4: Traction Power Substation Locations.....	8-11
Table 8-3. Alternative 4: Roadway Changes	8-13
Table 8-4. Alternative 4: On-Site Construction Staging Locations.....	8-16
Table 8-5. Alternative 4: Potential Off-Site Construction Staging Locations.....	8-19
Table 8-6. Alternative 4: Public and Private School Facilities in the Resource Study Area	8-21
Table 8-7. Alternative 4: Post Offices and Libraries in the Resource Study Area	8-26
Table 8-8. Alternative 4: Potentially Impacted Utilities.....	8-34
Table 9-1. Alternative 5: Station-to-Station Travel Times and Station Dwell Times.....	9-8
Table 9-2. Alternative 5: Traction Power Substation Locations.....	9-10
Table 9-3. Alternative 5: Roadway Changes	9-12
Table 9-4. Alternative 5: On-Site Construction Staging Locations.....	9-15
Table 9-5. Alternative 5: Potential Off-Site Construction Staging Locations.....	9-17

Table 9-6. Alternative 5: Public and Private School Facilities in the Resource Study Area	9-19
Table 9-7. Alternative 5: Post Offices and Libraries in the Resource Study Area	9-24
Table 9-8. Alternative 5: Potentially Impacted Utilities.....	9-32
Table 10-1. Alternative 6: Station-to-Station Travel Times and Station Dwell Times.....	10-6
Table 10-2. Alternative 6: Traction Power Substation Locations.....	10-8
Table 10-3. Alternative 6: Public and Private School Facilities in the Resource Study Area	10-13
Table 10-4. Alternative 6: Post Offices and Libraries in the Resource Study Area	10-18
Table 10-5. Alternative 6: Potentially Impacted Utilities.....	10-26

Abbreviations and Acronyms

ABC	Accelerated Bridge Construction
AFY	acre-feet per year
APM	automated people mover
APTA	American Public Transportation Association
BMP	best management practices
BRT	bus rapid transit
CALGreen	California Green Building Standards
CCC	Child Care and Development Council
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CIDH	cast-in-drilled-hole
CIS	Coastal Interceptor Sewer
CPA	community plan area
CPUC	California Public Utilities Commission
CY	cubic yard
DCP	City of Los Angeles Department of City Planning
DRA	drought risk assessment
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EWCP	Emergency Water Conservation Plan
FCC	Federal Communications Commission
FERC	Federal Energy Regulatory Commission
FTIP	Federal Transportation Improvement Program
GWh	gigawatt-hours
HRT	heavy rail transit
HTA	HTA Partners
I-10	Interstate 10
I-405	Interstate 405
JWPCP	Joint Water Pollution Control Plant
kWh	kilowatt-hours
LA	Los Angeles
LAA	Los Angeles Aqueduct
LADPW	Los Angeles County Department of Public Works
LADWP	City of Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LAPL	Los Angeles Public Library

LARWQCB	Los Angeles Regional Water Quality Control Board
LASRE	LA SkyRail Express
LAUSD	Los Angeles Unified School District
LAX	Los Angeles International Airport
LID	low impact development
LOSSAN	Los Angeles-San Diego-San Luis Obispo
LRT	light rail transit
L RTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MM	mitigation measure
MOW	maintenance-of-way
MRT	monorail transit
MSF	maintenance and storage facility
MW	megawatts
MWD	Metropolitan Water District of Southern California
MWh	megawatt-hours
NMA	neighborhood mobility area
NOP	Notice of Preparation
NPDES	National Pollution Discharge Elimination System
PDA	priority development area
PM	project measure
Project	Sepulveda Transit Corridor Project
PTSA	Parent Teacher Student Association
RHNA	Regional Housing Needs Assessment
RSA	Resource Study Area
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCORE	Southern California Optimized Rail Expansion
SDWA	Safe Drinking Water Act
SMMC	Santa Monica Municipal Code
SMMUSD	Santa Monica-Malibu Unified School District
SMPL	Santa Monica Public Library
SOI	sphere of influence
STCP	Sepulveda Transit Corridor Partners
SWPPP	Stormwater Pollution Prevention Plan
TBM	tunnel boring machine
TCE	temporary construction easements

TMP	Transportation Management Plan
TOC	transit oriented communities
TPSS	traction power substation
U.S.	United States
UCLA	University of California, Los Angeles
US-101	U.S. Highway 101
USPS	U.S. Postal Service
UWMP	Urban Water Management Plans
VA	U.S. Department of Veterans Affairs
Valley	San Fernando Valley
Westside	Westside of Los Angeles

1 INTRODUCTION

1.1 Project Background

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

In 2019, Metro completed the Sepulveda Transit Corridor Feasibility Study and released the Project's *Final Feasibility Report* (Metro, 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, 2024). 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 population and housing, schools, other public facilities, and utilities. It describes existing communities and neighborhoods 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 assessments of other environmental impacts pertinent to communities and neighborhoods are provided in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025a), *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025b), and the *Sepulveda Transit Corridor Project Safety and Security Technical Report* (Metro, 2025c).

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 Community and Neighborhoods

2.1.1.1 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (42 U.S. Code Section 61)

The provisions of the Uniform Act would apply to all acquisitions of real property or displacements of persons resulting from the Project. The Uniform Act was created to provide for fair and equitable treatment of all affected persons.

The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies. Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of “just compensation.”

A just compensation amount is measured by the “fair market value” of the real estate property interests and rights acquired, where fair market value is considered to be the “highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available” (Code of Civil Procedure Section 1263.320a.). The establishment of fair market value of a property is determined by an independent appraisal opinion of value of a property’s worth that is just and equitable on the open market and confirmed by an outside independent review appraisal. Additionally, the Fifth Amendment of the United States (U.S.) Constitution provides that private property may not be taken for a public use without payment of “just compensation.”

The Uniform Act requires that the owning agency provide notification to all affected property owners of the agency’s intent to acquire an interest in their property. The Uniform Act also provides benefits to displaced individuals to assist with financial and advisory services related to relocating their residence or business operation.

2.1.2 Public Facilities

There are no applicable federal plans, policies, or regulations in regard to schools and libraries.

2.1.2.1 The United States Postal Service Delivering for America Plan

The U.S. Postal Service (USPS) *Delivering for America Plan* (USPS, 2023) presents strategies to quickly achieve financial stability and service excellence for USPS, which has recorded \$87 billion in financial losses over the last 14 years and failed to meet service standards. The plan is anticipated to generate enough revenue to cover postal service operating costs; enable investments in employees, infrastructure, and technology; and simultaneously provide the American people with excellent service. By implementing the totality of the strategies identified in the *Delivering for America* 10-year plan—and doing so in a timely manner—USPS will operate with a positive net income beginning in Fiscal Year 2023

or 2024 and reverse a projected \$160 billion in losses over the next ten years. One of the primary investments considered in the 10-year plan is \$20 billion towards the mail and package processing network, including USPS facility space upgrades and procurement of new processing equipment.

2.1.3 Utilities and Service Systems

2.1.3.1 Federal Power Act of 1935

The Federal Power Act of 1935 created the Federal Power Commission, now the Federal Energy Regulatory Commission (FERC). The FERC is an independent agency that, under Parts II and III of the Act, regulates the transmission and sale of natural gas for resale in interstate commerce, the transmission of oil by pipeline in interstate commerce, and the transmission and wholesale sale of electricity in interstate commerce. The FERC also licenses and inspects private, municipal, and state hydroelectric projects; approves the siting and abandonment of interstate natural gas facilities, including pipelines, storage, and liquefied natural gas; oversees environmental matters related to natural gas and hydroelectricity projects and major electricity policy initiatives; and administers accounting and the financial reporting regulations and conduct of regulated companies.

The Energy Policy Act of 2005 amended the Federal Power Act to extend FERC's jurisdiction to certain power plant sales as well as the reliability of electric service. Other significant amendments to the Act include the Public Utility Regulatory Policies Act of 1978; the Energy Security Act of 1980; the Electric Consumers Protection Act of 1986; the Energy Policy Act of 1992; and America's Water Infrastructure Act of 2018.

2.1.3.2 Safe Drinking Water Act of 1996

The Safe Drinking Water Act (SDWA) is the principal federal law in the United States and is intended to ensure safe drinking water for the public. It was first enacted in 1974 and amended in 1986 and in 1996. Pursuant to the Act, the U.S. Environmental Protection Agency (EPA) is required to set standards for drinking water quality and oversee all states, localities, and water suppliers that implement the standards. The SDWA applies to every public water system in the United States. The SDWA requires the EPA to establish National Primary Drinking Water Regulations for contaminants that may cause adverse public health effects. The regulations include both mandatory requirements (Maximum Contaminant Levels and Treatment Techniques) and non-enforceable health goals (Maximum Contaminant Level Goals) for each included contaminant.

2.1.3.3 Communications Act of 1934

The Communications Act of 1934 replaced the Federal Radio Commission with the Federal Communications Commission (FCC). It also transferred regulation of interstate telephone services from the Interstate Commerce Commission to the FCC. The FCC regulates interstate and international communications by radio, television, wire, satellite, and cable in all 50 states, the District of Columbia, and United States territories. An independent United States government agency overseen by Congress, the commission is the United States' primary authority for communications law, regulation, and technological innovation. The FCC's rules and regulations are in Title 47 of the Code of Federal Regulations, which are published and maintained by the Government Printing Office. FCC rules and regulations govern various aspects of where and how communications infrastructure can be constructed.

2.2 State

2.2.1 Community and Neighborhoods

2.2.1.1 California Relocation Act (Government Code Section 7260 et seq.)

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

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

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

2.2.1.2 California Code of Civil Procedure (Section 1245.330 et seq.)

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

2.2.2 Public Facilities

2.2.2.1 California Education Code

Each of the state's school districts is subject to the regulations of the California Education Code and the governance of the California State Board of Education, relative to funding, school curriculum, operations, and facilities (including location considerations).

2.2.3 Utilities and Service Systems

2.2.3.1 California Public Utilities Commission

The California Public Utilities Commission (CPUC) was founded by the California Constitution in 1911 and is listed in the California Code of Regulations. The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises (CPUC, 2024a). There are five governor-appointed Commissioners, as well as staff, who are dedicated to ensuring that consumers have safe, reliable utility service at reasonable rates, protecting against fraud, and promoting the health of California's economy. Generally, the CPUC has authority over and is responsible for maintaining utilities under the following General Orders (CPUC, 2024b):

- General Order 28 (effective 1912): Preservation of records of public utilities and common carriers

- General Order 52 (effective 1918): Power and communication lines for the prevention or mitigation of inductive interference
- General Order 58-A (effective 2016): Standards for gas service
- General Order 69-C (effective 1985): Easements on property of public easements
- General Order 95 (effective 2018): Overhead electric line construction
- General Order 103-A (effective 2009): Water service including minimum standards for design and construction
- General Order 112-F (effective 2016): Design, construction, testing, maintenance, and operation of utility gas gathering, transmission, and distribution piping systems
- General Order 131-D (effective 1995): Planning and construction of facilities for the generation of electricity and certain electric transmission facilities
- General Order 133-D (effective 2017): Rules Governing Telecommunications Services
- General Order 159-A (effective 1996): Construction of cellular radiotelephone facilities in California
- General Order 166 (effective 2017): Inspection cycles for electric distribution facilities
- General Order 174 (effective 2012): Rules for Electric Utility Substations

2.2.3.2 California Requirements for Safe Excavation and Utility Installation

The legal code of the State of California is maintained by the California Office of Administrative Law and includes authoritative sections regarding public utilities in Title 20 (Public Utilities and Energy), Division 1 (Public Utilities Commission). Additionally, the California Health and Safety Code and the California Water Code contain information regarding sanitary and water utilities. California Government Code Section 4216 et seq., establishes requirements for safe excavation practices to protect underground utility installations, including notification before excavation. Additionally, the California Health and Safety Code and the California Water Code contain information regarding sanitary and water utilities.

2.2.3.3 Senate Bill 1332

Senate Bill 1332, also known as the California Integrated Waste Management Act of 1989, requires cities and counties to prepare an Integrated Waste Management Plan, including a Countywide Siting Element, for each jurisdiction. In accordance with Public Resources Code Sections 41700–41721.5, the Countywide Siting Element provides an estimate of the total permitted disposal capacity needed for a 15-year period, or whenever additional capacity is necessary. The Countywide Siting Element must be updated by each operator and permitted by the California Department of Resources, Recycling, and Recovery, which is within the Natural Resources Agency, every 5 years.

2.2.3.4 Senate Bill 63

On July 28, 2009, SB 63 was approved and filed, allowing the abolishment of the California Integrated Waste Management Board and transfer of its duties and responsibilities to a new department called the California Department of Resources Recycling and Recovery. This legislation was passed in order to combine the state’s solid waste and recycling programs, which went into effect on January 1, 2010.

2.2.3.5 Assembly Bill 939

Assembly Bill 939 requires every city and county to divert 50 percent of its waste from landfills through such means as recycling, source reduction, and composting. In addition, AB 939 requires each county to prepare a countywide siting element for a 15-year period, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled. AB 939 requires that a Solid Waste Diversion Program be implemented and the diversion of at least 50 percent of the solid waste generated during construction and operations activities from landfills to recycling facilities.

2.2.3.6 Assembly Bill 1327

AB 1327, or the California Solid Waste and Reuse and Recycling Act, directed the California Integrated Waste Management Board to approve of a model ordinance for local agencies to adopt mandating the use of recyclable materials in development projects.

2.2.3.7 CALGreen Building Code

California Green Building Standards (CALGreen) is Part 11, Title 24 of the California Building Code. CALGreen establishes green building standards in an effort to meet the goals of AB 32, which established a program to reduce the state's greenhouse gases to 1990 levels by 2020. CALGreen requires projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent.

2.2.3.8 Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code, Section 10610 *et seq.*), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every 5 years, water suppliers are required to develop Urban Water Management Plans (UWMP) to identify short-term and long-term water demand management measures to meet growing water demands. The applicable urban water supplier required to develop an UWMP is the West Basin Municipal Water District (West Basin). See Section 5.1.5.1 for information about the West Basin UWMP.

2.3 Regional

2.3.1 Community and Neighborhoods

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

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

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

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

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

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

2.3.1.2 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (General Plan 2035) (LA County Planning, 2024) provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of the county will grow. The General Plan establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The 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.

The 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 Project Study Area is in the San Fernando Valley and Westside of Los Angeles planning areas. Additionally, the Sawtelle Veterans Affairs community is located within the Project Study Area.

The General Plan 2035 (LA County Planning, 2024) states that transit centers are supported by major public transit infrastructure and are identified based on opportunities for a mix of high intensity development, including multi-family housing, employment, and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. Table 2-1 lists the applicable community and neighborhood policies of the General Plan 2035.

Table 2-1. Los Angeles County General Plan 2035 Relevant Policies (Community and Neighborhoods)

Policy	Description
<i>Economic Development Element</i>	
Policy ED 2.5	Encourage employment opportunities to be located in proximity to housing.
Policy ED 2.7	Incentivize economic development and growth along existing transportation corridors and in urbanized areas.
<i>Mobility Element</i>	
Policy M4.4	Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities.

Source: LA County Planning, 2024

2.3.2 Public Facilities

2.3.2.1 Los Angeles County General Plan 2035

The Public Services and Facilities Element of the General Plan 2035 (LA County Planning, 2024) promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. Table 2-2 summarizes the applicable community facility goals and policies of the General Plan 2035.

Table 2-2. Los Angeles County General Plan 2035 Relevant Policies (Public Facilities)

Policy	Description
<i>Economic Development Element</i>	
Policy PS/F 1.1	Discourage development in areas without adequate public services and facilities.
Policy PS/F 1.2	Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.

Policy	Description
Policy PS/F 1.3	Ensure coordinated service provision through collaboration between County departments and service providers.
Policy PS/F 1.6	Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.
Policy PS/F 7.3	Encourage adequate facilities for early care and education.
Policy PS/F 8.1	Ensure a desired level of library service through coordinated land use and facilities planning.

Source: LA County Planning, 2024

2.3.3 Utilities and Service Systems

2.3.3.1 Metro Water Use and Conservation Policy

The goal of Los Angeles County Metropolitan Transportation Authority's (Metro) *Water Use and Conservation Policy* is to conserve the use of potable water resources at its facilities in the most cost-effective and efficient manner (Metro, 2009). The policy asserts that the use of water for construction, operations, and maintenance purposes must be consistent with local, state, or federal water conservation measures, and that, in instances where it is necessary to protect public safety, human health, and the environment, Metro may deviate from water conservation measures. In addition, Metro is committed to use drought-tolerant plants for landscaping to the maximum extent practical.

2.3.3.2 Metro Water Action Plan

Metro's *Water Action Plan* (Metro, 2010) provides strategies for water conservation as recommendations and cost-benefit analyses of those recommended actions for Metro's consideration to reduce water consumption, and recommends next steps for the refinement, implementation, and ongoing optimization of the plan and its associated strategies for conservation (Metro, 2010). The intent of this plan is to determine the potential for water conservation opportunities and cost-saving measures consistent with Metro's environmental policies and its future implementation of an Environmental Management System. The plan will inform other Metro projects as part of the overall sustainability program for water use to be strategically aligned with other resource elements (e.g., fuel use, greenhouse gas emissions, etc.).

2.3.3.3 Metro Moving Beyond Sustainability Plan

The Metro *Moving Beyond Sustainability Plan* (Metro, 2020a) outlines a comprehensive strategy for the next 10 years and beyond. The plan includes strategies to reduce water consumption, minimize stormwater runoff, reduce Metro's waste disposal and increase diversion of waste from landfills, reduce energy consumption at facilities, and increase onsite renewable energy generation. Metro aims to implement these strategies and achieve these goals to increase sustainability compared to a 2030 business as usual scenario.

2.3.3.4 Los Angeles Regional Water Quality Control Board Basin Plan

Region specific water quality regulations are contained in Water Quality Control Plans (Basin Plans). The Los Angeles Regional Water Quality Control Board's *Basin Plan: Water Quality Control Plan-Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (LARWQCB, 2023) has jurisdiction over the coastal drainages between western Ventura County and the eastern Los Angeles County Boundary and is the applicable Basin Plan for the Project. The following wastewater policies applicable to the Project are listed in the Los Angeles Region Basin Plan:

- Efficient wastewater management is dependent upon a balanced program of source control of environmentally hazardous substances, treatment of wastewaters, reuse of reclaimed water, and proper disposal of effluent and residuals.
- Wastewater reclamation and reuse systems that ensure maximum benefit from available freshwater resources shall be encouraged. Reclamation systems must be an appropriate integral part of the long-range solution to the water resources needs of an area and incorporate provisions for salinity control and disposal of non-reclaimable residues.
- Beneficial use will be made of wastewaters that would otherwise be discharged to marine or brackish receiving waters or evaporation ponds.

2.3.3.5 Los Angeles County Code of Ordinances

Chapter 12.8 of the Los Angeles County Code of Ordinances contains requirements and regulations for stormwater and runoff pollution control. The Code includes regulations on discharge to the storm drain system, best management practices (BMP) for runoff control, and potential violations. The chapter also contains low impact development (LID) standards to lessen the impact of stormwater runoff on drainage systems, minimize pollutants, and to minimize erosion.

2.3.3.6 OurCounty: Los Angeles Countywide Sustainability Plan

The *OurCounty Plan: Los Angeles Countywide Sustainability Plan* (OurCounty) is a regional sustainability plan for Los Angeles (Los Angeles County, 2019). OurCounty outlines what local governments and stakeholders can do to enhance the well-being of every community in the county while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution. The plan includes 12 goals to achieve a more sustainable Los Angeles County. The following goals are applicable to utilities and service systems:

- Goal 2: Buildings and infrastructure that support human health and resilience.
- Goal 7: A fossil fuel-free Los Angeles County.
- Goal 9: Sustainable production and consumption of resources are all applicable to utilities and service systems.

2.4 Local

2.4.1 Community and Neighborhoods

2.4.1.1 City of Los Angeles General Plan

The *City of Los Angeles General Plan* (DCP, 2001a) provides community development goals and policies relative to the distribution of land use. The *City of Los Angeles General Plan* includes the Framework Element, Health Element, Housing Element, Mobility Element (i.e., Mobility Plan 2035 [DCP, 2016a]), Land Use Element, Noise Element, Air Quality Element, Conservation Element, Open Space Element, Safety Element, and Public Facilities & Services Element. These elements provide long-range citywide policy and direction and consider citywide goals and needs. General Plan Elements applicable to communities and neighborhoods include the Framework, Housing, Mobility, and Land Use Elements. These General Plan elements are discussed in the following sections.

2.4.1.2 City of Los Angeles General Plan Framework Element

The *City of Los Angeles General Plan Framework Element* (DCP, 2001b) establishes the broad overall policy and direction for the entire City of Los Angeles's General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other elements. The 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 (DCP, 2001b). Together, the General Plan Framework Element's land use and transportation policies encourage development in these "targeted growth areas" by allowing transit oriented community development and calling for streamlined transportation analysis and mitigation procedures. Table 2-3 lists the applicable community and neighborhood objectives and policies of the *City of Los Angeles General Plan Framework Element*.

Table 2-3. City of Los Angeles General Plan Framework Element Relevant Objectives and Policies

Objective/Policy	Description
Objective 3.13	Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.
Objective 3.15	Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.
Policy 3.15.3	Increase the density generally within one-quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded with Policy 3.1.6.
Objective 4.2	Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.
Policy 7.2.3	Encourage new commercial development in proximity to rail and bus transit corridors and stations.
Policy 7.6.1	Encourage the inclusion of community-serving uses (e.g., post offices, senior community centers, daycare providers, personal services) at the community and regional centers, in transit stations, and along the mixed-use corridors.
Policy 7.9.2	Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element, to optimize the impact of the city's capital expenditures on infrastructure improvements.
Policy 7.10.3	Determine appropriate level of service for, but not limited to, educational facilities, hospitals, job training and referral centers, and transportation opportunities in the "communities of need."

Source: DCP, 2001b

2.4.1.3 City of Los Angeles General Plan Housing Element

The *City of Los Angeles General Plan Housing Element 2013-2021* (DCP, 2013) identifies the City of Los Angeles's housing conditions and needs; establishes goals, objectives, and policies that are the foundation of the City of Los Angeles's housing and growth strategy; and provides the array of programs the City of Los Angeles intends to implement to create sustainable, mixed-income neighborhoods across

the City of Los Angeles. Table 2-4 lists the applicable community and neighborhood objectives and policies of Housing Element 2013-2021. The City of Los Angeles is currently in the process of updating its Housing Element. The Housing Element 2013-2021 is active until the 2021-2029 Update to the Housing Element is adopted.

Table 2-4. City of Los Angeles General Plan Housing Element Relevant Objectives and Policies

Objective/Policy	Description
Policy 1.2.8	Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.
Objective 2.2	Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.
Policy 2.2.2	Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the general Plan Framework Element.

Source: DCP, 2013

2.4.1.4 City of Los Angeles General Plan Mobility Plan 2035

Mobility Plan 2035 is the Transportation Element for the *City of Los Angeles General Plan* (DCP, 2016a). Mobility Plan 2035 presents a guide to the development of a citywide transportation system that provides for the efficient 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 by focusing growth in proximity to public transit. Table 2-5 lists the applicable community and neighborhood policies of Mobility Plan 2035.

Table 2-5. City of Los Angeles General Plan Transportation Element (Mobility Plan 2035) Relevant Policies

Topic/Policy	Description
World Class Infrastructure	Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.
Policy 2.5	Provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street.
Access for All Angelenos	Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.
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 3.4	Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.
Policy 3.7	Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Source: DCP, 2016a

2.4.1.5 City of Los Angeles General Plan Land Use Element

The *City of Los Angeles General Plan Land Use Element* comprises 35 community plans, which were developed to guide land use and design policies within specific portions of the City of Los Angeles. The community plans describe the land use designations, policies, and implementation programs for each community plan area (CPA). Each CPA comprises a group of City of Los Angeles communities and neighborhoods. The City of Los Angeles is in the process of updating many of its community plans. Portions of the Project Study Area overlap with some of the City of Los Angeles's CPAs. Table 2-6 describes the community plans relevant to the Project Study Area and whether the City of Los Angeles is in the process of updating the plans. It should be noted that not all of the communities included in each CPA are wholly included in the Project Study Area.

Each community plan applicable to the Project Study Area 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 2-7 describes the applicable community and neighborhood-related goals, objectives, and policies for the community plans relevant to the Project Study Area.

Table 2-6. City of Los Angeles Community Plans Applicable to the Project Study Area

Community Plan	Status
Mission Hills-Panorama City-North Hills Community Plan (DCP, 1999a)	Adopted 1999
Sun Valley-La Tuna Canyon Community Plan (DCP, 1999b)	Adopted 1999
Reseda-West Van Nuys Community Plan (DCP, 1999c)	Adopted 1999, Currently undergoing update
Van Nuys-North Sherman Oaks Community Plan (DCP, 1998a)	Adopted 1998, Currently undergoing update
North Hollywood-Valley Village Community Plan (DCP, 1996a)	Adopted 1999, Currently undergoing update
Encino-Tarzana Community Plan (DCP, 1998b)	Adopted 1998, Currently undergoing update
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (DCP, 1998c)	Adopted 1998, Currently undergoing update
Brentwood-Pacific Palisades Community Plan (DCP, 1998d)	Adopted 1998, Currently undergoing update
Bel Air-Beverly Crest Community Plan (DCP, 1996b)	Adopted 1996, Currently undergoing update
Westwood Community Plan (DCP, 1999d)	Adopted 1999
West Los Angeles Community Plan (DCP, 1999e)	Adopted 1999, Currently undergoing update
Palms-Mar Vista-Del Rey Community Plan (DCP, 1997)	Adopted 1997, Currently undergoing update

Source: HTA, 2024

Table 2-7. Goals, Objectives, and Policies of the Relevant City of Los Angeles Community Plans

Relevant Community Plan	Goal/Objective/Policy
West Los Angeles (Policy 1-1.1), Mission Hills-Panorama City-North Hills, Reseda-West Van Nuys, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Encino-Tarzana, Reseda-West Van Nuys, Palms-Mar Vista-Del Rey	Policy 1-1.1, Policy 1-1.2: Protect existing single-family residential neighborhoods from new out-of-scale development and other incompatible uses.
Sun Valley-La Tuna Canyon (Policy 1-1.2); Van Nuys-North Sherman Oaks (Policy 1-1.3)	Policy 1-1.2, Policy 1-1.3: Protect existing single-family residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Relevant Community Plan	Goal/Objective/Policy
Mission Hills-Panorama City-North Hills, Reseda-West Van Nuys, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Encino-Tarzana	Policy 1-1.3: Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
North Hollywood-Valley Village	Land Use Policy for Residential: Preserve low-density residential character and protect single-family residential neighborhoods from encroachment by other types of uses.
Mission Hills-Panorama City-North Hills, Sun Valley-La Tuna, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Encino-Tarzana, Brentwood-Pacific Palisades	Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible services and facilities.
Palms-Mar Vista-Del Rey, West Los Angeles	Objective 1-2: To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.
Mission Hills-Panorama City-North Hills, Sun Valley-La Tuna Canyon, Encino-Tarzana	Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.
Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass	Policy 1-2.1: Locate higher residential densities near commercial centers, rail transit stations, and major bus routes where public services facilities, utilities, and topography will accommodate this development.
Westwood	Policy 1-2.1: Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.
West Los Angeles, Palms-Mar Vista-Del Rey	Policy 1-2.1: Locate higher residential densities near commercial centers and major transit routes where public service facilities and infrastructure will support this development.
Van Nuys-North Sherman Oaks	Policy 1-2.2: Protect the identity of single-family residential areas adjacent to transit stations.
Brentwood-Pacific Palisades	Policy 1-2.2: Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.
Sun Valley-La Tuna Canyon, West Los Angeles	Policy 1-2.2: Locate senior citizen housing in neighborhoods within reasonable walking distance of health and community facilities, services, and public transportation.
West Los Angeles (1-2.2); Brentwood-Pacific Palisades (Policy 1-2.4); Bel Air-Beverly Crest (Circulation Policy for Arterials)	Policy 1-2.2, Policy 1-2.4, Circulation Policy for Arterials: Residential densities shall not be increased beyond those permitted in the Community Plan unless the necessary infrastructure and transportation systems are available to accommodate the increase.

Relevant Community Plan	Goal/Objective/Policy
North Hollywood-Valley Village	Circulation Policy: Adequate traffic infrastructure shall be assured prior to the approval of zoning, permitting intensification of land use in order to avoid congestion and assure proper development.
Westwood	Objective 1-4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.
West Los Angeles	Objective 1-4: To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens.
Reseda-West Van Nuys; Mission Hills-Panorama City-North Hills	Policy 1-3.2, Policy 1-5.2: Promote housing in mixed-use projects in transit corridors, pedestrian oriented areas, and transit oriented districts.
Brentwood-Pacific Palisades	Policy 1-5.2: Promote housing in mixed-use projects in pedestrian-oriented areas and transit corridors.
Sun Valley-La Tuna Canyon	Policy 1-5.2: Promote housing in mixed-use projects in transit intensive locations.
Van Nuys-North Sherman Oaks	Policy 1-5.2: Promote housing in mixed-use projects in transit corridors.
Mission Hills-Panorama City-North Hills, Sun Valley-La Tuna Canyon, Reseda-West Van Nuys, Van Nuys-North Sherman Oaks, Brentwood-Pacific Palisades	Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique commercial and cultural character of the community.
Encino-Tarzana, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass	Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.
Westwood, Palms-Mar Vista-Del Rey	Goal 2: A strong and competitive commercial sector which promotes economic vitality and serves the needs of the community through well designed, safe, and accessible areas while preserving the community's commercial, historic, and cultural character.
West Los Angeles	Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe, and accessible areas while preserving historic and cultural character.
Mission Hills-Panorama City-North Hills, Sun Valley-La Tuna Canyon, Van Nuys-North Sherman Oaks (Policy 2-1.2); Reseda-West Van Nuys, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Encino-Tarzana, Brentwood-Pacific Palisades	Policy 2-1.3: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.
Reseda-West Van Nuys (Policy 2-2.1); Encino-Tarzana; Brentwood-Pacific Palisades (Policy 2-3.1)	Policy 2-2.1, Policy 2-3.1: Pedestrian oriented areas are to be preserved.

Relevant Community Plan	Goal/Objective/Policy
West Los Angeles (Policy 2-2.2); Palms-Mar Vista-Del Rey (Policy 2-2.4); Brentwood-Pacific Palisades (Policy 2-3.6)	Policy 2-2.2, Policy 2-2.4, Policy 2-3.6: Promote mixed-use projects along transit corridors and in appropriate commercial areas.
Mission Hills-Panorama City-North Hills, Van Nuys-North Sherman Oaks (Policy 2-2.5); Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass (Policy 2-3.7)	Policy 2-2.5, Policy 2-3.7: Promote mixed-use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.
Van Nuys-North Sherman Oaks	Policy 2-2.6: Encourage large mixed-use projects and other large new development projects adjacent to transit stations to incorporate childcare and/or other appropriate human service facilities as part of the project.
Brentwood-Pacific Palisades	Policy 2-3.7: Encourage large mixed-use projects and other large new development projects in the transit corridor along Wilshire Boulevard to incorporate human service facilities as part of the project.
Westwood (Goal 9); Mission Hills-Panorama City-North Hills, Sun Valley-La Tuna Canyon, Reseda-West Van Nuys, Encino-Tarzana, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Brentwood-Pacific Palisades, West Los Angeles, Palms-Mar Vista-Del Rey (Goal 10); Van Nuys-North Sherman Oaks (Goal 11)	Goal 9, Goal 10, Goal 11: Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Westwood (Policy 9-1.2); Encino-Tarzana, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Brentwood-Pacific Palisades, West Los Angeles, Palms-Mar Vista-Del Rey (Policy 10-1.2); Mission Hills-Panorama City-North Hills, Reseda-West Van Nuys, (Policy 10-1.3); Van Nuys-North Sherman Oaks (Policy 11-1.3)	Policy 9-1.2, Policy 10-1.2, Policy 10-1.3, Policy 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.
Bel Air-Beverly Crest (Circulation Policy for Arterials)	Finding means of facilitating cross-mountain transportation.

Source: DCP, 1996a, 1996b, 1997, 1998a-d, 1999a-e

2.4.1.6 City of Los Angeles Land Use/Transportation Policy

The City of Los Angeles Land Use/Transportation Policy (City of Los Angeles, 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. Applicable policies include the following:

- Focus future growth of the City of Los Angeles around transit stations.
- Increase land use intensity in transit station areas, where appropriate.
- Create a pedestrian-oriented environment in context of an enhanced urban environment.
- Accommodate mixed commercial/residential use development.
- Provide for places of employment.

2.4.1.7 City of Santa Monica General Plan

The *City of Santa Monica General Plan* includes the Land Use and Circulation, Conservation, Historic Preservation, Housing, Noise, Open Space, and Safety Elements. The goals and policies of the Land Use and Circulation Element (City of Santa Monica, 2010) center on sustainable development and encourage new development to connect directly to transit systems. The Housing Element directs the City of Santa Monica to develop a range of affordable housing options and preserve the character of existing single-family and multi-family residential land uses. The applicable community and neighborhood policies of the *City of Santa Monica General Plan* are as follows:

- Goal N1: Protect, preserve, and enhance the residential neighborhoods.
 - Policy N1.4: Preserve and protect existing neighborhoods against potential impacts related to development: traffic, noise, air quality, and encroachment of commercial activities.
- Goal H3: Encourage the creation of complete neighborhoods.
 - Policy H3.1: Locate new housing opportunities near transit and within walking distance of local retail and services.
- Goal H6: Incentivize new housing to be located in areas and produced in ways that reduce greenhouse gas emissions.
 - Policy H6.1: Encourage housing to be located along transit corridors and close to transit stations.

2.4.2 Public Facilities

2.4.2.1 Los Angeles Unified School District

Although the California public school system is under the policy direction of the Legislature, the California Department of Education relies on local control for the management of school districts. In allocating resources among the schools of the district, school district governing boards and district administrators must not only follow the law but also set the educational priorities for their schools.

2.4.2.2 Los Angeles Unified School District 2020 Facilities Services Division Strategic Execution Plan

The mission of the Los Angeles Unified School District (LAUSD) Facilities Services Division is to provide safe and healthy learning environments that support educational achievement throughout the LAUSD. The Strategic Execution Plan establishes guiding principles for the Facility Services Division's programs, including sustainable school projects driven by educational objectives and opportunities to increase instructional resources; integration of districtwide goals in the planning, design, and delivery of projects; district facilities that are safe and secure, as well as efficient to operate; and quality assurance and quality control at all project stages, including identification of best practices.

2.4.2.3 Los Angeles Public Library Branch Facilities Plan

To guide the construction, maintenance, and operation of libraries within the city, the Los Angeles Public Library (LAPL) Board of Commissioners adopted the *Branch Facilities Plan* in 1988 (LAPL, 1988). The *Branch Facilities Plan* comprises two components. One component sets the size and features of a local branch based upon the population and location it would serve, and the other component is a status list of existing branches and identification of communities that do not have library services. To facilitate and finance the implementation of the *Branch Facilities Plan*, bond measures were approved in 1989 and 1998. With the anticipated completion of the projects listed in the *Branch Facilities Plan* of 1988, the

LAPL Board of Commissioners approved a revision to the plan in 2007. The *Branch Facilities Plan* sets the following site selection criteria:

- Branches serving a population above 45,000 persons must have a facility of at least 14,500 square feet on a 40,000-square-foot property. Branches serving a population below 45,000 persons must have a facility of at least 12,500 square feet on a property of at least 32,500 square feet. Regional branch facilities must not exceed 20,000 square feet per 52,000 square feet property. When a community reaches a population of 90,000, an additional branch should be considered for the area.
- One-story library buildings with interior layouts must be designed to accommodate the disabled, and to have electronic technology, substantial shelving and seating capacities, and have a community meeting room.
- Good visibility and street access.
- Easily accessible by car, by bus, and on foot.
- Take into consideration the relative locations of all schools served by the branch.
- Take into consideration the relative locations of all neighboring branch libraries.

2.4.2.4 Los Angeles Public Library Strategic Plan 2015-2020

The *Los Angeles Public Library Strategic Plan 2015-2020* (LAPL, 2015) provides goals, objectives, and key activities highlighting the next steps the LAPL will take to provide better access to services, information, and resources to LAPL patrons. The goals and objectives of the *Los Angeles Public Library Strategic Plan 2015-2020* will guide the LAPL in providing services and opportunities and increase existing collections that will cultivate and inspire young readers; nurture student success; champion literacy and lifelong learning; contribute to the city's economic growth; stimulate the imagination; and strengthen community connections and celebrate the city.

2.4.2.5 Santa Monica-Malibu Unified School District

The policy direction of the District is set forth by the Legislature. In allocating resources among the schools of the district, school district governing boards and district administrators must not only follow the law but also set the educational priorities for their schools.

2.4.2.6 Santa Monica Public Library Strategic Plan 2019-2021

The Santa Monica Public Library (SMPL) *Strategic Plan 2019-2021* (SMPL, 2019) provides goals, objectives, and key activities for SMPL to achieve its mission to provide resources, services, and a place to encourage the community to read, connect, relax, and learn. The *Strategic Plan 2019-2021* includes goals for the SMPL system to become a vibrant learning center, well-being cultivator, dynamic third place, and a community and cultural connector (SMPL, 2019).

2.4.2.7 Santa Monica-Malibu Unified School District Facility Improvements Projects Department

The Santa Monica-Malibu Unified School District Facility Improvements Projects Department is responsible for facility planning for the school district. Facility improvements are planned on a campus-by-campus basis. Each campus undergoes a Campus Assessment process, which looks at potential improvements. The Campus Assessment process happens in 5 phases: documentation of current classroom space, identification of possible projects, refinement of projects based on educator,

staff, and community input, additional meetings with community and staff, and finally allocation of funds and approval of projects to move forward.

2.4.3 Utilities and Service Systems

2.4.3.1 City of Los Angeles General Plan Framework Element

The Citywide General Plan Framework Element (DCP, 2001b) contains goals and policies that focus on utilities, and service systems described in Table 2-8.

Table 2-8. Goals, Objectives, and Policies of the Relevant City of Los Angeles General Plan Framework Element

Environmental Resource	Goal/Objective/Policy
Wastewater	<p>Goal 9A: Adequate wastewater collection and treatment capacity for the city and in basins tributary to city-owned wastewater treatment facilities.</p> <p>Objective 9.1: Monitor and forecast demand based upon actual and predicted growth.</p> <ul style="list-style-type: none"> • Policy 9.1.1: Monitor wastewater generation • Policy 9.1.2: Monitor wastewater flow quantities in the collection system and conveyed to the treatment plants. • Policy 9.1.3: Monitor wastewater effluent discharged into the Los Angeles River, Santa Monica Bay, and San Pedro Harbor to ensure compliance with water quality requirements. <p>Objective 9.2: Maintain the wastewater collection and treatment system, upgrade it to mitigate current deficiencies, and improve it to keep pace with growth as measured by the city's monitoring and forecasting efforts.</p> <ul style="list-style-type: none"> • Policy 9.2.1: Collect and treat wastewater as required by law and federal, state, and regional regulatory agencies. • Policy 9.2.2: Maintain wastewater treatment capacity commensurate with population and industrial needs. • Policy 9.2.3: Provide for additional wastewater treatment capacity in the Hyperion Service Area, as it becomes necessary. • Policy 9.2.4: Continue to implement programs to upgrade the wastewater collection system to mitigate existing deficiencies and accommodate the needs of growth and development. • Policy 9.2.5: Review other means of expanding the wastewater system's capacity. <p>Objective 9.3: Increase the utilization of Demand Side Management strategies to reduce system demand and increase recycling and reclamation.</p> <ul style="list-style-type: none"> • Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system. • Policy 9.3.2: Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.
Stormwater	<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic, and engineering considerations.</p> <p>Objective 9.5: Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained.</p> <ul style="list-style-type: none"> • Policy 9.5.1: Develop a stormwater management system that has adequate capacity to

Environmental Resource	Goal/Objective/Policy
	<p>protect its citizens and property from flooding which results from a 10-year storm (or a 50-year storm in sump areas).</p> <ul style="list-style-type: none"> • Policy 9.5.2: Assign the cost of stormwater system improvements proportionately to reflect the level of runoff generated and benefits. • Policy 9.5.3: Implement programs to correct any existing deficiencies in the stormwater collection system. • Policy 9.5.4: Ensure that the city's drainage system is adequately maintained. <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p> <ul style="list-style-type: none"> • Policy 9.6.1: Pursue funding strategies which link the sources of revenues for stormwater system improvement to relevant factors including sources of runoff and project beneficiaries. • Policy 9.6.2: Establish standards and/or incentives for the use of structural and non-structural techniques which mitigate flood-hazards and manage stormwater pollution. • Policy 9.6.3: The city's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to: <ul style="list-style-type: none"> ○ Support regional and city programs which intercept runoff for beneficial uses including groundwater recharge. ○ Protect and enhance the environmental quality of natural drainage features. ○ Create stormwater detention and/or retention facilities which incorporate multiple uses such as recreation and/or habitat. ○ On-site detention/retention and reuse of runoff. ○ Mitigate existing flood hazards through structural modifications (floodproofing) or property buy-out. ○ Incorporate site design features which enhance the quality of offsite runoff. ○ Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding. • Policy 9.6.4: Proactively participate in inter-agency efforts to manage regional water resources, such as the Santa Monica Bay Restoration Project, the Los Angeles River Master Plan, the Los Angeles River Parkway Project and the Los Angeles County Drainage Area Water Conservation and Supply Feasibility Study. <p>Objective 9.7: Continue to develop and implement a management practices-based stormwater program that maintains and improves water quality.</p> <ul style="list-style-type: none"> • Policy 9.7.1: Continue the city's active involvement in the regional NPDES municipal stormwater permit. • Policy 9.7.2: Continue to aggressively develop and implement educational outreach programs designed to foster an environmentally aware citizenry. • Policy 9.7.3: Investigate management practices which reduce stormwater pollution to identify technically feasible and cost-effective approaches, through: <ul style="list-style-type: none"> ○ Investigation of sources of pollution using monitoring, modeling, and special studies; ○ Prioritization of pollutants and sources; ○ Conducting research and pilot projects to study specific management practices for the development of standards; and

Environmental Resource	Goal/Objective/Policy
	<ul style="list-style-type: none"> o Developing requirements which establish implementation standards for effective management practices.
Water Supply	<p>Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p>Objective 9.8: Monitor and forecast water demand based upon actual and predicted growth.</p> <ul style="list-style-type: none"> • Policy 9.8.1: Monitor water usage and population and job forecast to project future water needs. <p>Objective 9.9: Manage and expand the city's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.</p> <ul style="list-style-type: none"> • Policy 9.9.1: Pursue all economically efficient water conservation measures at the local and statewide level. • Policy 9.9.2: Develop reliable and cost-effective sources of alternative water supplies, including water reclamation and exchanges and transfers. • Policy 9.9.3: Protect existing water supplies from contamination and clean up groundwater supplies so those resources can be more fully utilized. • Policy 9.9.4: Work to improve water quality and reliability of supply from the State Water Project and other sources. • Policy 9.9.5: Maintain existing rights to groundwater and ensure continued groundwater pumping availability. • Policy 9.9.6: Identify the needs for land and facilities necessary to provide an adequate and reliable water supply and develop those facilities in an environmentally and socially sensitive way. • Policy 9.9.7: Incorporate water conservation practices in the design of new projects so as not to impede the city's ability to supply water to its other users or overdraft its groundwater basins. • Policy 9.9.8: Design projects located in hillside areas so as to maintain the city's ability to suppress wildfires. • Policy 9.9.9: Clean or replace where necessary, deficient water distribution lines in the city. <p>Objective 9.10: Manage and expand the city's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.</p> <ul style="list-style-type: none"> • Policy 9.10.1: Evaluate the water system's capability to meet water demand resulting from the Framework Element's land use patterns. • Policy 9.10.2: Solicit public involvement, when appropriate, in evaluating options for the construction of new and/or expansion of existing water facilities.
Solid Waste	<p>Goal 9D: An integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.</p> <p>Goal 9E: Adequate Recycling Facility Development - expanded siting of facilities that enhance the city's reduction, recycling and composting efforts using methods and strategies that are economically, socially, and politically acceptable.</p> <p>Goal 9F: Adequate collection, transfer, and disposal of mixed solid waste - the city shall seek to ensure that all mixed solid waste that cannot be reduced, recycled, or composted is</p>

Environmental Resource	Goal/Objective/Policy
	<p>collected, transferred, and disposed of in a manner that minimizes adverse environmental impacts.</p> <p>Goal 9G: An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts.</p> <p>Goal 9H: A cost-effective solid waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.</p> <p>Objective 9.12: Support integrated solid waste management efforts.</p> <ul style="list-style-type: none"> • Policy 9.12.1: Prepare a 30-year policy plan that provides direction for the solid waste management decision-making process. • Policy 9.12.2: Establish citywide diversion objectives. • Policy 9.12.3: Define specific programmatic tasks, roles, and responsibilities for source reduction, composting, special waste, and public education goals, as well as an implementation schedule.
Power	<p>Goal 9M: A supply of electricity that is adequate to meet the needs of City of Los Angeles Department of Water and Power (LADWP) electric customers located within Los Angeles.</p> <p>Objective 9.26: Monitor and forecast the electricity power needs of Los Angeles' residents, industries, and businesses.</p> <ul style="list-style-type: none"> • Policy 9.26.1: LADWP shall continue to monitor and forecast its customers' peak load on its system and identify which parts of the system should be upgraded to accommodate expected growth. <p>Objective 9.27: Continue to ensure that all electric power customers will receive a dependable supply of electricity at competitive rates.</p> <ul style="list-style-type: none"> • Policy 9.27.1: The LADWP shall continue to generate or purchase electric power to serve its customers. <p>Objective 9.28: Provide adequate power supply transmission and distribution facilities to accommodate existing uses and projected growth.</p> <ul style="list-style-type: none"> • Policy 9.28.1: The LADWP shall continue to plan its power supply capability far enough in advance to ensure that it has available capacity to meet customer demand before it is needed. • Policy 9.28.2: The LADWP shall continue to ensure that the city's transmission and distribution system is able to accommodate future peak electric demand for its customers. • Policy 9.28.3: The LADWP shall continue to advise the Planning and Building and Safety Departments of any construction project that would overload a part of the distribution system during a period of peak demand. <p>Objective 9.29: Provide electricity in a manner that demonstrates a commitment to environmental principals, ensures maximum customer value, and is consistent with industry standards.</p> <ul style="list-style-type: none"> • Policy 9.29.1: Develop and deliver services to attract, assist, and retain industries and businesses in Los Angeles. • Policy 9.29.2: Promote the responsible use of natural resources, consistent with city environmental policies. • Policy 9.29.3: Promote conservation and energy efficiency to the maximum extent that is cost effective and practical, including potential retrofitting when considering significant

Environmental Resource	Goal/Objective/Policy
	<p>expansion of existing structures.</p> <ul style="list-style-type: none"> • Policy 9.29.4: The LADWP shall continue to advise the Planning and Building and Safety Departments of any construction project that would overload a part of the distribution system during a period of peak demand. • Policy 9.29.5: The LADWP shall continue to advise the Planning and Building and Safety Departments of any construction project that would overload a part of the distribution system during a period of peak demand. • Policy 9.29.7: The LADWP shall continue to advise the Planning and Building and Safety Departments of any construction project that would overload a part of the distribution system during a period of peak demand.
Telecommunications	Policy 9.35.1: Support the special needs of urban emergency and public safety services and benefit the largest number of people.

Source: DCP, 2001b

NPDES = National Pollutant Discharge Elimination System

2.4.3.2 City of Los Angeles Low Impact Development Ordinance

Adopted in November 2011 and updated in September 2015, the City of Los Angeles Low Impact Development Ordinance requires a variety of BMPs to manage stormwater and urban runoff and reduce runoff pollution. The most recent revision in April 2024 includes additional requirements for low impact development (City of Los Angeles Department of Sanitation, 2024). The LID Ordinance builds on the city's *Standard Urban Stormwater Mitigation Plan* process incorporating environmental practices including infiltration, capture and use, groundwater recharge, and biofiltration. The provisions of the ordinance are included under Section 64.72 of the Los Angeles Municipal Code (LAMC).

2.4.3.3 City of Los Angeles Plumbing Code

Chapter 11 of the City of Los Angeles Plumbing Code includes requirements and regulations for storm drainage within the city. The requirements include specifications on suitable materials, paved areas, drains, and other storm drainage items.

2.4.3.4 City of Los Angeles Emergency Water Conservation Plan

The *Emergency Water Conservation Plan* (EWCP) is found in LAMC Chapter XII, Article I (DCP, 2016b). The purpose of the EWCP is to provide a mandatory water conservation plan to minimize the effect of a water shortage to city water users. The provisions outlined within the EWCP are intended to significantly reduce the consumption of water over an extended period of time, thereby extending the available water required for the city water users while reducing the hardship of the city and the general public to the greatest extent possible. The EWCP contains six water conservation phases, which correspond with the severity of water shortage. Each increase in phase corresponds with more stringent water conservation measures (DCP, 2016b). Phase I of the EWCP requires a number of water-saving measures including prohibiting hose watering of driveway and associated walkways, requiring decorative fountains to use recycled water, and repairing water leaks in a timely manner. The city imposes additional mandatory water use restrictions as a result of drought conditions. As of April 2016, Mayor Eric Garcetti approved an amendment to the EWCP that would increase fines for water wasters during periods of severe drought and will encourage conservation by the city's largest residential users.

2.4.3.5 City of Santa Monica General Plan

The *City of Santa Monica General Plan Conservation Element* contains goals and policies that focus on utilities, and service systems described in Table 2-9 (City of Santa Monica, 1975).

Table 2-9. Goals, Objectives, and Policies of the Relevant City of Santa Monica General Plan

Environmental Resource	Goal/Objective/Policy
Wastewater	Policy 9: The city shall cooperate with adjoining communities for the purpose of reclaiming wastewater and improving sewage treatment processes to include secondary and tertiary treatment.
Stormwater	Policy 15: The city shall protect the environmental quality of the beach.
Water Supply	<ul style="list-style-type: none"> •Policy 2: The city shall increase the source of its water supply in accordance with the population. •Policy 3: The city shall protect and expand (when feasible and desirable) its underground water rights. •Policy 4: The city water division shall be charged with the responsibility of determining and maintaining the safe level of local well water extraction to obtain the highest possible production while avoiding the hazards of saltwater intrusion. •Policy 5: The city shall actively participate in the protection of watershed areas affecting the Santa Monica water supplies. •Policy 6: The city shall cooperate with adjoining water jurisdiction to investigate the feasibility of artificially recharging, spreading, or other means of replenishing ground water basins, when the appropriate technology becomes available, and such action. •Policy 7: The city shall protect the city aquifers from contamination by controlling all forms of access or contact such as private wells, industrial dumping, or any other type of intrusion into the aquifers which may affect the water quality. •Policy 8: The city shall continue to strive for higher quality water standards even though they may exceed those of recognized domestic and international agencies and organizations which develop such standards. •Policy 9: The Public Works Department shall identify and mitigate all potential sources of industrial or commercial pollution, which may adversely affect water supplies stored in city reservoirs or water being pumped into the city. •Policy 11: The city shall seek to resolve any dispute with the Federal government concerning flood control measures. •Policy 12: The Public Works Department shall continue to maintain adequate storm drainage and runoff systems, to accommodate flood control requirements. •Program 5: The water division shall protect the potable water system from accidental or malicious introduction of contaminants. • Program 6: The city should insure the identification and regulation of any construction or activity which is likely to make direct contact with the city's underground aquifers or which may otherwise pose a potential hazard to the quality of water in those aquifers.
Solid Waste	No applicable goals, objectives, or policies.

Environmental Resource	Goal/Objective/Policy
Power	<ul style="list-style-type: none"> •Policy 27: Transportation planning shall integrate low energy multi-modal transportation with a master parking plan, both of which shall aid in reducing excessive vehicle miles traveled and the resultant air pollution. •Policy 29: The city shall seek to obtain energy, where feasible, from non-polluting sources and suppliers. •Policy 31: The city shall expand the current building codes to require the use of new, as well as known, energy conserving technology and materials when they become available and are deemed practical in economic terms and functional application as well.
Telecommunications	No applicable goals, objectives, or policies.

Source: City of Santa Monica, 1975

2.4.3.6 City of Santa Monica Runoff Conservations and Sustainable Management Ordinance

Chapter 7.10 of the Santa Monica Municipal Code outlines requirements to reduce municipal runoff. The purpose of the Chapter is to permanently modify the behavioral and structural causes of runoff by identifying areas susceptible to runoff, and by controlling and reducing runoff volume from all existing properties and from future parcel developments. The goal is to maximize on-site storage of runoff and use of rainwater and stormwater through a hierarchy of construction and post-construction BMP strategies.

3 METHODOLOGY

3.1 Operation and Construction

3.1.1 Public Facilities

Public facilities important to communities in the Project Study Area include schools, libraries, and post offices. For the purposes of evaluating public facilities impacts, the Resource Study Area is defined as 0.25 miles on both sides of the proposed alignment and around the stations, parking facilities, maintenance, and storage facilities site options, and traction power substations sites. Analysis of public facilities includes the identification of public and community facilities located adjacent to (approximately 50 feet) the project alternatives. Public and community facilities were identified from existing sources, including planning documents such as general plans for the jurisdictions through which the proposed alignments pass and a desktop analysis of aerial maps and satellite imagery.

3.1.2 Utilities and Service Systems

The following sections describe the methodology used to determine impacts to utilities and service systems. The geographic area of study is generally the service area for each utility provider discussed in this report.

3.1.2.1 Water Facilities

To determine impacts to water service utility providers, the estimated annual water consumption for the Alternatives is analyzed in the context of the projected future water supply and demand. The Alternatives would have a significant impact if water consumption would increase the demand for water in excess of future water supply, resulting in the water provider being unable to adequately serve the communities' water demand in future years. Significant impacts would also occur if water supply infrastructure is affected to a degree that water providers cannot provide water to the affected communities.

3.1.2.2 Wastewater

Impacts to wastewater are determined by estimating the annual wastewater discharge from the Alternatives as a share of the wastewater processing capacity and demand. The Los Angeles County Sanitation Districts, Los Angeles Sanitation, and the City of Santa Monica are the applicable wastewater treatment providers servicing the Alternatives. Wastewater systems include the Joint Water Pollution Control Plant, Sustainable Water Infrastructure Project wastewater treatment facility, Hyperion Treatment Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant. Although part of the Los Angeles Sanitation wastewater treatment system, the Terminal Island Water Reclamation Plant primarily services the City of San Pedro, Harbor City, and the Port of Los Angeles. Wastewater discharge from the Alternatives would have a significant impact if wastewater treatment systems would have insufficient capacity to serve the Alternatives' demand in addition to existing wastewater treatment commitments.

3.1.2.3 Stormwater

Impacts to stormwater drainage systems are addressed qualitatively based on the Alternatives' potential to increase the amount of stormwater runoff beyond the existing stormwater infrastructure capacity.

3.1.2.4 Electricity

City of Los Angeles Department of Water and Power would be the electrical power providers to the Project. The Project's estimated electricity consumption during construction and operations is analyzed as a share of annual electricity consumption by all Los Angeles County Metropolitan Transportation Authority (Metro) facilities as well as the total electrical power consumed in the service area. The Project would have a significant impact related to electrical power if its electricity consumption would require or result in the relocation or construction of new or expanded electrical power facilities, the construction or relocation of which could cause significant environmental effects.

3.1.2.5 Natural Gas

The Southern California Gas Company would service natural gas to the Project. The Project would have a significant impact related to natural gas if its demand for natural gas would necessitate the construction of new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects.

3.1.2.6 Solid Waste

The Project's estimated solid waste production during construction and operations is analyzed as a share of the annual solid waste disposal tonnage by the City of Los Angeles. Solid waste is analyzed in the context of the future capacity of landfills to adequately serve the Project's projected demand in addition to the providers' existing commitments. Additionally, a significant impact would occur if the Project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, or if the Project would fail to comply with applicable statutes and regulations related to solid waste.

3.1.2.7 Telecommunications

Impacts to telecommunications services are assessed by determining whether the Project demand for telecommunication services would require the relocation or construction of new or expanded telecommunication facilities, the construction of which could cause significant environmental effect.

3.2 CEQA Thresholds of Significance

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

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.
- Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools.

- Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities.
- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.3 Project Measures

A number of features have been incorporated into the Project to ensure compliance with the laws, guidelines, or best practices of federal, state, local, and regional agencies. The following project measures (PM) have been developed for utilities and service systems:

- PM-US-1.** **Utility Identification and Coordination:** *In accordance with Metro standard practice, prior to the start of any demolition or construction activities, the construction contractor will verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted to document the locations of all utilities within proximity to the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, the construction contractor will be responsible for coordinating with the appropriate utility owners/operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or relocation measures.*

PM-US-2.

Service Interruption Notification: *In accordance with Metro standard practice, prior to the start of any demolition or construction activities, the construction contractor will be responsible for coordinating with utility and service providers regarding potential utilities service interruptions due to relocation of existing utilities. The construction contractor will develop a construction plan in coordination with utilities and service providers to minimize interruptions of utilities systems to the greatest extent feasible, including providing temporary connection for services that must be disconnected for extended periods of time. Further, the construction contractor will develop a contingency plan in cooperation with the utility providers for emergency repairs of any utilities unexpectedly found or that disintegrated because of age during excavations. The public would be notified of areas where temporary utilities service interruptions are anticipated.*

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 120 th Street
Inglewood Transit Connector	APM	Market Street/Florence Avenue to Prairie Avenue/Hardy Street
Los Angeles International Airport APM	APM	Aviation Boulevard/96 th 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

A community is typically grouped by its geographical area. In urban areas, a community is generally supported by community facilities (e.g., schools, senior centers, parks, churches, etc.), as well as supporting commercial uses (e.g., grocery stores, cleaners, and restaurants). Community facilities within the Project Study Area are discussed in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025b). A residential neighborhood can be described as an area within a community that has a concentration or a large number of residents with residential uses as the predominant land use. However, residents may also be located in primarily non-residential areas.

A community can be characterized by its demographic and socioeconomic profile, such as homogeneity and/or the diversity of the population, similarities in income, and shared cultural or ethnic backgrounds. The stability of a community is reflected by the number of long-time residents that reside in the community.

The use of United States (U.S.) Census Bureau information and/or municipal boundaries helps to clearly define the demographic characteristics of communities that may be affected by a project. Other somewhat less measurable elements can be considered, including subdivisions, ethnic regions, or shopping areas that give residents a sense of belonging to their neighborhoods. This analysis focuses on the portions of the communities that are generally within the Project Study Area boundaries.

5.1.1 Communities

The Project is generally located in the San Fernando Valley and Westside portions of Los Angeles County. Within the Project Study Area, the San Fernando Valley is generally situated north of the Santa Monica Mountains and the Westside is generally south of the Santa Monica Mountains. The Project Study Area lies within the jurisdictions of the Cities of Los Angeles and Santa Monica and the unincorporated Sawtelle Veterans Affairs (VA) community of Los Angeles County. Individual communities in the City of Los Angeles are grouped to form a community plan area (CPA). Since each Community Plan defines the existing and planned characteristics of communities in the CPA, the city-defined CPA boundaries are a contributing factor when assessing the effects of the Project on communities and neighborhoods. The Project Study Area has 16 communities that are in the City of Los Angeles: North Hills, Panorama City, Sun Valley, Lake Balboa, Van Nuys, North Hollywood, Encino, North Sherman Oaks, Sherman Oaks, Brentwood, Bel Air, Beverly Crest, Westwood, West Los Angeles, Mar Vista, and Palms. Other communities not in the City of Los Angeles that are part of the Project Study Area include Sawtelle VA and the City of Santa Monica. The communities within the Project Study Area are illustrated in Figure 5-1.

A description of each community within the Project Study Area is provided in the following paragraphs and is generally listed from north to south.

Figure 5-1. Communities within the Project Study Area



Source: HTA, 2024

5.1.1.1 North Hills

The North Hills community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles Mission Hills-Panorama City-North Hills CPA. This community is surrounded by the City of Los Angeles Granada Hills and Mission Hills communities to the north, Panorama City community to the east, Lake Balboa community to the south, and Northridge community to the west.

The portion of North Hills that is within the Project Study Area is primarily residential. Multi-family residential neighborhoods are generally clustered to the east and west sides of Sepulveda Boulevard. Sepulveda, Van Nuys, and Roscoe Boulevards are the commercial corridors in this community and generally separate the single-family and multi-family residential neighborhoods. An industrial district is generally situated towards the southwestern corner of this community.

5.1.1.2 Panorama City

The Panorama City community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles Mission Hills-Panorama City-North Hills CPA. This community is surrounded by the City of Los Angeles Mission Hills community to the north, Arleta and Sun Valley communities to the east, Van Nuys community to the south, and North Hills and Lake Balboa communities to the west.

The portion of the community that is within the Project Study Area consists of a mix of single-family and multi-family residential neighborhoods. Within the Project Study Area, multi-family residential neighborhoods are generally concentrated towards the western portion of the community, while single-family residential neighborhoods are concentrated towards the eastern portion of the community. The central commercial area for the community is generally situated around Roscoe Boulevard/Van Nuys Boulevard. Smaller commercial districts are located around Nordhoff Street/Van Nuys Boulevard, along Woodman Avenue (south of Nordhoff Street), and around Roscoe Boulevard/Woodman Avenue. Along the southerly community boundary, an industrial corridor is generally located along and around the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.

5.1.1.3 Sun Valley

The Sun Valley community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles Sun Valley-La Tuna Canyon CPA. This community is surrounded by the City of Los Angeles Shadow Hills and Pacoima communities to the north, La Tuna Canyon community to the east, North Hollywood community and City of Burbank to the south, and Panorama City community to the west.

The portion of the community that is within the Project Study Area consists of primarily single-family residential neighborhoods. An industrial district is concentrated along the southern portion of this community around Raymond Street and Sherman Way.

5.1.1.4 Lake Balboa

The Lake Balboa community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles Reseda-West Van Nuys CPA. The community is referred to as the West Van Nuys community in the City of Los Angeles Reseda-West Van Nuys Community Plan. Lake Balboa is surrounded by the City of Los Angeles North Hills community to the north, Panorama City and Van Nuys communities to the east, Encino community to the south, and Reseda community to the west.

The portion of Lake Balboa that is within the Project Study Area contains a significant amount of industrial development and includes the Van Nuys Airport. Within the Project Study Area, two small pockets of single-family residential neighborhoods, which are separated by the Van Nuys Golf Course, are located at the southern end of the community. Multi-family residences are generally situated along arterial streets, such as Van Owen Street, Hayvenhurst Avenue, and Victory Boulevard. A multi-family residential neighborhood is also located towards the northeasterly corner of this community.

5.1.1.5 Van Nuys

The Van Nuys community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles Van Nuys-North Sherman Oaks CPA. The Van Nuys community is surrounded by the City of Los Angeles Panorama City community to the north, North Hollywood community to the east, North Sherman Oaks community to the south, and Lake Balboa community to the west.

Industrial districts are generally located towards the northerly end of the community near the LOSSAN rail corridor; near the center of the community around the Metro G Line, east of Hazeltine Avenue; along Oxnard Street; and at the easterly end of the community, west of Woodley Avenue. The community is characterized by single-family residential neighborhoods that are separated by commercial corridors and multi-family residences along arterials. Commercial businesses generally line Sepulveda Boulevard and Van Nuys Boulevard. Multi-family residences are generally located along arterial roadways, such as Sepulveda Boulevard, Kester Avenue, Hazeltine Avenue, Woodman Avenue, Sherman Way, Vanowen Street, Victory Boulevard, and Burbank Boulevard. A multi-family residential neighborhood is located near the center of the Van Nuys community, generally between Victory Boulevard to the north, Hazeltine Avenue to the east, Oxnard Street to the South, and Kester Avenue to the west. The San Fernand Valley Administration Center/government Services Civic Center is also located towards the center of the Van Nuys community and has a mix of federal, state, and city services.

5.1.1.6 North Hollywood

The North Hollywood community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles North Hollywood-Valley Village CPA. The North Hollywood community is surrounded by the City of Los Angeles Sun Valley community to the north; City of Burbank to the east; Valley View, Studio City, and Toluca Lake to the south; and Van Nuys to the west.

The portion of North Hollywood that is within the Project Study Area consists of primarily residential neighborhoods, with a commercial corridor generally along Sherman Way. A commercial district is generally located around Victory Boulevard/Cold Water Canyon Avenue, and a smaller commercial area is situated at the intersection of Vanowen Street/Cold Water Canyon Avenue. Multi-family residences are generally located along arterials and adjacent to commercial development. These multi-family residential and commercial corridors generally separate the single-family residential neighborhoods.

5.1.1.7 Encino

The Encino community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles Encino-Tarzana CPA. This community is surrounded by the City of Los Angeles Reseda and Lake Balboa communities to the north; Van Nuys, North Sherman Oaks, and Sherman Oaks communities to the east; Brentwood and Pacific Palisades communities to the south; and Tarzana community to the west.

The portion of Encino that is within the Project Study Area is predominantly characterized by single-family residential neighborhoods that is primarily separated by Ventura Boulevard, which serves as the community's major commercial corridor. Within the Project Study Area, multi-family residences line Burbank and Balboa Boulevards. Towards the eastern portion of this community, a few multi-family residences are situated behind the north and south side of the Ventura Boulevard commercial corridor. The Sepulveda Basin Recreation Area is a major open space area in the community.

5.1.1.8 North Sherman Oaks

The North Sherman Oaks community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles Van Nuys-North Sherman Oaks CPA. This community is surrounded by the City of Los Angeles Van Nuys community to the north, Valley Village community to the east, Sherman Oaks and Studio City communities to the south, and Encino community to the west.

North Sherman Oaks is predominantly characterized by single-family residential neighborhoods, with multi-family residences along arterial streets, such as Burbank Boulevard, Magnolia Boulevard, Sepulveda Boulevard, Kester Avenue. Van Nuys Boulevard is the main commercial corridor within this community, and the Sherman Oaks Fashion Center is a major commercial shopping center that is situated on Riverside Drive.

5.1.1.9 Sherman Oaks

The Sherman Oaks community is in the San Fernando Valley portion of the City of Los Angeles and is part of the City of Los Angeles Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass CPA. This community is surrounded by the City of Los Angeles North Sherman Oaks community to the north, Studio City community to the east, Bel Air and Beverly Crest communities to the south, and Encino community to the west.

Ventura Boulevard serves as the community's major commercial corridor. Single-family residential neighborhoods are primarily located south of Ventura Boulevard. Towards the westerly portion of the community, multi-family residences are situated immediately south of Ventura Boulevard. North of Ventura Boulevard, multi-family residential dwellings are generally clustered along arterials and generally separate the single-family residential neighborhoods.

5.1.1.10 Brentwood

The Brentwood community is in the Westside portion of the City of Los Angeles and is part of the City of Los Angeles Brentwood-Pacific Palisades CPA. This community is surrounded by the Encino community to the north; Bel Air and Westwood communities to the east; the City of Santa Monica and the West Los Angeles and unincorporated Sawtelle VA communities to the south; and the Pacific Palisades community to the west.

A majority of the community consists of single-family residential neighborhoods, with a multi-family residential neighborhood towards the southeasterly portion of the community. Wilshire Boulevard and San Vicente Boulevard (east of Bundy Drive) serve as commercial corridors for the community.

5.1.1.11 Bel Air

The Bel Air community is in the Westside portion of the City of Los Angeles and is part of the City of Los Angeles Bel Air-Beverly Crest CPA. The Bel Air community is surrounded by the City of Los Angeles Sherman Oaks community to the north, Beverly Crest community to the east, Westwood community to the south, and Brentwood community to the west.

Bel Air is located entirely within the Project Study Area and consists of primarily single-family residential neighborhoods that are generally separated by canyons and hillsides. A limited number of multi-family residences and commercial centers are generally located towards the northerly and southwesterly portion of the community.

5.1.1.12 Beverly Crest

The Beverly Crest community is in the Westside portion of the City of Los Angeles and is part of the City of Los Angeles Bel Air-Beverly Crest CPA. The Beverly Crest community is surrounded by the Sherman Oaks and Studio City communities to the north, the City of Beverly Hills and Westwood community to the south, Hollywood Hills West community to the east, and the Bel Air community to the west.

Beverly Crest consists of predominantly single-family residential neighborhoods that are generally separated by canyons and hillsides.

5.1.1.13 Westwood

The Westwood community is in the Westside portion of the City of Los Angeles and is part of the City of Los Angeles Westwood CPA. The Westwood community is surrounded by the Bel Air and Beverly Crest communities to the north, City of Beverly Hills to the east, West Los Angeles community to the south, and Brentwood and unincorporated Sawtelle VA communities to the west.

Westwood consists of primarily residential neighborhoods. The single-family residential neighborhoods in this community are generally separated by multi-family residential neighborhoods and corridors, as well as commercial districts and corridors. In addition to the multi-family residential corridors along Wilshire Boulevard and Beverly Glen Boulevard, multi-family residential neighborhoods are generally clustered towards the westerly and southerly portions of the community. Commercial corridors are generally situated along Sepulveda Boulevard, Westwood Boulevard, and Santa Monica Boulevard. A commercial district (Westwood Village) is generally situated towards the westerly portion of the community. University of California, Los Angeles (UCLA) is a major public facility that is situated in this community. Prominent open space areas in this community include the Los Angeles Country Club, Holmby Park, and Westwood Park.

5.1.1.14 Sawtelle Veterans Affairs

Sawtelle VA is an unincorporated community of Los Angeles County and is situated in the Westside portion of the county. This community is surrounded by City of Los Angeles Brentwood community to the west and north, Westwood community to the north and east, and West Los Angeles community to the south. The unincorporated community is located entirely within the Project Study Area and primarily consists of the West Los Angeles VA Medical Center campus west of I-405 and the Los Angeles National Cemetery east of I-405. Residential dormitories are situated on the VA campus, and a small cluster of multi-family residences are situated at the southeasterly portion of this community.

5.1.1.15 West Los Angeles

The West Los Angeles community is in the Westside portion of the City of Los Angeles and is part of the City of Los Angeles Westwood CPA. The neighborhoods of West Los Angeles, Century City, Pico-Robertson, Cheviot Hills, Rancho Park, and Sawtelle are included in this community. The West Los Angeles community is surrounded by the Brentwood, Westwood, and unincorporated Sawtelle VA communities, as well as City of Beverly Hills, to the north; Wilshire and West Adams communities to the east; Palms and Mar Vista communities as well as Culver City to the south; and the City of Santa Monica to the west.

West Los Angeles consists of mostly residential neighborhoods. Multi-family residential neighborhoods are generally concentrated towards the west side of I-405, as well as the northerly and southerly end of the community, while single-family residential neighborhoods are concentrated east of the I-405 freeway. Within the Project Study Area, commercial corridors (Sawtelle Boulevard, Westwood Boulevard, Wilshire Boulevard, Santa Monica Boulevard, and Pico Boulevard) generally separate these residential neighborhoods. Industrial districts are generally situated along the east and west sides of the I-405. The Rancho Park Golf Course is a prominent open space area in this community.

5.1.1.16 City of Santa Monica

The City of Santa Monica is in the Westside portion of the County. This community is generally surrounded by the City of Los Angeles Pacific Palisades and Brentwood communities to the north, West Los Angeles community to the east, Mar Vista community to the east and south, Venice community to the south, and Pacific Ocean to the west.

Within the Project Study Area, single-family residential neighborhoods are generally clustered towards the northerly and southerly portion of the community, with multi-family residential neighborhoods situated near the center of the community. An industrial district is generally situated around Olympic Boulevard. Commercial corridors within the Project Study Area include Wilshire Boulevard, Santa Monica Boulevard, and Pico Boulevard. A commercial district that consists of mostly offices and the Santa Monica Municipal Airport is situated at the southerly end of the community.

5.1.1.17 Mar Vista

The Mar Vista community is in the Westside portion of the City of Los Angeles and is part of the City of Los Angeles Palms-Mar Vista-Del Rey CPA. The Mar Vista community is surrounded by the West Los Angeles community and City of Santa Monica to the north and west, Palms community to the east, Culver City to the south, and Venice community to the west.

Within the Project Study Area, Mar Vista consists of primarily single-family residential neighborhoods, with a multi-family residential neighborhood towards the northerly portion of the community (north of I-10). Clusters of multi-family residences are also generally located along Gateway Boulevard, National Boulevard, Barrington Avenue, and Sawtelle Boulevard. Pockets of commercial development are generally situated at the intersections of Gateway Boulevard/Barrington Avenue, National Boulevard/Bundy Drive, National Boulevard/Barrington Avenue, and National Boulevard/Sawtelle Boulevard.

5.1.1.18 Palms

The Palms community is in the Westside portion of the City of Los Angeles and is part of the City of Los Angeles Palms-Mar Vista-Del Rey CPA. The Palms community is surrounded by the West Los Angeles community to the north, Culver City to the east and south, and the Mar Vista community to the west.

Within the Project Study Area, Palms consists of a mix of single-family and multi-family residential neighborhoods. Multi-family residences are generally located along National Boulevard, Rose Avenue, Palms Avenue, Sepulveda Boulevard, and Overland Avenue. These multi-family residential corridors generally separate single-family residential neighborhoods. A multi-family residential neighborhood is situated towards the southeasterly portion of the community that is within the Project Study Area. Commercial corridors within the Project Study Area are generally situated along Overland Avenue and at the intersections of Palms Boulevard/Sepulveda Boulevard and National Boulevard/Sepulveda Boulevard.

5.1.2 Demographics and Socioeconomic Characteristics

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

5.1.2.1 Population

Communities within the Project Study Area vary in terms of population density. Areas with a higher population density generally demonstrate a need for expanded transit service. Table 5-1 presents the 2019 population for Los Angeles County, City of Los Angeles, and the portions of the communities that are within the Project Study Area. Within the Project Study Area, Bel Air, and Sawtelle VA have the lowest population density, while North Hollywood and Panorama City have the highest population density. The portions of Bel Air, Beverly Crest, and Sawtelle VA that are within the Project Study Area have population densities that are lower than Los Angeles County and the City of Los Angeles. All other communities within the Project Study Area have population densities that are higher than Los Angeles County.

Table 5-1. Population by Community (2019)

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

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

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

5.1.2.2 Population by Age

Age is an important neighborhood characteristic as age patterns affect labor force participation, mobility, shopping patterns, and home purchases. Areas with large elderly or young populations tend to require different types of services than those areas with a high population of working-age people. Table 5-2 shows the median age of residents in 2019 within Los Angeles County, City of Los Angeles, and the portions of the communities that are within the Project Study Area.

Table 5-2. Population by Age in the Project Study Area (2019)

Community ^a	Median Age	19 Years and Under ^b (% of Pop)	20 to 44 Years ^b (% of Pop)	45 to 64 Years ^b (% of Pop)	65 Years and Over ^b (% of Pop)
Los Angeles County	36.5	24.4	36.9	25.3	13.3
City of Los Angeles	35.6	23.4	40.0	24.2	12.4
North Hills	31.1	31.2	37.7	23.7	7.3
Panorama City	33.0	28.8	38.1	23.4	9.6
Sun Valley	38.1	22.8	36.4	25.9	14.9
Lake Balboa	26.5	26.7	41.8	22.5	9.0
Van Nuys	34.6	26.7	39.6	24.1	9.6
North Hollywood	33.9	26.7	38.4	25.6	9.4
Encino	43.1	23.3	28.0	28.4	20.4
North Sherman Oaks	40.0	16.7	42.3	26.0	15.0
Sherman Oaks	38.9	17.3	43.6	25.9	13.2
Brentwood	41.3	19.0	39.1	22.9	19.0
Bel Air	50.9	22.7	19.9	27.1	30.4
Beverly Crest	45.4	23.0	26.3	28.6	22.1
Westwood	34.4	28.2	46.7	13.2	12.0
Sawtelle VA	54.1	6.9	31.0	42.7	19.4
West Los Angeles	37.2	14.7	50.3	21.3	13.7
City of Santa Monica	39.6	20.9	38.4	25.1	15.7
Mar Vista	38.4	18.7	43.1	23.6	14.7
Palms	32.7	17.7	55.3	16.0	11.0

Source: U.S. Census Bureau, 2020

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

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

Within the Project Study Area, the median age in North Hills, Panorama City, Lake Balboa, Van Nuys, North Hollywood, Westwood, and Palms are lower than the City of Los Angeles and Los Angeles County. The median age in Sun Valley, Encino, North Sherman Oaks, Sherman Oaks, Brentwood, Bel Air, Beverly Crest, Sawtelle VA, West Los Angeles, Santa Monica, and Mar Vista are higher than the City of Los Angeles and Los Angeles County.

North Hills, Panorama City, Sun Valley, Lake Balboa, Van Nuys, North Hollywood, North Sherman Oaks, Sherman Oaks, Brentwood, Westwood, West Los Angeles, Santa Monica, Mar Vista, and Palms have a higher percent of the population that are between 20 to 44 years old in the Project Study Area, which is

consistent with Los Angeles County and the City of Los Angeles. Bel Air has a higher percentage of population that are 65 years old or older, while Encino, Beverly Crest, and Sawtelle VA have a higher percentage of population that are between 45 and 64 years old in the Project Study Area. When compared to other communities in the Project Study Areas, North Hills, Panorama City, and Westwood have more residents who are 19 years old and younger, and Sawtelle VA has the fewest residents who are in this age group. Bel Air has the most residents who are 65 years or older, while North Hills has the fewest residents who are in this age group.

5.1.2.3 Households

Table 5-3 presents the number of households and average household size in 2019 for Los Angeles County, City of Los Angeles, and the portions of the communities that are within the Project Study Area. Within the Project Study Area, the average household size in North Hills, Panorama City, Sun Valley, Lake Balboa, North Hollywood, and Sawtelle VA is greater than Los Angeles County. The average household size in the Van Nuys portion of the Project Study Area is similar to Los Angeles County. The portions of Encino, North Sherman Oaks, Sherman Oaks, Brentwood, Bel Air, Beverly Crest, Westwood, West Los Angeles, Santa Monica, Mar Vista, and Palms that are within the Project Study Area have average household sizes that are smaller than Los Angeles County. Sun Valley has the largest average household size, while Palms has the smallest average household size in the Project Study Area.

Table 5-3. Households in the Project Study Area (2019)

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

Source: U.S. Census Bureau, 2020

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

5.1.2.4 Housing Units

Table 5-4 presents the number of housing units that were owner and renter occupied in 2019 for Los Angeles County, City of Los Angeles, and the portions of the communities that are within the Project Study Area. Within the Project Study Area, North Hills, Panorama City, Lake Balboa, Van Nuys, North Hollywood, North Sherman Oaks, Sherman Oaks, Brentwood, Westwood, Sawtelle VA, West Los Angeles, Santa Monica, Mar Vista, and Palms had a higher percentage of housing units that were renter occupied, while Sun Valley, Encino, Bel Air, and Beverly Crest had a higher percentage of housing units that were owner occupied. Compared to other communities in the Project Study Area, Bel Air and Beverly Crest had the highest percentage of owner-occupied housing units and lowest percentage of renter-occupied housing units, while Lake Balboa and Van Nuys had the lowest percentage of owner-occupied housing units and highest percentage of renter-occupied housing units.

Table 5-4. Housing Units in the Project Study Area (2019)

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

Source: U.S. Census Bureau, 2020

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

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

5.1.3 Educational Facilities

The Los Angeles Unified School District (LAUSD) and the Santa Monica-Malibu Unified School District (SMMUSD) are the public-school districts that provide educational services in the Project Study Area.

5.1.3.1 City of Los Angeles

LAUSD operates 1,021 school sites and provides services to over 600,000 students. LAUSD school facilities are grouped by Local Districts that service various Communities of Schools. Within the Project Study Area, LAUSD operates 44 elementary schools, 11 middle schools, 8 high schools, and 3 span schools (grades 6 to 12). In addition to LAUSD facilities, there are 22 public preschools, one university (UCLA), and six other school types (continuation, K-12, or alternative school of choice).

LAUSD educational facilities that service the Project Study Area are noted in Table 5-5. The locations of these education facilities are shown on Figure 5-2.

Table 5-5. City of Los Angeles Educational Facilities Serving the Project Study Area

Name	Address	Community Served	School Level	Population (Students + Faculty) ^a
<i>Public Elementary and Secondary Schools</i>				
Academy for Enriched Sciences	17551 Miranda Street	Encino	High	321
Alta California Elementary	14859 Rayen Street	Panorama City	Elementary	673
Andres and Maria Cardenas Elementary	6900 Calhoun Avenue	Van Nuys	Elementary	483
Ararat Charter	6555 Sylmar Avenue	Van Nuys	Elementary	353
Bassett Street Elementary	15756 Bassett Street	Lake Balboa	Elementary	639
Brentwood Science	740 Gretna Green Way	Los Angeles	Elementary	371
Brockton Avenue Elementary	1309 Armacost Avenue	Los Angeles	Elementary	214
Burton Street Elementary	8111 Calhoun Avenue	Panorama City	Elementary	315
Cal Burke High	14630 Lanark Street	Panorama City	High	157
Champs-Charter High School of Arts-Multimedia & Performing	6842 Van Nuys Boulevard	Van Nuys	High	621
Chandler Elementary	14030 Weddington Street	Sherman Oaks	Elementary	455
Chase Street Elementary	14041 Chase Street	Panorama City	Elementary	532
Citizens of The World Charter School Mar Vista	11561 Gateway Boulevard	Los Angeles	Elementary	633
Clover Avenue Elementary	11020 Clover Avenue	Los Angeles	Elementary	507
Cohasset Street Elementary	15810 Saticoy Street	Lake Balboa	Elementary	497
Columbus Avenue	6700 Columbus Avenue	Van Nuys	Elementary	446
Community Magnet Charter Elementary	11301 Bellagio Road	Los Angeles	Elementary	463
Daniel Webster Middle	11330 W Graham Place	Los Angeles	Middle	470
Dixie Canyon Community Charter	4220 Dixie Canyon Avenue	Sherman Oaks	High	744
Emerson Community Charter	1650 Selby Avenue	Los Angeles	Elementary	545
Erwin Elementary	13400 Erwin Street	Van Nuys	Elementary	660
Fairburn Avenue Elementary	1403 Fairburn Avenue	Los Angeles	Elementary	455
Girls Athletic Leadership School Los Angeles	8015 Van Nuys Boulevard	Panorama City	Middle	242
Hazeltine Avenue Elementary	7150 Hazeltine Avenue	Van Nuys	Elementary	752
Hesby Oaks Leadership Charter	15530 Hesby Street	Encino	K-8	554
High Tech LA Middle	5435 Vesper Avenue Rm. B50	Van Nuys	Middle	220
Ivy Bound Academy of Math Science and Technology Charter Middle	15355 Morrison Street	Sherman Oaks	Middle	175
James Madison Middle	13000 Hart Street	North Hollywood	Middle	1,662

Name	Address	Community Served	School Level	Population (Students + Faculty) ^a
Kenter Canyon Elementary Charter	645 N Kenter Avenue	Los Angeles	Elementary	510
Kester Avenue Elementary	5353 Kester Avenue	Van Nuys	Elementary	985
Kittridge Street Elementary	13619 Kittridge Street	Van Nuys	Elementary	748
Lanai Road Elementary	4241 Lanai Road	Encino	Elementary	572
Langdon Avenue Elementary	8817 Langdon Avenue	North Hills	Elementary	625
Lashon Academy	7477 Kester Avenue	Van Nuys	K-8	606
Magnolia Science Academy 4	11330 W Graham Place B-9	Los Angeles	6-12	108
Mar Vista Elementary	3330 Granville Avenue	Los Angeles	Elementary	596
Michelle Obama Elementary	8150 N Cedros Avenue	Panorama City	Elementary	654
New West Charter	1905 Armacost Avenue	Los Angeles	6-12	1,086
Noble Avenue Elementary	8329 Noble Avenue	North Hills	Elementary	802
Nora Sterry Elementary	1730 Corinth Avenue	Los Angeles	Elementary	249
Overland Avenue Elementary	10650 Ashby Avenue	Los Angeles	Elementary	491
Palms Middle	10860 Woodbine Street	Los Angeles	Middle	1,345
Panorama City Elementary	8600 Kester Avenue	Panorama City	Elementary	494
Panorama High	8015 Van Nuys Boulevard	Panorama City	High	1,432
Ranchito Avenue Elementary	7940 Ranchito Avenue	Panorama City	Elementary	463
Richland Avenue Elementary	11562 Richland Avenue	Los Angeles	Elementary	317
Robert A. Millikan Affiliated Charter & Performing Arts Magnet	5041 Sunnyslope Avenue	Sherman Oaks	Middle	1,708
Robert Fulton College Preparatory	7477 Kester Avenue	Van Nuys	6-12	1,340
Rosa Parks Learning Center	8855 Noble Avenue	North Hills	Elementary	595
Roscomare Road Elementary	2425 Roscomare Road	Los Angeles	Elementary	447
Saticoy Elementary	7850 Ethel Avenue	North Hollywood	Elementary	551
Science Academy Stem Magnet	5525 Vineland Avenue	North Hollywood	Middle	404
Sherman Oaks Elementary Charter	14755 Greenleaf Street	Sherman Oaks	Elementary	686
Sylvan Park Elementary	6238 Noble Avenue	Van Nuys	Elementary	767
University High School Charter	11800 Texas Avenue	Los Angeles	High	1,552
Valerio Street Elementary	15035 Valerio Street	Van Nuys	Elementary	795
Valley Charter Elementary	16514 Nordhoff Street	North Hills	Elementary	288
Valley Charter Middle	14646 Sherman Way	Van Nuys	Middle	301
Valor Academy Elementary	8755 Woodman Avenue	Arleta	Elementary	420
Van Nuys Elementary	6464 Sylmar Avenue	Van Nuys	Elementary	522
Van Nuys Middle	5435 Vesper Avenue	Van Nuys	Middle	988
Van Nuys Senior High	6535 Cedros Avenue	Van Nuys	High	2,701
Vista Middle	15040 Roscoe Boulevard	Panorama City	Middle	1,294
Warner Avenue Elementary	615 Holmby Avenue	Los Angeles	Elementary	670
Westwood Charter Elementary	2050 Selby Avenue	Los Angeles	Elementary	809
Will Rogers Continuation	14711 Gilmore Street	Van Nuys	High	175
<i>Private Elementary/Secondary Schools</i>				
Archer School for Girls	11725 W Sunset Boulevard	Los Angeles	6-12	554
Berkeley Hall School	16000 Mulholland Drive	Los Angeles	K-8	254
Brawerman West Elementary of Wilshire Boulevard Temple	11661 W Olympic Boulevard	Los Angeles	Elementary	306
Brentwood School	100 S Barrington Place	Los Angeles	K-12	1,107
Children's Community School	14702 Sylvan Street	Van Nuys	Elementary	133

Name	Address	Community Served	School Level	Population (Students + Faculty) ^a
Curtis School	15871 Mulholland Drive	Los Angeles	K-6	545
Dubnoff Center for Child Development	15314 Rayen Street	North Hills	High	53
Emek Hebrew Academy Teichman Family Torah Center	15365 Magnolia Boulevard	Sherman Oaks	K-8	674
Fusion Academy-Los Angeles	1640 S Sepulveda Boulevard, Suite 100	Los Angeles	6-12	135
Geffen Academy at UCLA	11000 Kinross Avenue	Los Angeles	6 – 12	610
Harvard-Westlake	700 N Faring Road	Los Angeles	7-12	1,823
John Thomas Dye School	11414 Chalon Road	Los Angeles	Elementary	383
Laurence School	13639 Victory Boulevard	Van Nuys	Elementary	392
Marymount High School Los Angeles	10643 W Sunset Boulevard	Los Angeles	High	446
Meridianian Armenian Evangelical School	13330 Riverside Drive	Sherman Oaks	K-8	180
Milken Community Schools	15800 Zeldins Way	Los Angeles	6-12	633
Mirman School for Gifted Children	16180 Mulholland Drive	Los Angeles	K-8	405
New Horizon School Westside	1819 Sawtelle Boulevard	Los Angeles	Elementary	69
North Hills Prep	15339 Saticoy Street	Van Nuys	1-12	78
Notre Dame Academy Elementary School	2911 Overland Avenue	Los Angeles	Elementary	308
Notre Dame Academy Girls High School	2851 Overland Avenue	Los Angeles	High	376
Notre Dame High School	13645 Riverside Drive	Sherman Oaks	High	1,308
Redeemer Baptist School	10792 National Boulevard	Los Angeles	K-8	90
St Cyril of Jerusalem School	4548 Haskell Avenue	Encino	Elementary	271
St Francis de Sales School	13368 Valleyheart Drive	Sherman Oaks	Elementary	326
St Genevieve Elementary School	14024 Community Street	Panorama City	Elementary	513
St Genevieve High School	13967 Roscoe Boulevard	Panorama City	High	599
St Martin of Tours Elementary School	11955 W Sunset Boulevard	Los Angeles	Elementary	212
St Sebastian School	1430 Federal Avenue	Los Angeles	Elementary	144
Street Elisabeth School	6635 Tobias Avenue	Van Nuys	K-8	240
Stem 3 Academy	6455 Coldwater Canyon Avenue	Valley Glen	K-12	77
The Buckley School	3900 Stansbury Avenue	Sherman Oaks	K-12	922
UCLA Lab School	330 Charles E Young Drive	Los Angeles	PreK – 6	450
Valley High School & Learn	15314 Rayen Street	North Hills	High	53
Valley School	15700 Sherman Way	Van Nuys	Elementary	256
Westland School	16200 Mulholland Drive	Los Angeles	Elementary	142
Wildwood School	11811 W Olympic Boulevard	Los Angeles	K-12	800
Wise School	15500 Stephen S Wise Drive	Los Angeles	Elementary	373
Universities				
American Jewish University	15600 Mulholland Drive	Los Angeles	Private Religious University	267

Name	Address	Community Served	School Level	Population (Students + Faculty) ^a
Casa Loma College-Van Nuys	6725 Kester Avenue	Van Nuys	Professional/Vocational School	209
Marian Health Careers Center-Van Nuys Campus	5900 Sepulveda Boulevard, Suite 101	Van Nuys	Professional/Vocational School	100
Mount Saint Mary's University	12001 Chalon Road	Los Angeles	Private University	3,458
National Career College	14355 Roscoe Boulevard	Panorama City	Professional/Vocational School	325
University of California-Los Angeles	405 Hilgard Avenue	Los Angeles	Public University	69,845
<i>Early Education/Preschools</i>				
31 st District PTSA Creative Kids	17551 Miranda Street	Encino	Preschool	72
31 st District PTSA Creative Kids-Kester Avenue	5353 Kester Avenue	Van Nuys	Preschool	72
ABC Little School-Sherman Oaks, Inc	14926 Burbank Boulevard	Sherman Oaks	Preschool	97
ABC Little School Van Nuys, LLC	6447 Woodman Avenue	Van Nuys	Preschool	100
Academy at Westwood	2028 Westwood Boulevard	Los Angeles	Preschool	71
Apple School Early Childhood Educational Center	14123 Victory Boulevard	Van Nuys	Preschool	60
Around the Korner Infant Toddler Care Center	8800 Woodman Avenue	Arleta	Preschool	24
Barefoot Preschool	1620 S Bundy Drive	Los Angeles	Preschool	20
Beginnings Learning Center Van Nuys, Inc	6903 Tyrone Avenue	Van Nuys	Preschool	90
Bel Air Presbyterian Church Preschool	16221 Mulholland Drive	Los Angeles	Preschool	96
Beverly Glen Playgroup, Inc.	10409 Scenario Lane	Los Angeles	Preschool	24
Brentwood Presbyterian Church Preschool	12000 San Vicente Boulevard	Los Angeles	Preschool	140
C and E Merdianian Armenian Evangelical School	13330 Riverside Drive	Sherman Oaks	Preschool	104
CCRC Head Start-Chase	14041 Chase Street	Panorama City	Preschool	51
CCRC Head Start-Cohasset Elementary School	15810 Satcoy Street	Van Nuys	Preschool	20
CCRC Head Start-Fulton	7477 Kester Avenue	Van Nuys	Preschool	20
CCRC Head Start-Noble	8329 Noble Avenue	North Hills	Preschool	34
CCRC Head Start-Roscoe Canyon	13060 Roscoe Boulevard	Sun Valley	Preschool	60
CCRC Head Start-Sherwood	7224 Woodley Avenue	Van Nuys	Preschool	74
CCRC Head Start-Woodman	5944/5939/Woodman/Buffalo Avenue	Van Nuys	Preschool	120
Centers of Learning School	8854 Haskell Avenue	North Hills	Preschool	45
Chase Early Education Center	8635 North Colbath Avenue	Panorama City	Preschool	168
Children's Circle Nursery School	6328 Woodman Avenue	Van Nuys	Preschool	44

Name	Address	Community Served	School Level	Population (Students + Faculty) ^a
Children's Courtyard	13562-13548 Ventura Boulevard	Sherman Oaks	Preschool	138
Church of The Valley Developmental Preschool	6565 Vesper Avenue	Van Nuys	Preschool	49
Circle Dk at Village Church	349 South Church Lane	Los Angeles	Preschool	20
Clover STAR	11020 Clover Avenue	Los Angeles	Preschool	120
Congregational Church of The Chimes Nursery School	14115 Magnolia Boulevard	Sherman Oaks	Preschool	40
Corona Academy Campus / California Children's Academy	13036 Sherman Way	North Hollywood	Preschool	48
Creative Center for Children	10547 Santa Monica Boulevard	Los Angeles	Preschool	68
Crestwood Hills Preschool	986 Hanley Avenue	Los Angeles	Preschool	34
Dixie Canyon STAR	4220 Dixie Canyon Avenue	Sherman Oaks	Preschool	160
Early Years Preschool	14701 Burbank Boulevard	Sherman Oaks	Preschool	34
Exploring Minds Montessori Hazeltine	5128 Hazeltine Avenue	Sherman Oaks	Preschool	28
Exploring Minds Montessori Pre-School	6047 and 6051 Fulton Avenue	Valley Glen	Preschool	82
Fernald Child Care Center	320 Charles Young Drive North	Los Angeles	Preschool	36
Gan Shelanu Preschool Center	13625 Burbank Boulevard	Sherman Oaks	Preschool	40
Happy Preschool Land	15727 Vanowen Street	Van Nuys	Preschool	10
Hazeltine Elementary CSPP	7150 Hazeltine Avenue, Room 3	Van Nuys	Preschool	24
Holy Martyrs Armenian Preschool	16617 Parthenia Street	Sepulveda	Preschool	177
Hrashq Preschool 2	7220 Hazeltine Avenue	Van Nuys	Preschool	80
Hrashq Preschool	14541 Hamlin Street	Van Nuys	Preschool	53
Kenter STAR	645 N Kenter Avenue	Los Angeles	Preschool	120
Kester Elementary School CSPP- Room 1	5353 Kester Avenue	Van Nuys	Preschool	22
Kittridge Elementary School CSPP	13619 Kittridge Street, Room 4	Van Nuys	Preschool	22
LACDCFS/ Parthenia Court Center	14833 Parthenia Street	Panorama City	Preschool	6
Le Lycee Francais de Los Angeles	3055 Overland Avenue	Los Angeles	Preschool	65
Learning Playhouse Infant Preschool	13645 Roscoe Boulevard	Panorama City	Preschool	8
Leo Baeck Temple Early Childhood Center	1300 N Sepulveda Boulevard	Los Angeles	Preschool	45
Levy Family Early Childhood Center	10500 Wilshire Boulevard	Los Angeles	Preschool	60
Little Angels Preschool	14113 Roscoe Boulevard	Panorama City	Preschool	50
Little Eagles Daycare at Brentwood School	12001 Sunset Boulevard	Los Angeles	Preschool	17
Little Village Nursery School, Inc	11827 West Pico Boulevard	Los Angeles	Preschool	40
Magical Years Children's Academy	7023 Haskell Avenue	Van Nuys	Preschool	50
Maple Tree Academy WLA Preschool	2920 S Sepulveda Boulevard	Los Angeles	Preschool	80
Montessori House of Children	6252 Woodman Avenue	Valley Glen	Preschool	68
Musical Gan	13624 Burbank Boulevard	Sherman Oaks	Preschool	36

Name	Address	Community Served	School Level	Population (Students + Faculty) ^a
Noble Avenue Early Education Center	8315 Noble Avenue	Sepulveda	Preschool	165
Nurtury	14401 Dickens	Sherman Oaks	Preschool	38
Overland STAR Pre-K	10650 Ashby Avenue	Los Angeles	Preschool	24
Panorama City Elementary School CSPP	8600 Kester Avenue, Rms. 1 and 3	Panorama City	Preschool	48
Primary Academy for Success CSPP	9075 Willis Avenue Room 5	Panorama City	Preschool	24
Rosa Parks Learning Center CSPP	8855 Noble Avenue	North Hills	Preschool	24
Roscomare-STAR	2425 Roscomare Road	Los Angeles	Preschool	60
Saint Francis De Sales Preschool	13368 Valleyheart Drive	Sherman Oaks	Preschool	20
Salvation Army Bessie Pregerson Childcare	1341 South Sepulveda	Los Angeles	Preschool	60
Samuel Goldwyn Foundation Children's Center	2114 Pontius Avenue	Los Angeles	Preschool	90
Saticoy Village CCC / LA CCC	14649 Saticoy Street	Van Nuys	Preschool	26
Sherman Oaks Cooperative Nursery School	14265 W Addison Street	Sherman Oaks	Preschool	24
Sherman Oaks Lutheran Children's Center	14847 Dickens Street	Sherman Oaks	Preschool	78
Sherman Oaks Neighborhood School Inc.	4433 Mammoth Avenue	Sherman Oaks	Preschool	32
Sherman Oaks Nursery School	14435 Killion Street	Sherman Oaks	Preschool	72
Sherman Oaks Presbyterian Nursery School	4445 Noble Avenue	Sherman Oaks	Preschool	83
Sinai Temple Akiba Pre-School	10400 Wilshire Boulevard	Los Angeles	Preschool	259
Sopa-Kids Center	14755 Greenleaf Street	Sherman Oaks	Preschool	150
Southern California Montessori School	1430 Centinela Ave	Los Angeles	Preschool	44
St John's Presbyterian Nursery School	11000 National Boulevard	Los Angeles	Preschool	71
St. Cyril of Jerusalem School Early Childhood Ctr	4548 Haskell Avenue	Encino	Preschool	42
St. Jane Frances Pre-K	12950 Hamlin Street	North Hollywood	Preschool	42
St. Sebastian Pre-K	1430 Federal Avenue	Los Angeles	Preschool	60
St. Timothy School Pre-K	10479 W Pico Boulevard	Los Angeles	Preschool	25
STAR-Fairburn	1403 Fairburn Avenue	Los Angeles	Preschool	175
STAR-Mar Vista	3330 Granville Avenue	Los Angeles	Preschool	150
STAR-Warner	615 Holmby Avenue	Los Angeles	Preschool	200
STAR-Westwood	2050 Selby Avenue	Los Angeles	Preschool	250
Stephen S. Wise Temple Pre-School	15500, Stephen S. Wise Drive	Los Angeles	Preschool	298
Stratford Schools-West LA	2000 Stoner Avenue	Los Angeles	Preschool	120
Sunflower Montessori School	15520 Sherman Way	Van Nuys	Preschool	57
Sunnyside Preschool Sherman Oaks	14125 Burbank Boulevard	Sherman Oaks	Preschool	82
Sunshine Pre-School	11942 Sunset Boulevard	Los Angeles	Preschool	52
Sylvan Park Early Education Center	15011 Delano Street	Van Nuys	Preschool	166
Temple B'Nai Hayim Nursery School	4276 Van Nuys	Sherman Oaks	Preschool	42
Tiny Thinkers Preschool Infants	15737 Parthenia Street	North Hills	Preschool	27

Name	Address	Community Served	School Level	Population (Students + Faculty) ^a
UCLA Early Care and Education University Village C.C.C.	3233 S Sepulveda Boulevard	Los Angeles	Preschool	25
UCLA Early Care and Education	101 S Bellagio Drive	Los Angeles	Preschool	122
UCLA Intervention, Progress, Development, Handicapped Infant and Child	1000 Veteran Avenue 23-31, 24-17	Los Angeles	Preschool	26
UCLA Westwood Child Care Center	10861 Weyburn Avenue, Number 301	Los Angeles	Preschool	158
University Parent's Nursery School-UPNS	3233 S Sepulveda Boulevard	Los Angeles	Preschool	60
Valerio Elementary CSPP	15035 Valerio Street	Van Nuys	Preschool	23
Valley Beth Shalom Nursery School	15739 Ventura Boulevard	Encino	Preschool	249
Valley Nursery School	6948 Woodman Avenue	Valley Glen	Preschool	29
Valley Region Number 9 Elementary School CSPP	6900 N Calhoun Avenue, Room 8	Van Nuys	Preschool	24
Valley School of Individual Training	15700 Sherman Way	Van Nuys	Preschool	101
Van Nuys Christian Preschool	6260 Tyrone Avenue	Van Nuys	Preschool	60
Van Nuys Early Education Center (Infant)	14350 Sylvan Street	Van Nuys	Preschool	12
West Los Angeles Methodist Pre-School	1637 Butler Avenue	Los Angeles	Preschool	30
Westwood Hills Preschool	1989 Westwood Boulevard	Los Angeles	Preschool	77
Westwood Presbyterian Church	10822 Wilshire Boulevard	Los Angeles	Preschool	80
Wevillage Ventura, LLC	13335 Ventura Boulevard	Sherman Oaks	Preschool	20
Wilshire Boulevard Temple-University Campus	11960 Sunset Boulevard	Los Angeles	Preschool	136
Wilshire Boulevard Temple	11661 W Olympic Boulevard	Los Angeles	Preschool	205
Wonder Years Pre-School	2457 Sawtelle Boulevard	Los Angeles	Preschool	57
World Speak Language Center	1639 Westwood Avenue	Los Angeles	Preschool	22
YMCA of Metro LA / Mid Valley Chandler	14030 Weddington Street	Sherman Oaks	Preschool	70
YMCA of Metro LA / Mid Valley Preschool	6901 Lennox Avenue	Van Nuys	Preschool	45
Young Minds Preschool	3030 Westwood Boulevard	Los Angeles	Preschool	106

Source: U.S. Department of Homeland Security, 2024

^a Population data provided is for the year 2023.

CCC = Child Care and Development Council

CCRC = Child Care Resource Center

CSPP = California State Preschool Program

LACDCFS = Los Angeles County Department of Children and Family Services

LLC = Limited Liability Company

PTSA = Parent Teacher Student Association

YMCA = Young Men's Christian Association

Figure 5-2. Education Facilities in the Project Study Area


Source: HTA, 2024

5.1.3.2 City of Santa Monica

SMMUSD operates 16 school sites and provides services to over 10,000 students. Four SMMUSD-operated educational facilities are located within the Project Study Area, all of which are elementary schools. In addition to SMMUSD facilities, there are 19 early education/preschool facilities located within the Project Study Area. SMMUSD educational facilities that service the Project Study Area are noted in Table 5-6. The locations of these educational facilities are shown on Figure 5-2.

Table 5-6. City of Santa Monica Educational Facilities Serving the Project Study Area

Name	Address	Community Served	School Level	Population (Students + Faculty)
<i>Public Elementary and Secondary Schools</i>				
Edison Elementary	2402 Virginia Avenue	Santa Monica	Elementary	446
Franklin Elementary	2400 Montana Avenue	Santa Monica	Elementary	694
Grant Elementary	2368 Pearl Street	Santa Monica	Elementary	598
Mckinley Elementary	2401 Santa Monica Boulevard	Santa Monica	Elementary	438
<i>Private Elementary/Secondary Schools</i>				
Crossroads School for Arts & Sciences	1714 21 st Street	Santa Monica	K-12	1,318
New Roads School	3131 Olympic Boulevard	Santa Monica	K-12	600
Pacific Point Academy	2701 Ocean Park Boulevard, Suite 150	Santa Monica	K-8	46
<i>Early Education/Preschools</i>				
Bright Horizons at Ocean Park-Preschool	3350 Ocean Park Boulevard, Suite 100	Santa Monica	Preschool	138
Bright Horizons at The Water Garden-Preschool	1620 26 th Street, Number 1020	Santa Monica	Preschool	42
Cassidy Preschool	2122 Wilshire Boulevard	Santa Monica	Preschool	84
Dreamland Child Day Care Center	1641 Centinela Avenue	Santa Monica	Preschool	39
Dreamland Infant Care Center	1635 Centinela Avenue	Santa Monica	Preschool	29
Edison Language Academy Preschool	2402 Virginia Avenue	Santa Monica	Preschool	24
Evergreen Community School	2800 Colorado Avenue	Santa Monica	Preschool	56
Franklin State Preschool Rm. K-30	2400 Montana Avenue	Santa Monica	Preschool	19
Hill & Dale Family Learning Center Colorado Place	1540 26 th Street	Santa Monica	Preschool	43
Hill & Dale Family Learning Center-Old Firehouse	2801 25 th Street	Santa Monica	Preschool	26
Kigala Preschool	2705 Pico Boulevard	Santa Monica	Preschool	60
Les Infants Inc. Preschool	2702 Virginia Avenue	Santa Monica	Preschool	37
Lighthouse Center For Infants	1424 Yale Street	Santa Monica	Preschool	16
Lighthouse Church Preschool	1511 20 th Street	Santa Monica	Preschool	54
Little Dolphins by the Sea DBA Seven Arrows, Inc.	1812 Stanford Street	Santa Monica	Preschool	30
My First Place-Preschool	1931 22 nd Street	Santa Monica	Preschool	20
St Johns Child Study Center	1339 20 th Street	Santa Monica	Preschool	22

Name	Address	Community Served	School Level	Population (Students + Faculty)
Toddler Garden	1249 26 th Street	Santa Monica	Preschool	31
Untitled No. 1 School	2953 Delaware Avenue	Santa Monica	Preschool	20

Source: U.S. Department of Homeland Security Geospatial Management Office, 2022

5.1.4 Post Offices and Libraries

Los Angeles Public Library (LAPL) provides library services to residents living in the City of Los Angeles and eight LAPL branches are located in the Project Study Area. The Santa Monica Public Library provides library services to the City of Santa Monica and two branches are located in the Project Study Area. Library services for the Project Study Area are provided by the libraries noted in Table 5-7. U.S. Postal Service post offices within the Project Study Area are also included in Table 5-7. Figure 5-3 presents the locations of these other community facilities in the Project Study Area.

Table 5-7. Post Offices and Libraries Serving the Project Study Area

Library	Address	Project Study Area Communities Served
<i>Los Angeles Public Library</i>		
Donald Bruce Kaufman Branch	11820 San Vicente Boulevard	Brentwood
Mid-Valley Regional Branch	16244 Nordhoff Street	North Hills, Panorama City
Palms-Rancho Park Branch	2920 Overland Avenue	Palms
Panorama City Branch	14345 Roscoe Boulevard	Panorama City
Sherman Oaks Martin Pollard Branch	14245 Moorpark Street	Sherman Oaks
Van Nuys Branch	6250 Sylmar Avenue	Van Nuys
West Los Angeles Regional Branch	11360 Santa Monica Boulevard	West Los Angeles
Westwood Branch	1246 Glendon Avenue	Westwood
<i>Santa Monica Public Library</i>		
Fairview Branch	2101 Ocean Park Boulevard	Santa Monica
Pico Branch	2201 Pico Boulevard	Santa Monica
<i>Post Offices</i>		
Balboa Van Nuys Post Office	4930 Balboa Boulevard	Encino
Barrington Post Office	200 Barrington Avenue	Los Angeles
Civic Center Station Van Nuys Post Office	6531 Van Nuys Boulevard	Van Nuys
Panorama City Post Office	11416 Chase Street	Panorama City
Rancho Park Station Post Office	11270 Exposition Boulevard	Los Angeles
Sherman Oaks Post Office	14900 Magnolia Boulevard	Sherman Oaks
University of California Los Angeles Post Office	308 Westwood Plaza	Los Angeles
Van Nuys Post Office	15701 Sherman Way	Van Nuys
Village Station Post Office	1001 Gayley Avenue	Los Angeles
West Los Angeles Finance Station	11420 Santa Monica Boulevard	Los Angeles

Source: County of Los Angeles, 2022

Figure 5-3. Post Offices and Libraries in the Project Study Area



Source: HTA, 2024

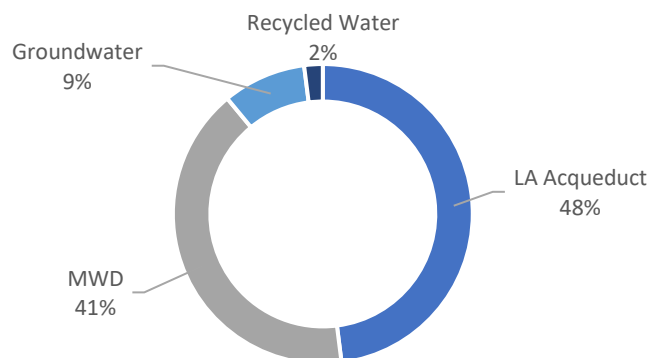
5.1.5 Utilities

5.1.5.1 Water Facilities

City of Los Angeles Department of Water and Power

The City of Los Angeles Department of Water and Power (LADWP) manages the water supply for the City of Los Angeles. LADWP provides approximately 187 billion gallons of water to 3.9 million residents, businesses, and 679,000 service connections each year. Primary sources of water for the LADWP service area include the Los Angeles Aqueduct (LAA), local groundwater, State Water Project, and the Colorado River Aqueduct (supplied by the Metropolitan Water District of Southern California [MWD]), and recycled water, which is becoming a larger part of the overall supply portfolio. Water supplies from the LAA, State Water Project, and Colorado River Aqueduct are considered imported sources because they are obtained outside of LADWP's service area. LADWP's water supply makeup is depicted on Figure 5-4.

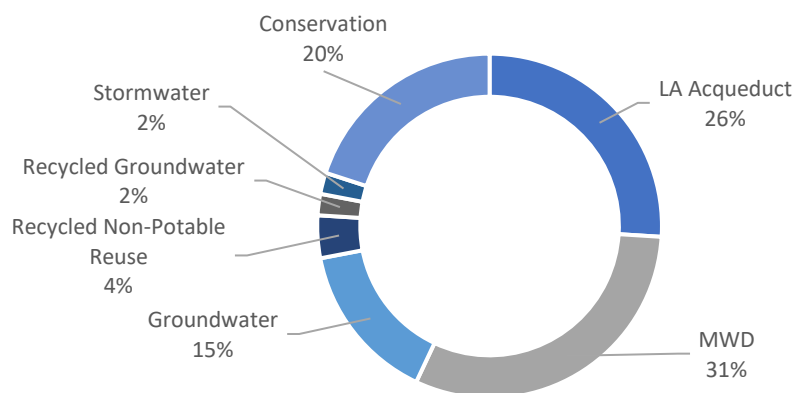
Figure 5-4. LADWP Water Supply Fiscal Year End 2016-2020 Average



Source: LADWP, 2020

For the Fiscal Year End 2016-2020, LADWP obtained approximately 48 percent of its water from the LAA, 41 percent from MWD, 9 percent from groundwater, and 2 percent from recycled water. The total average supply for those fiscal years was 497,386 acre-feet. In Fiscal Year 2044 to 2045 LADWP predicts that its reliance on LAA and MWD water will decrease with increases in conservation, stormwater capture, recycled water, and groundwater. As shown on Figure 5-5, total water supply in 2044 to 2045 is anticipated to be 710,500 acre-feet with 36 percent obtained from MWD, 26 percent from the LAA, 20 percent from conservation, 15 percent from groundwater, 4 percent from recycled non-potable reuse, 2 percent from recycled groundwater, and 2 percent from stormwater capture.

Figure 5-5. No Project Alternative: LADWP Water Supply Fiscal Year 2044-2045 Average Year



Source: LADWP, 2020

As shown in Table 5-8, LADWP predicts that supply will meet demand should current passive conservation methods remain employed. LADWP plans to increase water conservation through turf replacement programs, increased water recycling and stormwater capture. Under the post-conservation water demand scenario, water supplies would be in a surplus compared to demand. As part of the Urban Water Management Plans (UWMP), LADWP prepared a service reliability area assessment, which forecasted demand and supply under average year, single dry year conditions, and multi-year dry conditions. LADWP does not anticipate water shortages as demands are met by available supplies under all hydrologic conditions.

Table 5-8. No Project Alternative: Projected LADWP Demand and Supply Projections (acre-feet)

Year	2025	2030	2035	2040	2045
Total Water Demand ^a	642,600	660,200	678,800	697,800	710,500
Post Conservation Water Demand ^b	509,500	526,700	536,100	554,500	565,800
Total Supplies	642,600	660,200	678,800	697,800	710,500

Source: LADWP, 2020

^aTotal demand with existing passive conservation prior to Fiscal Year 2014.

^bTotal demand with increased conservation.

West Basin Municipal Water District

The MWD is a regional wholesaler that provides water for 26-member public agencies in Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura counties. The MWD imports water from the Colorado River and Northern California to supplement local supplies, and helps its member agencies develop increased water conservation, recycling, storage, and other resource-management programs (MWD, 2022). The West Basin is the member agency of the MWD that serves the City of Los Angeles and U.S. Department of Veterans Affairs in the Project Study Area. Table 5-9 shows the water usage by supply type for the West Basin in acre-feet per year (AFY) for Fiscal Year 2020-2021.

Table 5-9. West Basin Water Use 2020-2021 (AFY)

Water Supply	West Basin
Groundwater	24,936
Desalted Water	362
Imported Water	103,955
Recycled Water	27,589
Seawater Barrier	5,139
Total	161,980

Source: West Basin, 2020

Table 5-10 indicates that although West Basin's service area population is projected to increase, the overall baseline potable demand in AFY is expected to decrease given further water use efficiency and recycled water program implementation.

Table 5-10. No Project Alternative: Projected West Basin Service Area Retail Demand (AFY)

Year	2020	2025	2030	2035	2040	2045
Retail Demand	141,327	151,521	151,257	151,554	151,159	151,261
Groundwater Supplies	20,556	25,330	30,100	30,100	30,100	30,100
Net Retail Demand ^a	120,770	126,190	121,160	121,450	121,060	121,160

Source: West Basin, 2020

^aNet retail demand is the service area retail demand minus the groundwater supply. It includes recycled water and imported water demand.

The 2020 West Basin UWMP projects the West Basin's water supplies through 2045. Table 5-11 shows the West Basin is projecting to increase current recycled water supplies.

Table 5-11. No Project Alternative: Projected West Basin Service Area Retail Water Supplies (AFY)

Water Supply	2025	2030	2035	2040	2045
Purchased or Imported Water	95,890	89,460	89,750	89,360	89,460
Recycled Water ^a	30,300	31,700	31,700	31,700	31,700
Recycled Water ^b	20,000	29,000	39,000	44,600	44,600
West Basin Supply Subtotal	146,190	150,160	160,450	165,660	165,760
Local Groundwater ^c	25,330	30,100	30,100	30,100	30,100
West Basin Service Area Supply Total	171,520	180,260	190,550	195,760	195,860

Source: West Basin, 2020

^aDelivery in the West Basin Service Area only.

^bFor Saltwater Barrier Replenishment.

^cTotal volume extracted within West Basin's Service Area.

As stated in 2020 West Basin UWMP, the West Basin has developed a drought risk assessment (DRA) to consider five consecutive dry years from 2021 through 2025 (West Basin, 2020). The DRA is a comprehensive water shortage contingency plan to provide reliable water supplies under stressed hydrologic conditions. The DRA indicates that the West Basin's supply capabilities are expected to exceed its projected water use for years 2022, 2024, and 2025. Other water shortage contingency planning measures include the expansion of the West Basin's water use efficiency programs, further developing recycled water, and adding ocean water desalination supplies to improve immediate, near- and long-term reliability of supplies. Therefore, the West Basin's water supplies are anticipated to be reliable, and no shortfalls are expected from 2021 to 2025, even when assuming a driest 5-year

scenario (West Basin, 2020). In Spring of 2022, the West Basin began preparing an Annual Water Supply Demand Assessment.

Regarding physical water lines, MWD operates a major 96-inch water main that underlies Sepulveda Boulevard in addition to other smaller water lines.

City of Santa Monica

The City of Santa Monica is a member city of the MWD, which has its own water resources division. As required by the Urban Water Management Planning Act, the City of Santa Monica prepared an *Urban Water Management Plan* in 2020 (Santa Monica, 2020). According to the 2020 Santa Monica UWMP, the water supply makeup for the City of Santa Monica during the period of 2016 to 2020 was 35 percent supplied by the MWD, 64 percent obtained from groundwater, and 1 percent from recycled water. The city obtains its local groundwater via the Charnock, Olympic, and Arcadia sub-basins.

The City of Santa Monica is expected to grow by approximately 17,000 people from the year 2020 to 2040 based on future additional housing units in the city. Over the last 5 years, the city has managed to offset water demand increases typical of population growth through conservation measures, including the city's Water Neutrality Ordinance. As conservation programs become more established, however, the city understands that a multifaceted approach is needed to help ensure water service reliability. This point is further emphasized when considering other factors that have the potential to impact water supply, including climate change, aging infrastructure, and evolving regulations (City of Santa Monica, 2021a). Table 5-12 shows the projected water supply and water demand for normal water years from 2025 to 2040. As indicated in Table 5-12, water supply is predicted to meet demand sufficiently.

Table 5-12. No Project Alternative: Projected Water Supply Demand for Normal Year (Acre-Feet)

	2025	2030	2035	2040
Supply Totals	18,626	18,626	18,626	18,626
Demand Totals	14,291	15,102	15,177	15,262
Difference	4,335	3,524	3,449	3,364

Source: City of Santa Monica, 2021a

Note: A positive value in the difference rows indicates sufficient supply is available and a negative value indicates a potential supply shortfall.

The 2020 City of Santa Monica UWMP also includes a DRA to determine if the city's water supply can meet 1-year and 5-year drought scenarios. The DRA indicates that the city's water supplies are adequate to meet project water use from 2021 to 2025. Additionally, in the future years of 2025, 2030, 2035, and 2040 the city's water supplies are also expected to meet demand with no shortfalls for both 1-year and 5-year drought scenarios.

Los Angeles County Metropolitan Transportation Authority

Los Angeles Metro does not have its own water supplies and obtains its supplies from regional water providers. As of 2018, 97.4 percent of water consumption was potable water. More than half (55.3 percent) of Metro's water use goes toward irrigation along rail and bus alignments and another 26.6 percent of consumption goes toward operational divisions (i.e., vehicle maintenance and administrative offices). In 2018, Metro consumed approximately 250 to 300 million gallons of potable water for operations (Metro, 2020a).

5.1.5.2 Wastewater

Wastewater includes stormwater runoff, sewage, and other non-potable water. Stormwater runoff means surface water runoff and drainage related to precipitation events, or water emanating from on-site sources that may drain on- or off-site, such as water for landscaping purposes. Stormwater runoff is generally collected via on-street drainages as well as stormwater sumps. Sewage is defined as liquid and water-carried industrial and/or domestic wastes generated from facilities, including, but not limited to, dwellings, commercial buildings, industrial facilities, agricultural activities, hospitals, medical facilities, and other institutions. Both stormwater runoff and sewage are collected and transported through underground municipal sewage systems and are then processed and treated through municipal wastewater treatment facilities. This section addresses wastewater both in the form of stormwater runoff and sewage.

Stormwater Drainage

The stormwater within the Project Study Area drains through the Los Angeles County Storm Drain System, which is regulated and maintained by the Los Angeles County Flood Control District (LADPW, 2022). Most of the drainage networks within the Project Study Area are controlled by storm drains. Major drainage channels include the Sawtelle Channel and the Los Angeles River. Stormwater also indirectly drains to the Upper Stone Canyon Reservoir, Stone Canyon Reservoir, Encino Reservoir, and Lake Balboa.

The City of Santa Monica also has its own stormwater treatment facility. The City of Santa Monica opened the Sustainable Water Infrastructure Project in November 2022, which is the city's first wastewater treatment facility capable of recycling and treating half a million gallons of dry weather urban run-off per day.

Wastewater Treatment

The Los Angeles County Sanitation Districts is the regional agency responsible for the collection and treatment of wastewater in Los Angeles County. The agency operates and maintains the regional wastewater collection system, which includes approximately 1,400 miles of sewers, 49 pumping plants, and 11 wastewater treatment plants that transport and treat about half the wastewater in Los Angeles County. Collectively, the Sanitation District treats approximately 400 million gallons of water per day (City of Los Angeles, 2011). The Project Study Area is served by the Joint Water Pollution Control Plant (JWPCP), which treats an average of 260 million gallons of wastewater per day with a 400 million gallon per day capacity (Los Angeles County, 2023).

Wastewater generated within the City of Los Angeles is collected and treated by the Los Angeles Sanitation wastewater conveyance and treatment infrastructure, which operates and maintains the wastewater collection and treatment for the city and 29 contract cities and agencies. The city's sewage system includes approximately 6,472 miles of public sewers, which convey approximately 272 million gallons per day of wastewater. The city also sends a small amount of wastewater to the Sanitation District of Los Angeles County JWPCP (DCP, 2019). The City of Los Angeles has 4 water reclamation plants in service that serve over four million people. The combined capacity of the plants is 580 million gallons of recycled water per day. The water reclamation plants are Hyperion Treatment Plant, Terminal Island Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation plant (City of Los Angeles Department of Sanitation, 2023).

The City of Santa Monica's wastewater collection system is divided into ten primary service areas or drainage basins to collect and convey sewage towards the ocean for final collection and discharge to the

City of Los Angeles Hyperion Water Reclamation Plant for wastewater treatment and disposal. The city also operates the Sustainable Water Infrastructure Project wastewater treatment facility, which is capable of recycling 1 million gallons of wastewater per day. Wastewater within the city is generally collected and conveyed to the west via the sewer mains along Colorado Avenue and Broadway, and then conveyed to the south via the sewer main within the Ocean/Main Corridor. This sewer main ties into the city's 72-inch diameter Coastal Interceptor Sewer (CIS) connection, which ultimately conveys wastewater to the Hyperion Treatment Plant located in Playa del Rey approximately 4 miles southeast of the city. The city's sewer system, including the city's CIS connection, consists of approximately 210 miles of sewer pipelines ranging from 6 to 72 inches in diameter, approximately 2,800 maintenance holes, two flow monitoring and sampling stations, and a 26-MGD Moss Avenue Pump Station at Ocean Boulevard (City of Santa Monica, 2021b).

5.1.5.3 Solid Waste

The Project Study Area is serviced by several solid waste collectors. Both the City of Los Angeles and City of Santa Monica operate their own solid waste collectors. The U.S. Department of Veterans Affairs is serviced by Consolidated Disposal Service-Long Beach. According to the Los Angeles County Department of Public Works, the following regional landfills service the solid waste infrastructure of the cities in the Project Study Area: the Antelope Valley Public Landfill, Azusa Land Reclamation Landfill, Calabasas Landfill, Chiquita Canyon Sanitary Landfill, Lancaster Landfill, Savage Canyon Landfill, Scholl Canyon Landfill, and Sunshine Canyon/County Landfill. Contaminated soils and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements at the following landfills:

- South Yuma County Landfill located at 19536 South Avenue 1E, Yuma, Arizona
- Clean Harbors Buttonwillow Landfill located at 2500 West Lokern Road, Buttonwillow, California
- US Ecology located at Highway 95 South, Beatty, Nevada

Table 5-13 shows the current and future capacity of these landfills. Table 5-14 shows the waste disposal activity in these landfills by jurisdiction for calendar year 2022.

Table 5-13. Current and Future Capacity for Landfills Servicing the Project Study Area

Landfill Facility	Location	Max Permitted Throughput (tons/day)	Maximum Capacity (cubic yards)	Remaining Capacity (cubic yards)	Cease Operation Date
Antelope Valley Public Landfill	Palmdale, California	5,548	30,200,000	17,911,225	4/1/2044
Azusa Land Reclamation Landfill (Solid Waste)	Azusa, California	8,000	80,571,760	51,512,201	1/1/2045
Calabasas Landfill	Agoura (Unincorporated Los Angeles County), California	3,500	69,300,000	14,500,000	1/1/2029
Chiquita Canyon Sanitary Landfill	Castaic, California	12,000	110,366,000	60,408,000	1/1/2047
Lancaster Landfill	Lancaster, California	5,100	27,700,000	14,514,648	3/1/2044
Savage Canyon Landfill	Whittier, California	3,350	19,337,450	9,510,833	12/31/2055
Scholl Canyon Landfill	Glendale, California	3,400	58,900,000	9,900,000	4/1/2030
Sunshine Canyon City/County Landfill	Sylmar, California	12,100	140,900,000	77,900,000	10/31/2037

Landfill Facility	Location	Max Permitted Throughput (tons/day)	Maximum Capacity (cubic yards)	Remaining Capacity (cubic yards)	Cease Operation Date
South Yuma County Landfill	Yuma, Arizona	—	—	—	—
Clean Harbors Button Willow	Buttonwillow, California	10,500	13,250,000	—	1/1/2040
US Ecology	Beatty, Nevada	—	—	—	—

Source: CalRecycle, 2023; HTA, 2024

— = no data

Note: Remaining capacity not reported for Clean Harbors Button Willow Landfill. The South Yuma County Landfill or US Ecology Landfill are not part of the California Department of Resources Recycling and Recovery Solid Waste Information System (CalRecycle, 2023) and do not report the same level of information as California landfills.

Table 5-14. Solid Waste Disposal Activity Report by Jurisdiction of Origin

Total Received from January 2022-December 2022 (in tons)			
Landfill Facility	City of Santa Monica	City of Los Angeles	Veterans Affairs
Antelope Valley Recycling and Disposal Facility	7,239.64	227,812.88	—
Azusa Land Reclamation	1,098.55	65,727.45	—
Calabasas Landfill	—	105,712.67	—
Chiquita Canyon Landfill	69,056.90	1,272,197.66	—
Lancaster Landfill	348.72	3,659.08	—
Savage Canyon Landfill	—	3,262.08	—
Scholl Canyon Landfill	—	3,092.01	—
Southeast Resource Recovery Facility	—	—	—
Sunshine Canyon City/County Landfill	3,435.53	1,369,437.58	—
Total	81,179.34	3,050,901.41	—

Source: LADPW, 2022

— = no data

5.1.5.4 Telecommunications

Telecommunications (telephone/fiber/internet) in the Project Study Area are provided by AT&T, EIN, Tekwerks, ispMint, Unlimitedville, Frontier Communications, Spectrum, T-Mobile, HughesNet, Viasat, Verizon, Starry. There are existing telephone, telecommunication, and cable television lines and facilities throughout the Project Study Area. According to the California Public Utilities Commission, there are no planned capital projects related to the upgrade of telecommunications systems that service customers or residents within the Project Study Area (CPUC, 2023).

5.1.5.5 Electric Power Generation

Electricity is provided to the Project Study Area by the LADWP and Southern California Edison (SCE). SCE provides electricity to the City of Santa Monica. There is no interaction with the Project and SCE facilities as the Project would be wholly located within LADWP's service area. In 2021, LADWP's energy sources consisted of 35.2 percent renewable sources, 25.9 percent natural gas, 18.6 percent coal, 6.6 percent hydroelectric, and 13.7 percent nuclear (LADWP, 2021). LADWP has 23 power generation plants, a net dependable capacity of 8,058 megawatts (MW), and an energy storage capacity of 1288 MW. The record instantaneous demand for power was 6,502 MW on August 31, 2017. In Fiscal Year 2021 to 2022 LADWP supplied more than 21,400 gigawatt-hours (GWh) of power (LADWP, 2023).

In 2015, SCE delivered more than 87 billion kilowatt-hours (kWh) of electricity to its service area (SCE, 2023). In 2021, SCE energy sources consisted of 34.6 percent unspecified sources (electricity purchases through open market transactions not traceable to specific generation source), 31.4 percent renewable sources, 22.3 percent natural gas, 9.2 percent nuclear, 2.3 percent hydroelectric and 0.2 percent other (SCE, 2021). According to the California Energy Commission (CEC), SCE customers consumed approximately 81,129 million kWh of electricity in 2021 (CEC, 2021).

Metro consumes electricity related to its facilities, fuel for on-road vehicles, and its rail systems. As shown in Table 5-15, Metro's average energy use per vehicle revenue mile was approximately 51,300 British thermal units between 2017 and 2021. Metro's average building electricity consumption between 2019 and 2020 was approximately 100 GWh (Metro, 2023). According to Metro's 2019 Energy and Resources Report, Metro was on track to meet its goals for 33 percent renewable energy consumption by 2020. In 2018, 31 percent of Metro's electricity came from renewable resources. Metro's current energy reduction plans include targets to reduce facility electricity consumption by 17 percent from the 2030 Business as Usual Scenario and increase annual on-site renewable energy generation by 7.5 MW (Metro, 2023).

Table 5-15. Metro Energy Use per Vehicle Revenue Mile

Year	1,000 British Thermal Units per Vehicle Revenue Mile	Year-to-Year Change (%)
2017	52.9	—
2018	49.5	-6.4
2019	49.8	-0.6
2020	52.3	+5.0
2021	52.1	-0.4

Source: Metro, 2019b, 2020a, 2020c

— = no data

5.1.5.6 Natural Gas and Oil Facilities

Southern California Gas Company is the natural gas provider for the Project Study Area. According to CEC, in 2021, Southern California Gas Company customers in Los Angeles County consumed approximately 2,881 million therms of natural gas (CEC, 2023). In 2018, vehicle fuel consumption represented 80 percent of Metro's energy footprint, including a mix of compressed natural gas that powers its fleet (Metro, 2020a).

5.2 Impact Evaluation

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

5.2.1.1 Operational Impact

Under the No Project Alternative, the Project would not be developed and new rail transit stops would not be developed in the Project Study Area as planned in the 2024-2050 RTP/SCS (SCAG, 2024a). There are already SCAG PDAs planned throughout the Project Study Area, and the absence of the Project would not change the growth management strategies of SCAG or the City of Los Angeles; however, the planned development and associated growth would not be supported by the improved mobility

afforded by the Project. Under the No Project Alternative, the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761 which would involve connections to existing rail transit stations such as the Van Nuys Metrolink/Amtrak Station and the Metro E Line Expo/Sepulveda Station and would not provide any indirect growth incentives on TOCs. Therefore, operations of the No Project Alternative would result in less than significant impacts related to substantial unplanned population growth.

5.2.1.2 Construction Impact

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

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

5.2.2.1 Operational Impact

Under the No Project Alternative, the Project would not be developed, so the displacements caused by the Project would not occur. Changes to Metro Line 761 operations would have no potential to displace people or housing as any physical improvements would be placed within the public ROW and would not require acquisition of any property. The 2045 without Project scenario includes forecasted regional population, housing, and growth estimates, which are calculated based growth-related policies and strategies, transportation and highway projects identified in the SCAG 2020-2045 RTP/SCS (SCAG, 2020a, 2020b), Metro's 2020 Long Range Transportation Plan (LRTP) (Metro, 2020b), the 2023 FTIP (SCAG, 2021, and Measure M (Metro, 2016), as well as residential, commercial, and other infrastructure projects. Projects included in the SCAG 2020-2045 RTP/SCS, Metro's 2020 LRTP, the 2023 FTIP, and Measure M could result in residential displacements, but the 2045 without Project scenario would also include anticipated construction of new housing units consistent with SCAG projections. Therefore, the No Project Alternative would result in less than significant impacts related to the displacement of people, housing, or businesses.

5.2.2.2 Construction Impact

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

5.2.3 Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities.

5.2.3.1 Operational Impacts

Under the No Project Alternative, the project would not be constructed and therefore would have no potential to cause any new physical impacts associated with public facilities because no new construction or major modification of existing transit service would occur within the Project Study Area. The only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Revisions to Metro Line 761 would have no potential to influence school enrollment because no housing would be built, and all schools along the existing Metro Line 761 are already well served by existing transit lines and streets. The No Project Alternative would maintain existing transit service within the Project Study Area. Aside from highway and transit projects identified for funding in Metro's 2020 *Long-Range Transportation Plan* (Metro, 2020) and SCAG's 2024-2050 RTP/SCS (SCAG, 2024), currently under construction, or funded via the 2008 Measure R (Metro, 2008) or 2016 Measure M sales taxes (Metro, 2016b), no new transportation infrastructure would be built or operated within the Project Study Area. The Cities of Los Angeles and Santa Monica would continue to approve new development projects according to existing land use plans and programs; however, Metro's 2020 *Long-Range Transportation Plan* predicts that traffic could worsen in the absence of additional capacity and could result in a reduction in access to existing schools and other public facilities. Nonetheless, the No Project Alternative would not increase the use of existing schools and other public facilities or result in physical impacts associated with the need for new or physically altered schools and other public facilities in order to maintain acceptable service ratios, response times, or other performance objectives for public facilities. Therefore, no impact would occur.

5.2.3.2 Construction Impacts

Construction associated with revisions to Metro Line 761 would be minimal and would take place entirely within the existing street ROW. No existing schools or other public facilities would be affected by construction associated with rerouting Metro Line 761. Construction activities would not result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities. The No Project Alternative would not result in project-related construction impacts; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R (Metro, 2008) or 2016 Measure M sales taxes (Metro, 2016b) could be constructed within the Project Study Area. Local jurisdictions would also continue to approve new development projects according to existing land use plans and programs. Future construction activities would include, but would not be limited to, construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and use of temporary easements. Construction activities would be temporary and would not result in permanent impacts to surrounding schools. Future projects would also be required to implement project-specific construction-related measures to reduce and minimize potential impacts to school facilities. Therefore, impacts would be less than significant.

5.2.4 Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

5.2.4.1 Operational Impacts

The No Project Alternative would not operate a new transit line, and therefore would not relocate or increase demand for utilities and service systems. Revisions to Metro Line 761 would not involve substantial construction that would require relocation of utility facilities. Since Metro Line 761 is an existing bus route and would not include new transit stations that would use water or electricity, it is not anticipated that the No Project Alternative would create additional demand for utilities and service systems, and are not anticipated to exceed the planned capacity of these systems. The No Project Alternative also includes the continued expansion of water supplies through water conservation and ocean desalination as well as ongoing improvements to the electric utility system and other utility systems. The No Project Alternative would have no impact during operation related to utilities and service systems.

5.2.4.2 Construction Impacts

The No Project Alternative would not construct a new transit line, and therefore would not relocate or increase demand for utilities and service systems; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. These projects could potentially result in construction impacts to existing utilities and service systems in the Project Study Area and create additional demand. It is anticipated that these projects would protect in place or prepare relocation plans to avoid interruption to service. As described, there is no potential for construction associated with Metro Line 761 would require the relocation of any utility facilities. Construction demand on utilities and service systems is not anticipated to exceed the planned capacity of these systems. The No Project Alternative would have no impact during construction related to utilities and service systems.

5.2.5 Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

5.2.5.1 Operational Impacts

The No Project Alternative would not operate a new additional transit line and would not increase consumption of water supplies; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. The No Project Alternative also includes the continued expansion of water supplies through water conservation and ocean desalination. As discussed in 5.1.5.1, LADWP, MWD, and the City of Santa Monica have indicated that water supplies are adequate to meet demand in normal, single-dry year, and multiple dry years. Revisions to Metro Line 761 would not involve substantial construction that would require relocation of utility facilities. Since Metro Line 761 is an existing bus route and would not include new transit stations that would use water or electricity, it is not anticipated that the No Project

Alternative would create additional demand for utilities and service systems. The No Project Alternative would have no impact during operation related to water supplies.

5.2.5.2 Construction Impacts

The No Project Alternative would not construct a new additional transit line and would not increase consumption of water supplies; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. As discussed in 5.1.5.1, LADWP, MWD, and the City of Santa Monica have indicated that water supplies are adequate to meet demand in normal, single-dry year, and multiple dry years. As described, there is no potential for construction associated with Metro Line 761 would require the relocation of any utility facilities. The No Project Alternative would have no impact during construction related to water supplies.

5.2.6 Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

5.2.6.1 Operational Impacts

The No Project Alternative would not operate a new additional transit line and would not increase wastewater generation; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. Transportation infrastructure projects generate limited wastewater as they do not directly result in additional wastewater generation as a residential development would. Local jurisdiction projects could result in additional wastewater generation, but are not anticipated to exceed the treatment capacity of approximately 580 million gallons per day. Metro Line 761 currently produces minimal wastewater and the revised bus route under the No Project Alternative would not involve a new source of wastewater. The No Project Alternative would have no impact during operation related to wastewater treatment.

5.2.6.2 Construction Impacts

The No Project Alternative would not construct a new additional transit line and would not increase wastewater generation; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) could be constructed within the Project Study Area. Construction of the transportation infrastructure projects and local jurisdiction projects would generate wastewater temporarily during the construction phase. The additional temporary wastewater generation is not anticipated to exceed the treatment capacity of approximately 580 million gallons per day. Construction activities associated with Metro Line 761 modifications may involve generation of negligible amounts of wastewater which would be handled by existing wastewater treatment facilities. The No Project Alternative would have no impact during construction related to wastewater treatment.

5.2.7 Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

5.2.7.1 Operational Impacts

The No Project Alternative would not operate a new additional transit line and would not generate solid waste; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. Projects that could be built under the No Project Alternative would not exceed the planned capacity of local infrastructure and would include their own solid waste assessments. Metro Line 761 is an existing bus route and the modified route is anticipated to produce the same or similar amounts of solid waste consistent with regular bus operations. The No Project Alternative would have no impact during operation related to solid waste.

5.2.7.2 Construction Impacts

The No Project Alternative would not construct a new additional transit line and would not generate solid waste; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) could be constructed within the Project Study Area. Projects that could be built under the No Project Alternative would not exceed the planned capacity of local infrastructure and would include their own solid waste assessments. Construction activities associated with the Metro Line 761 modifications would produce negligible amounts of solid waste in order to build or modify bus stops. The amount of solid waste potentially generated by construction would not exceed planned capacity. The No Project Alternative would have no impact during construction related to solid waste.

5.2.8 Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

5.2.8.1 Operational Impacts

The No Project Alternative would not operate a new additional transit line and would not generate solid waste; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. Other projects including modifications to Metro Line 761 would be required to comply with all solid waste statutes and regulations. The No Project Alternative would have no impact during operation related to solid waste standards.

5.2.8.2 Construction Impacts

The No Project Alternative would not construct a new additional transit line and would not generate solid waste; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R or 2016 Measure M sales taxes (Metro 2008, 2016) as well as local jurisdiction development projects could be constructed within the Project Study Area. Other projects including modifications to Metro Line 761 would be required to comply with all solid waste statutes and regulations. The No Project Alternative would have no impact during construction related to solid waste standards.

5.3 Mitigation Measures

5.3.1 Operational Impact

No mitigation measures are required.

5.3.2 Construction Impacts

No mitigation measures are 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

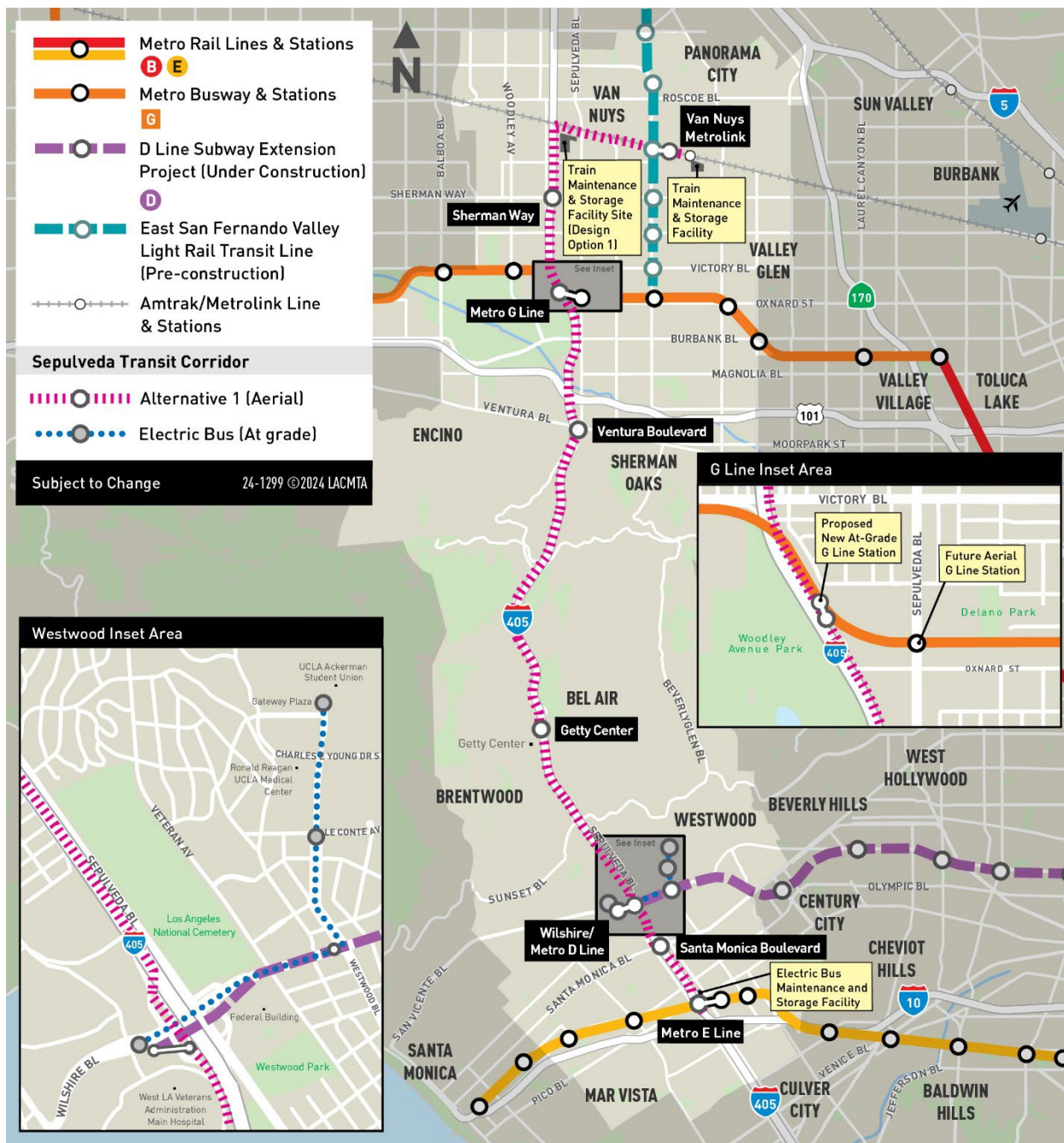
6.1.1.1 Alignment

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 and would then curve eastward along the south side of the LOSSAN rail corridor to Van Nuys Boulevard.

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

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

Figure 6-1. Alternative 1: Alignment



Source: LASRE, 2024; HTA, 2024

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

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

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

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

6.1.1.2 Guideway Characteristics

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

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

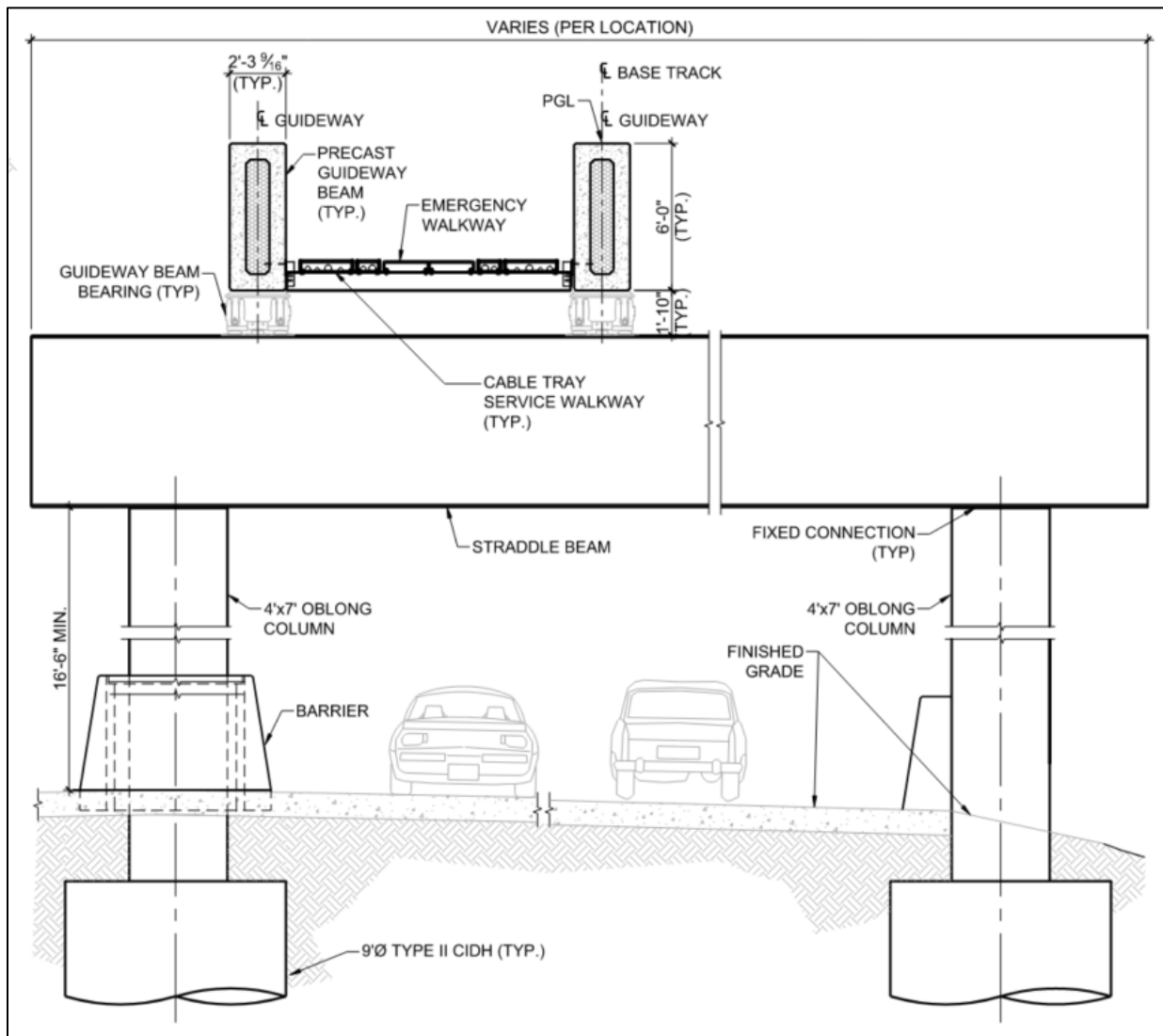
- GUIDEWAY** and **GUIDEWAY BASE TRACK** at the top.
- 14'-0" MIN. @ TANGENT FRAMES** and **14'-4" MIN. @ CURVED FRAMES** for the guideway width.
- 3'-0" (TYP.)** dimensions for the guideway base track on both sides.
- 2'-3⁹/₁₆" (TYP.)** dimension for the precast guideway beam.
- PRECAST GUIDEWAY BEAM (TYP.)** and **EMERGENCY WALKWAY** components.
- PGL** (Prestressed Grout Layer) and **COLUMN** labels.
- GUIDEWAY BEAM BEARING (TYP.)** and **CABLE TRAY AND SERVICE WALKWAY (TYP.)** components.
- 6'-0" Ø COLUMN** and **8'-0" Ø TYPE II CIDH** (Cylindrical Intermediate Duct Hole) dimensions.
- FINISHED GRADE** line.
- 16'-6" TO 32' (MIN. CLEARANCE - SEE NOTE 4)** dimension for the overall height.
- R1'-0"** radius dimension for the guideway base track.
- 3'-0"** and **4'-6"** dimensions for the guideway base track and emergency walkway.
- 1'-10"** dimension for the guideway base track.
- 6'-0"** dimension for the guideway base track.

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

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

Over certain segments of roadway and freeway facilities, a straddle-bent configuration, as shown on Figure 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

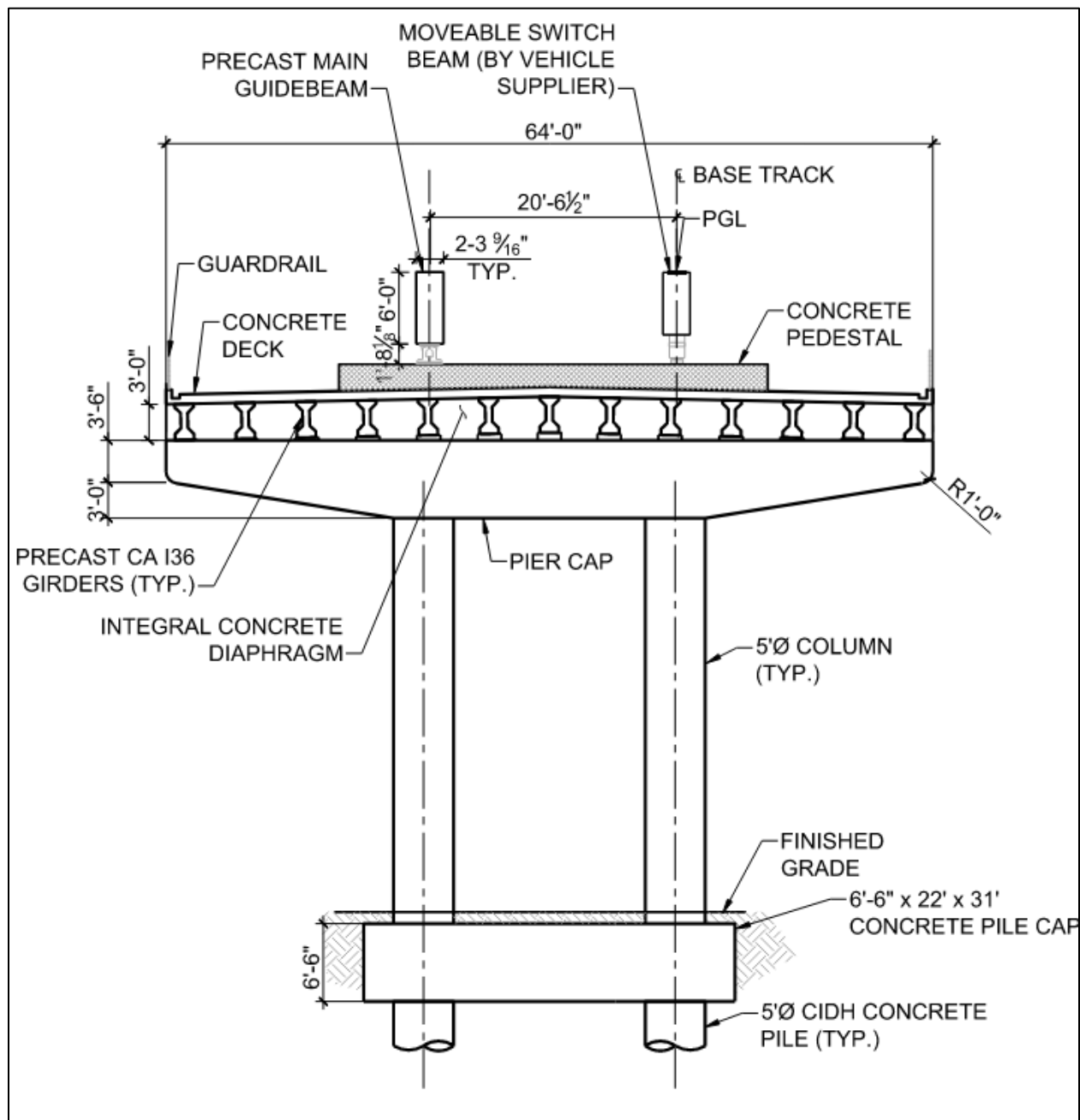
— = no data

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

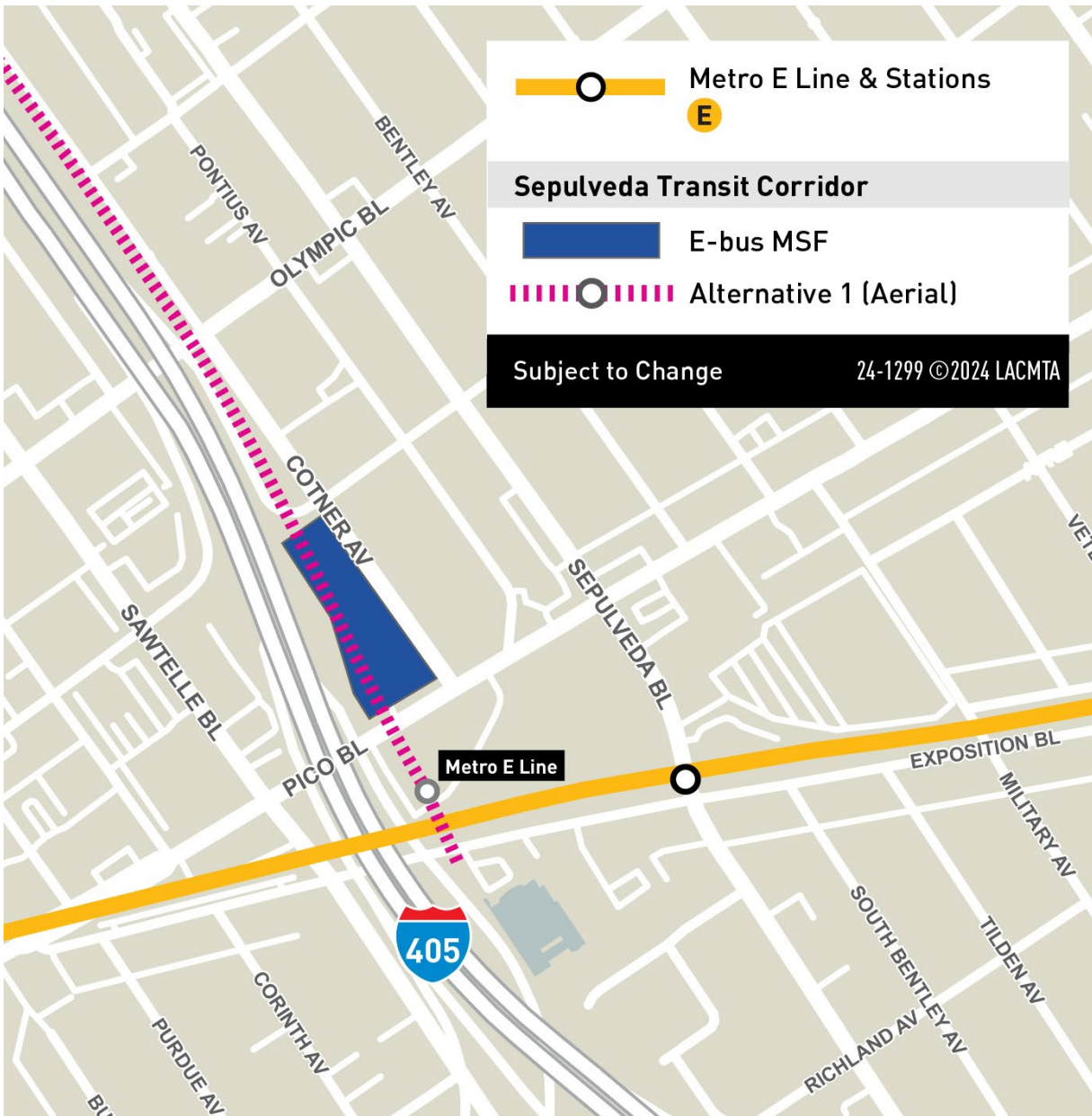
An electric bus MSF would be located on the northwest corner of Pico Boulevard and Cotner Avenue and would be designed to accommodate 14 electric buses. The site would be approximately 2 acres and would comprise six parcels bounded by Cotner Avenue to the east, I-405 to the west, Pico Boulevard to the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

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

Source: LASRE, 2024; HTA, 2024

Figure 6-8. Alternative 1: Roadway Changes



Source: LASRE, 2024; HTA, 2024

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

6.1.1.11 Fire/Life Safety-Emergency Egress

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

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

6.1.2 Construction Activities

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

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

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

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

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

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

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

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

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

Table 6-4. Alternative 1: Construction Staging Locations

No.	Location Description
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405
2	South of Dowlen Drive and east of Greater LA Fisher House
3	At 1400 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

6.2.1 Educational Facilities

The Los Angeles Unified School District provides educational services in the Resource Study Area (RSA) for grades K-12. In total, 24 elementary or secondary schools are located in the RSA, of which 12 are public schools and 12 are private schools. Of the 12 public schools in the RSA, there are 5 elementary schools, 3 middle schools, 2 high schools, and 2 are span schools. A span school spans multiple levels (elementary and middle, middle, and high, or elementary through high school). The RSA also includes 3 universities, most notably UCLA. Table 6-5 identifies the location of the schools within the RSA and the community where each school is located. Figure 6-10 and Figure 6-11 show the location of the schools within the RSA.

Table 6-5. Alternative 1: Public and Private School Facilities in the Resource Study Area

Name	Address	Community	School Level	Enrollment	Distance to Alternative 1 Alignment (feet)
<i>Public Elementary/Secondary Schools</i>					
Bassett Street Elementary	15756 Bassett Street	Lake Balboa	Elementary	610	936
Cal Burke High	14630 Lanark Street	Panorama City	High	149	1,812
Citizens of The World Charter School Mar Vista	11561 Gateway Boulevard	Los Angeles	Elementary	606	2,015
Cohasset Street Elementary	15810 Saticoy Street	Lake Balboa	Elementary	473	1,456
Daniel Webster Middle	11330 W. Graham Place	Los Angeles	Middle	442	2,035
Girls Athletic Leadership School Los Angeles	8015 Van Nuys Boulevard	Panorama City	Middle	228	1,808
Hesby Oaks Leadership Charter	15530 Hesby Street	Encino	K-8	532	1,210
Ivy Bound Academy	15355 Morrison Street	Sherman Oaks	Middle	167	185
Magnolia Science Academy 4	11330 W Graham Place B-9	Los Angeles	6-12	100	1,789
Nora Sterry Elementary	1730 Corinth Avenue	Los Angeles	Elementary	236	963
Panorama High	8015 Van Nuys Boulevard	Panorama City	High	1,365	1,804
Richland Avenue Elementary	11562 Richland Avenue	Los Angeles	Elementary	301	2,417
<i>Private Elementary/Secondary Schools</i>					
Curtis School	15871 Mulholland Drive	Los Angeles	K-6	491	707
Emek Hebrew Academy Teichman Family Torah Center	15365 Magnolia Boulevard	Sherman Oaks	K-8	632	621
Fusion Academy - Los Angeles	1640 S Sepulveda Boulevard, Suite 100	Los Angeles	6-12	106	729
Geffen Academy at UCLA	11000 Kinross Avenue	Los Angeles	6 - 12	610	450

Name	Address	Community	School Level	Enrollment	Distance to Alternative 1 Alignment (feet)
Marymount High School Los Angeles	10643 W Sunset Boulevard	Los Angeles	High	551	276
Milken Community Schools	15800 Zeldins Way	Los Angeles	6-12	56	707
New Horizon School Westside	1819 Sawtelle Boulevard	Los Angeles	Elementary	71	1,522
North Hills Prep	15339 Saticoy Street	Van Nuys	1-12	258	1,810
St Cyril of Jerusalem School	4548 Haskell Avenue	Encino	K-8	232	622
UCLA Lab School	330 Charles E Young Drive	Los Angeles	K – 6	450	2,197
Valley School	15700 Sherman Way	Van Nuys	K-8	491	707
Wise School	15500 Stephen S Wise Drive	Los Angeles	Elementary	632	621
University/Professional Schools					
University Of California-Los Angeles	405 Hilgard Avenue	Los Angeles	Public University	46,430	776
American Jewish University	15600 Mulholland Drive	Los Angeles	Private Religious University	124	742
Mount Saint Mary's University	12001 Chalon Road	Los Angeles	Private University	2,395	2,144
Marian Health Careers Center-Van Nuys Campus	5900 Sepulveda Boulevard, Suite 101	Van Nuys	Nursing School	93	727
Childcare/Preschool					
CCRC Head Start-Cohasset Elementary School	15810 Saticoy Street	Van Nuys	Day Care/Preschool	—	1,572
Circle Dk at Village Church	349 South Church Lane	Los Angeles	Day Care/Preschool	—	183
Fernald Childcare Center	320 Charles Young Drive N	Los Angeles	Day Care/Preschool	—	2,569
Happy Preschool Land	15727 Vanowen Street	Van Nuys	Day Care/Preschool	—	609
Leo Baeck Temple Early Childhood Center	1300 N Sepulveda Boulevard	Los Angeles	Day Care/Preschool	—	272
Magical Years Children's Academy	7023 Haskell Avenue	Van Nuys	Day Care/Preschool	—	463
Salvation Army Bessie Pregerson Childcare	1341 South Sepulveda	Los Angeles	Day Care/Preschool	—	365
Samuel Goldwyn Foundation Children's Center	2114 Pontius Avenue	Los Angeles	Day Care/Preschool	—	1,299
Saticoy Village CCC / LA CCC	14649 Saticoy Street	Van Nuys	Day Care/Preschool	—	1,507
Sherman Oaks Presbyterian Nursery School	4445 Noble Avenue	Sherman Oaks	Day Care/Preschool	—	1,460

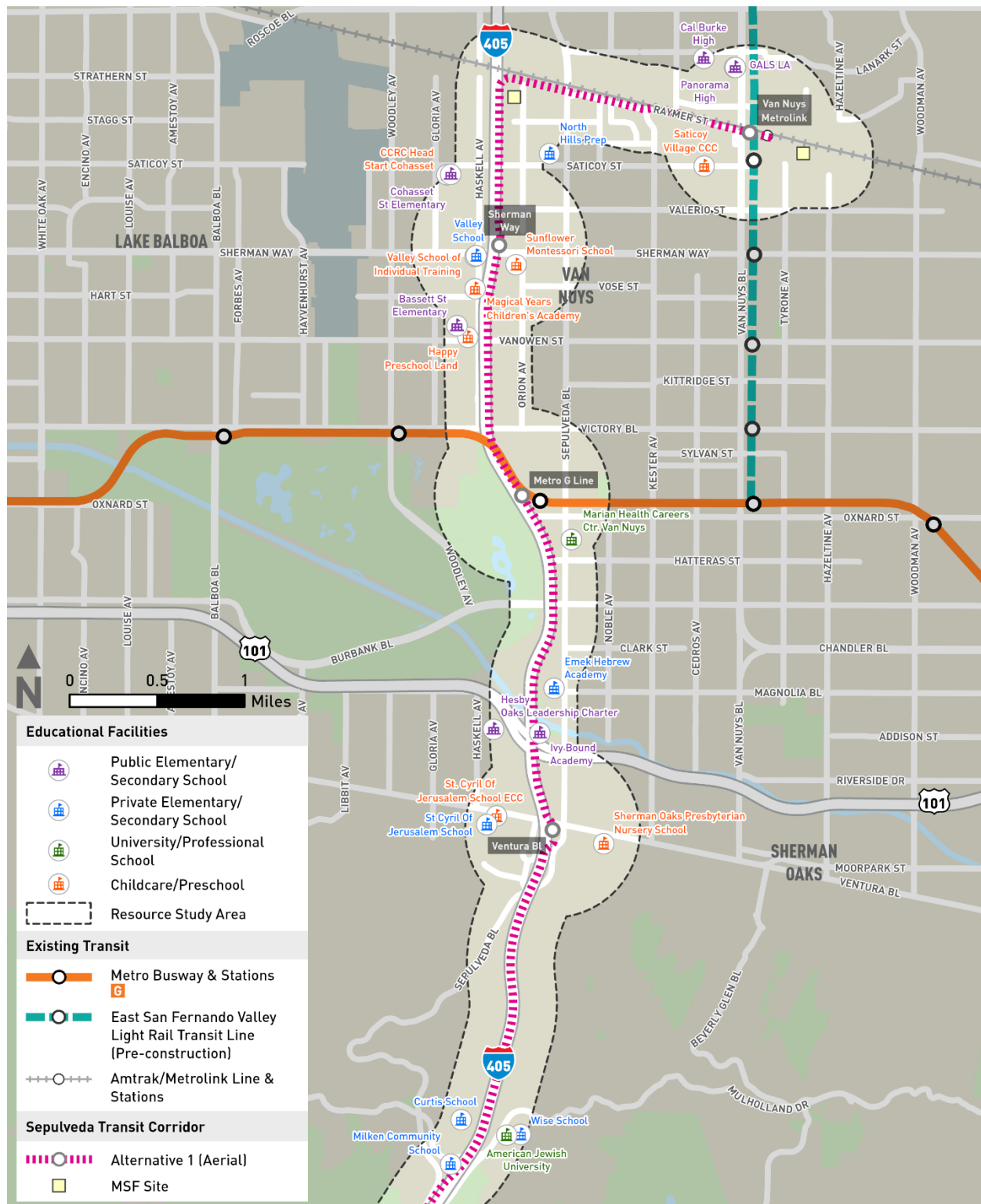
Name	Address	Community	School Level	Enrollment	Distance to Alternative 1 Alignment (feet)
St. Cyril of Jerusalem School Early Childhood Center	4548 Haskell Avenue	Encino	Day Care/Preschool	—	613
Sunflower Montessori School	15520 Sherman Way	Van Nuys	Day Care/Preschool	—	1,523
UCLA Intervention, Progress, Development, Handicapped Infant and Child	1000 Veteran Avenue 23-31, 24-17	Los Angeles	Day Care/Preschool	—	307
UCLA Westwood Childcare Center	10861 Weyburn Avenue, Number 301	Los Angeles	Day Care/Preschool	—	649
Valley School Preschool	15700 Sherman Way	Van Nuys	Day Care/Preschool	—	1,521
West Los Angeles Methodist Pre - School	1637 Butler Avenue	Los Angeles	Day Care/Preschool	—	1,063
Westwood Presbyterian Church	10822 Wilshire Boulevard	Los Angeles	Day Care/Preschool	—	446
Wonder Years Pre-School	2457 Sawtelle Boulevard	Los Angeles	Day Care/Preschool	—	1,572

Source: U.S. Department of Homeland Security Geospatial Management Office, 2022

— = no data

CCRC = Child Care Resource Center

CCC = Child Care and Development Council

Figure 6-10. Alternative 1: Education Facilities Located in the Resource Study Area, Map 1 of 2


Source: HTA, 2024

Figure 6-11. Alternative 1: Education Facilities Located in the Resource Study Area, Map 2 of 2



Source: HTA, 2024

6.2.2 Post Offices and Libraries

The RSA is served by the Los Angeles Public Library (LAPL) system. LAPL generally provides library services for residents of the City of Los Angeles. There are two LAPL libraries located within the RSA and no Santa Monica Public Library facilities are located within the RSA. With regard to U.S. Postal Service (USPS) facilities, there are 5 post offices within the RSA. These public facilities are listed in Table 6-6, and Figure 6-12 shows the location of libraries and post offices in the RSA.

Table 6-6. Alternative 1: Post Offices and Libraries in the Resource Study Area

Name	Address	Community
<i>Public Libraries</i>		
Los Angeles Public Library-West Los Angeles Regional Branch	11360 Santa Monica Boulevard	Los Angeles
Los Angeles Public Library-Westwood Branch	1246 Glendon Avenue	Westwood
<i>Post Offices</i>		
Rancho Park Station Post Office	11270 Exposition Boulevard	Los Angeles
Van Nuys Post Office	15701 Sherman Way	Van Nuys
Village Station Post Office	11000 Wilshire Boulevard	Los Angeles
West Los Angeles Finance Station	11420 Santa Monica Boulevard	Los Angeles
University Of California Los Angeles Post Office	308 Westwood Plaza	Los Angeles

Source: County of Los Angeles, 2022

Figure 6-12. Alternative 1: Post Offices and Libraries in the Resource Study Area



Source: HTA, 2024

6.2.3 Utilities

Existing conditions for Alternative 1 would be the same as described for the No Project Alternative. Utilities and Service systems in the Project Study Area are provided by the same agencies and facilities. For a detailed discussion of existing conditions refer to Section 5.1.5.

6.3 Impact Evaluation

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

6.3.1.1 Operational Impact

The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the Project Study Area and Southern California Association of Governments (SCAG) region and to accommodate the existing and future transportation needs of the area. Alternative 1 would not construct any new housing units and, therefore, would not generate direct population growth within the RSA. Instead, Alternative 1 is anticipated to accommodate planned growth for the Affected Communities and potentially redirect growth to the Alternative 1 RSA.

The SCAG-derived projected growth in the Alternative 1 RSA supports local jurisdictions to explore opportunities to densify the existing land uses within the proposed station areas. Potential indirect effects as a result of Alternative 1 include the future planning and development of transit oriented communities (TOC) within the proposed station areas. However, except for the proposed Getty Center station area, Alternative 1 proposed station areas would be almost entirely within priority development areas (PDA). Any TOC that would be constructed within the proposed station areas would be in areas already designated by SCAG for the allocation of denser, more compact development. The proposed Getty Center Station would introduce a major transit stop outside of PDAs, which could indirectly result in new TOCs outside of areas designated for more compact growth and infill strategies by the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) (SCAG, 2020a). However, as stated in the *Sepulveda Transit Corridor Project Land Use and Development Technical Report*, the proposed Getty Center station area would be on land zoned for public facilities and single-family residential (Metro, 2025d). There is no developable land in the proposed Getty Center station area. Therefore, the proposed Getty Center Station would not foster unplanned economic or population growth in the Alternative 1 RSA. Refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025e) prepared for the Project for further detail on potential growth inducement impacts.

The existing City of Los Angeles Transit Oriented Communities Incentive Program (DCP, 2018) and Los Angeles County Metropolitan Transportation Authority (Metro) TOC Policy (Metro, 2018) prioritize the development of TOCs within 0.5 miles of a major transit stop or high quality transit stop. Other regional and local policies, such as the City of Los Angeles Land Use/Transportation Policy, encourage TOC planning and development, including the intensification of land uses within the RSAs for proposed stations and along the corridor; development of compact communities around a public transit system; alternatives to automobile travel; and planning for residents, visitors, and employees within the vicinity of the areas. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. Implementation of Alternative 1 would be a catalyst to

TOC planning and development. Additionally, the Project is included in the 2020-2045 RTP/SCS list of Transit Capital Projects and incorporated into the forecasted SCAG growth data (SCAG, 2020a).

Accordingly, Alternative 1 would not induce substantial unplanned population growth within the RSA, rather Alternative 1 would redirect planned jurisdiction-wide growth to the RSA, concentrated around proposed Alternative 1 stations. Thus, operations of Alternative 1 would provide benefits to jurisdictions in the Project Study Area and in the SCAG region and would result in less than significant impacts related to unplanned growth.

6.3.1.2 Construction Impact

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

6.3.1.3 Maintenance and Storage Facilities

MSF Base Design

The MSF Base Design would be an integral part of the infrastructure for Alternative 1 and would support the maintenance, operations, and storage activities for Alternative 1. The MSF site would improve the regional transportation system and support the 2020-2045 RTP/SCS mobility goals by providing a reliable, alternative mode of transportation to the region (SCAG, 2020a). Construction of the MSF Base Design would not construct any new housing units, and therefore the MSF Base Design would not directly generate new or unplanned population and housing growth. However, the MSF Base Design would create permanent employment opportunities for between 260 and 350 persons in the Alternative 1 RSA, which could result in nominal employment growth. It is anticipated that such employment opportunities would be filled by workers who live within the region as most employment opportunities will not require particularly specialized skills or knowledge. Thus, the additional employment opportunities would not incentivize workers in other states or regions to move to the SCAG region, resulting in unanticipated growth. Potential employment resulting from the MSF Base Design would not exceed SCAG forecasted projections for the Alternative 1 RSA. Thus, construction and operation of the MSF Base Design would result in less than significant impacts related to unplanned economic or population growth.

MSF Design Option 1

Similar to the MSF Base Design, as a component of Alternative 1, the MSF Design Option 1 would support the mobility goals of the SCAG 2020-2045 RTP/SCS (SCAG, 2020a). Construction of the MSF Design Option 1 would not construct any new housing units, and therefore, would not generate new or unplanned population and housing growth. As with the MSF Base Design, the MSF Design Option 1 would similarly create employment opportunities for 337 persons in the Alternative 1 RSA. It is anticipated that any nominal employment growth that could occur would be filled by workers who live within the region as most employment opportunities will not require particularly specialized skills or knowledge. Thus, the additional employment opportunities would not incentivize workers in other states or regions to move to the SCAG region, resulting in unanticipated growth. Potential employment resulting from the MSF Design Option 1 would not exceed SCAG forecasted projections for the

Alternative 1 RSA. Thus, construction and operation of the MSF Design Option 1 would result in less than significant impacts related to unplanned economic or population growth.

Electric Bus MSF

Similar to the MSF Base Design, the Electric Bus MSF would be an integral part of the infrastructure and operations for Alternative 1. The Electric Bus MSF is not anticipated to generate population and housing growth; however, nominal employment growth of approximately 73 persons is anticipated. It is anticipated that any nominal employment growth that could occur would be filled by workers who live within the region as most employment opportunities will not require particularly specialized skills or knowledge. Thus, the additional employment opportunities would not incentivize workers in other states or regions to move to the SCAG region, resulting in unanticipated growth. The Electric Bus MSF would not generate employment growth that would exceed SCAG forecasted projections for the Alternative 1 RSA. Thus, construction and operation of the Electric Bus MSF would result in less than significant impacts related to unplanned economic or population growth.

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

6.3.2.1 Operational Impact

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* prepared for the Project, implementation of Alternative 1 would result in permanent full acquisition of one single-family residential parcel containing a single residence. Approximately one single-family residential unit would be permanently displaced. (Metro, 2025a). No multi-family residential units would be displaced as the affected multi-family residential parcels would be affected by small partial acquisitions that do not affect any housing units. Based on an average household size of 3.0 persons per owner-occupied household in the City of Los Angeles, approximately three people would be permanently displaced as a result of Alternative 1. Residents of properties that would be fully acquired by Metro would need to be relocated. Residents of parcels affected by partial acquisitions may make a case that the remainder property is no longer compatible with their intended use and may choose to relocate. Alternative 1 would require sliver acquisitions along the property lines of four multi-family residential properties and one single-family residential property; however, due to the nature of these acquisitions it is not anticipated that any partial acquisitions would result in incompatible uses that would cause residents to relocate.

Metro would provide relocation assistance and compensation for all displaced residents as required under the Uniform Act and California Relocation Act. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts, as amended. All real estate property acquired by Metro would be appraised to determine its fair market value. Just compensation for all real property acquired by Metro would not be less than the approved appraisal per the Uniform Act and California Relocation Act. Each residence displaced as a result of Alternative 1 would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

6.3.2.2 Construction Impact

Construction of Alternative 1 would involve site preparation and demolition of structures; utility relocation; construction of the MRT alignment, stations, MSF, TPSS, auxiliary facilities, and parking facilities; street widening; and street and sidewalk reconstruction. Some parcels that would be permanently acquired for the operations of Alternative 1 would also be used for construction purposes, such as for construction access, staging, and laydown. Temporary acquisitions would be required for parcels that would only be used as temporary construction easements (TCE). These TCEs would only occupy portions of the affected residential properties as required to support construction vehicle access and would not substantially interfere with the habitability of the impacted residential properties.

Construction activities associated with Alternative 1 would not result in the temporary displacement of any residential dwelling units. Therefore, no impacts related to the displacement of residential units and residents that would necessitate the construction of replacement units would occur as a result of construction.

6.3.2.3 Maintenance and Storage Facilities

MSF Base Design

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

MSF Design Option 1

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

Electric Bus MSF

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

6.3.3 Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?

6.3.3.1 Operational Impacts

Alternative 1 is an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 1 would not directly generate permanent residences that would increase the use of existing school facilities. Instead, accessibility to school facilities, particularly for elementary through high school and UCLA students,

would be improved by having nearby transit stations. Alternative 1 would help achieve Metro's First/Last Mile (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Additionally, the Project is included in the SCAG 2020-2045 RTP/SCS (SCAG, 2020a) as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the City of Los Angeles and the greater SCAG region. Accordingly, Alternative 1 would not induce unplanned population growth that would impact the demand for schools or other public facilities.

Other than UCLA, there are no school facilities adjacent to the Alternative 1 MRT alignment (within 50 feet) and no school property would be permanently affected such that new or physically altered facilities would be required. The nearest public school to the Alternative 1 MRT alignment is Ivy Bound Academy which is located approximately 185 feet east of the proposed Alternative 1 MRT alignment. Improvements associated with the proposed electric bus connection to UCLA would be provided on the UCLA campus along Westwood Plaza. These improvements would be consistent with typical Metro bus stops and would be minor in scope, potentially consisting of street furniture and signage. Therefore, improvements associated with electric bus connection to UCLA infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

The only other public facility located adjacent to Alternative 1 is the USPS Rancho Park Station located at 11270 Exposition Boulevard. The southern terminus station would be located approximately 200 feet north of the post office property and the aerial MRT tail tracks would extend south of terminus station adjacent to the eastbound I-10 to northbound I-405 connector over Exposition Boulevard. Additionally, a TPSS facility would be located on Caltrans right-of-way just west of and adjacent to the post office property. While a small portion of the proposed tail tracks would be situated above the northwest corner of the post office property, necessitating an aerial easement for the facility, no physical changes to the post office would occur and the post office driveway and parking lot would remain accessible from Exposition Boulevard. As such, the presence of the Alternative 1 alignment near and above a portion of the Rancho Park Station would not result in a need for new or physically altered public facilities. Impacts would be less than significant.

6.3.3.2 Construction Impacts

Construction of Alternative 1 would be temporary and does not require the expansion of existing school facilities. Construction of the aerial viaduct, retaining walls, and I-405 on- and off-ramps would require street detours that would temporarily affect access to school facilities. Other than UCLA, no educational facilities are located immediately adjacent to the proposed alignment or transit stations though multiple educational facilities are located within 500 feet of the I-405 and associated affected roadways. Table 6-5 lists the school facilities located within the RSA, most of which would be subject to construction-related disruptions. Construction of the UCLA electric bus station would result in some disruptions to vehicle and pedestrian circulation; however, such disruptions would be temporary and would not affect regular educational operations on the UCLA campus. Roadways that intersect I-405 would require temporary closure or lane reductions to accommodate construction activities associated with constructing the proposed aerial guideway and associated I-405 improvements. Closures and lane reductions along local roadways could impede the vehicle circulation network in the RSA. Despite these temporary disruptions, it is anticipated that access to all schools in the Alternative 1 RSA would be maintained throughout construction.

As discussed in Section 6.3.3.1, the Alternative 1 aerial alignment tail tracks and TPSS facility would be constructed adjacent to the Rancho Park Station post office including acquisition of a TCE along the northwest corner of the post office property. Construction activities would result in temporary access disruptions to the Rancho Park Station, including potential short-term closure of the commercial driveway to the post office parking lot. No disruption to regular post office operations is anticipated as there is a separate driveway for postal vehicles and deliveries along the east side of the property. Other than the USPS Rancho Park Station, no other community facilities are located immediately adjacent to the proposed alignment or transit stations. Table 6-6 lists the libraries and post office facilities located within the RSA most of which would be subject to construction-related disruptions. Despite these temporary disruptions, it is anticipated that access to all public facilities in the Alternative 1 RSA would be maintained throughout construction.

Since construction-related disruptions to the roadway network would be temporary and access to all schools and other public facilities would be maintained throughout construction, no new or temporary schools or other public facilities would be needed. Impacts to schools and other public facilities would be less than significant.

6.3.3.3 Maintenance and Storage Facilities

MSF Base Design

The MSF Base Design would not create new residential populations that directly increase the use or enrollment of existing schools or other public facilities in the surrounding community. The proposed MSF Base Design site is currently developed as a materials storage site supporting LADWP operations. No public facilities are located on or adjacent to the site. The nearest school is Panorama High School located approximately 0.5 miles northwest of the proposed MSF Base Design site. The nearest community facility is the Panorama City Post Office located approximately 1 mile north of the proposed MSF Base Design site. The MSF Base Design would not affect on-site or street parking or otherwise affect access to Panorama High School or the Panorama City Post Office. Therefore, impacts to schools or other public facilities associated with the MSF Base Design would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

MSF Design Option 1

The proposed MSF Design Option 1 site would not create new residential populations that directly increase the use or enrollment of existing schools or other public facilities in the surrounding community. The proposed MSF Design Option 1 site is currently developed with industrial uses where there are no school facilities located on or adjacent to the site. The nearest school is North Hills Prep located approximately 0.25 miles south of the proposed MSF Design Option 1 site. The nearest community facility is the USPS Post Office located on Sherman Way approximately 0.90 miles southwest of the proposed MSF Option 1 site. MSF Design Option 1 would not affect on-site or street parking or otherwise affect access to North Hills Prep or the post office. Therefore, impacts to schools and other public facilities associated with MSF Design Option 1 would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

Electric Bus MSF

The proposed Electric Bus MSF Site would not create new residential populations that directly increase the use or enrollment of existing school facilities in the surrounding community. The proposed Electric Bus MSF site is currently developed with commercial and light industrial uses adjacent to the I-405 freeway where there are no school facilities located on or adjacent to the site. The nearest school is Samuel Goldwyn Foundation Children's Center located approximately 0.25 miles north of the proposed Electric Bus MSF site. The nearest community facility is USPS Rancho Park Station located approximately 600 feet south of the proposed Electric Bus MSF site. The Electric Bus MSF would not affect on-site or street parking or otherwise affect access to Samuel Goldwyn Foundation Children's Center or the USPS Rancho Park Station. Therefore, impacts to schools or other public facilities associated with the Electric Bus MSF would be less than significant. As discussed in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025f), implementation of MM TRA-4 would require a TMP that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns. The TMP would include coordination with emergency service providers as well as property owners, such as UCLA, to maintain adequate access and services.

6.3.4 Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

6.3.4.1 Operational Impacts

Water Facilities

Alternative 1 does not include a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, Alternative 1 would result in a less than significant impact related to operational activities.

Wastewater Treatment

Alternative 1 does not include a long-term, permanent source of wastewater. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This minimal wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, Alternative 1 operation would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Alternative 1 would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the National Pollution Discharge Elimination System permit and incorporation of best management practices (BMP) during construction. Stormwater drainage facilities that would be constructed for Alternative 1 would comply with existing stormwater runoff regulations—including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles

Plumbing Code, Section 64.72 of the Los Angeles Municipal Code (LAMC), and Chapter 7.10 of the Santa Monica Municipal Code (SMMC)—and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with Low impact development (LID) strategies to retain stormwater runoff on-site during operations, LID BMPs in accordance with the regional requirements outlined in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). Retainment of most stormwater runoff within the Alternative 1 Footprint and preservation of existing discharge locations would reduce the potential for exceeding stormwater drainage systems. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro’s Environmental Services Division would ensure environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 1 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 1 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Refer to the *Sepulveda Transit Corridor Project Energy Technical Report* for additional details related to electricity consumption for Alternative 1 (Metro, 2025h). Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines). Alternative 1 is estimated to consume approximately 89.36 gigawatt-hours (GWh) per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021 to 2022 LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional approximate 0.0004 percent increase of electricity use required by Alternative 1 (LADWP, 2023). Alternative 1 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 megawatts (MW) of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 1 would result in a less than significant impact related to electric power facilities.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 1 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 1 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

6.3.4.2 Construction Impacts

Utility conflicts would primarily occur within the proposed station areas, columns and support for the aerial structure, construction at the MSF site, and roadway relocations to accommodate Alternative 1’s footprint. Since not all utility depth data is available and the condition of each utility is unknown, additional subsurface utility investigation is recommended to verify the assumptions and impacts. Potentially impacted utilities are shown in Table 6-7. Approximately 89 components of utility

infrastructure would be potentially impacted including 39 electrical, 49 storm drainage, 8 telecommunications, 4 sewer, 1 oil, and 2 natural gas.

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impacts in the relevant resource technical reports prepared for the Project. Pursuant to project measure (PM)-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 1 would result in a less than significant impact related to utilities and service systems.

Table 6-7. Alternative 1: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	39
Gas	2
Oil	1
Sewer	4
Storm Drainage	49
Telecommunications	8
Water	0
Total	103

Source: LASRE, 2023

Water Facilities

Construction of Alternative 1 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control. Although water use for construction would occur over a multi-year construction period, the water supply in the RSA has been determined to be adequate to meet demand, including construction water use, in normal, single-dry year, and multiple dry years, as discussed in Section 5.1.5.1. Construction of Alternative 1 would therefore not require the expansion or construction of new water facilities. Therefore, construction of the Alternative 1 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate negligible wastewater through the use of temporary portable restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities as they are serviced by private companies. Wastewater treatment facilities would not be required to be relocated during construction of the Project. Therefore, construction of Alternative 1 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the study as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from

construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025g). In accordance with the Construction General Permit and Municipal Separate Storm Sewer Systems Permits, Alternative 1 would be required to prepare and submit a construction Stormwater Pollution Prevention Plan (SWPPP), which must be submitted to the State Water Resources Control Board prior to construction and adhered to during construction. The construction SWPPP would identify the Best Management Practices (BMP) that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). Compliance with these state and local regulations would reduce construction related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 1 has no potential to require new or expanded electric power facilities. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. Minimal electricity would be used to power field offices for the construction contractor. Therefore, construction of Alternative 1 would result in a less than significant impact related to electric power facilities.

Natural Gas

Construction of Alternative 1 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 1 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and the RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

6.3.4.3 Maintenance and Storage Facilities

MSF Base Design

During operation, water use would be required for washing trains and the MSF Base Design restroom facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year. These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. These activities would also result in the generation of wastewater. The MSF would employ approximately 260 to 350 persons, who would work in shifts at the facility. Generation of wastewater and water by this limited number of staff would be minimal. This minimal water consumption and wastewater generation in combination with water saving features would not interfere with the existing and planned capacity of water or wastewater facilities. The proposed MSF Base Design

would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. Electricity would be utilized at the MSF to power its various facilities, maintenance shops, and lighting over its 24-hour operation cycle, 7 days a week. The anticipated electricity usage would represent a negligible amount of the 21,400 GWh LADWP supplied in Fiscal Year 2021 to 2022. MSF Electricity usage would therefore not require new or expanded electricity generation facilities. It is not anticipated that natural gas would be utilized to maintain or store trains at the MSF. Operation of the MSF would have no potential to interfere with telecommunication facilities. Therefore, operation of the proposed MSF Base Design would result in a less than significant impact related to the necessity to relocate or construction new or expanded wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

The MSF Base Design would conflict with LADWP's Mid-Valley Water Facility project which is proposed on the same site as the MSF Base Design. 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 this land use conflict, the MSF Base Design could necessitate relocating or constructing the LADWP facility elsewhere. 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. However, because no alternative site has been identified and the conflict remains unresolved, this analysis assumes that a new LADWP facility would need to be constructed at a different location. If a new facility in a new location is required, an environmental review would be necessary to assess potential impacts.

A new LADWP facility would likely be situated on a similarly sized site (approximately 17 acres) within the San Fernando Valley, zoned for manufacturing or industrial use. While it cannot be assumed that the site would be vacant, any existing structures and vegetation would need to be cleared, potentially disturbing sensitive habitats and trees. Additionally, any existing structures would require evaluation for historical significance. Given the likely industrial zoning, there is also a possibility of encountering contaminated soil or groundwater, which could be disturbed during construction. Operation of the LADWP facility also has potential to result in significant environmental effects. The LADWP facility would include materials storage, fueling stations, various maintenance shops, valve testing facilities, wash facilities, several diesel generators (for both emergency power and testing), staff offices and associated parking facilities. These operations would require routine truck deliveries and employee commute trips which LADWP estimated to be approximately 1,453 daily trips in the 2020 IS/MND (LADWP, 2020). These operations would generate noise that, depending on the location of sensitive receptors, could be considered significant noise impacts. The use of diesel generators and routine truck trips would also produce pollutant emissions which may exceed SCAQMD thresholds for criteria pollutants such as NO_x and CO as well as potential localized health risks dependent on the location of any sensitive receptors. LADWP's 2020 IS/MND disclosed similar potential impacts to those described in this section and identified mitigation measures to reduce these impacts to a less-than-significant level. While it is likely that most of the impacts identified in this analysis could be mitigated similarly, given the unknown size and precise location of the new LADWP facility and the absence of control by the Metro Board over the future decision-making process, no more detailed analysis is possible at this time. In view of the known site requirements and operations proposed for the LADWP facility, it is anticipated that a new LADWP facility in a different location could cause significant environmental effects that may not be mitigated to

a less-than-significant level. Therefore, the MSF Base Design would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities.

Construction of the proposed MSF Base Design would require relocation of existing utilities. A significant portion of the proposed MSF Base Design is occupied by industrial uses. These utilities would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the Draft Environmental Impact Report. Pursuant to PM-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of the proposed MSF Base Design would result in a less than significant impact related to utilities and service systems.

MSF Design Option 1

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Operation of the MSF is anticipated to have limited effects on existing utilities and the capacity of existing utility facilities. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to the necessity to relocate or construction new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. There is potential for the construction of the MSF to require relocating existing utilities components and the utility relocation efforts could result in detrimental environmental effects. Pursuant to PM-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to utilities and service systems.

Electric Bus MSF

Operational impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. Water consumption and wastewater generation would be limited, as approximately 70 people would be employed working in shifts. Electricity consumption would be required to charge, operate, and maintain the electric buses. The anticipated electricity usage would represent a negligible amount of the 21,400 GWh LADWP supplied in Fiscal Year 2021 to 2022. MSF electricity usage would therefore not require new or expanded electricity generation facilities. Operation of the Electric Bus MSF is anticipated to have limited effects on existing utilities and the capacity of existing utility facilities. Therefore, operation of the Electric Bus MSF would result in a less than significant impact related to the necessity to relocate or construction new or expanded water,

wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Construction impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. There is potential for the construction of the Electric Bus MSF to require relocating existing utilities components and the utility relocation efforts could result in detrimental environmental effects. Pursuant to PM-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of the Electric Bus MSF would result in a less than significant impact related to utilities and service systems.

6.3.5 Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

6.3.5.1 Operational Impacts

As discussed in Section 5.1.5.1, LADWP, Metropolitan Water District of Southern California, and the City of Santa Monica have indicated that water supplies are adequate to meet demand in normal, single-dry year, and multiple dry years. Alternative 1 does not include a significant long-term, permanent source of water use. Alternative 1 would not construct station public restroom facilities, but would include staff restrooms. Water use would be needed to clean stations and to supply staff restroom facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water consumption. Metro is also implementing other water saving measures such as stormwater run-off infiltration zones, greywater use, and smart irrigation controllers with a goal to reduce potable water use by 22 percent from Business-as-Usual scenario in 2030 (Metro, 2020a). Alternative 1 would not interfere with the existing and planned capacity of water supplies, which as discussed in Section 5.1.5.1, are adequate to meet demand normal, single-dry year, and multiple dry years. There is no potential for Alternative 1 to interfere with regional water supply services. Therefore, operations of Alternative 1 would result in a less than significant impact related to water supplies.

6.3.5.2 Construction Impacts

Construction of Alternative 1 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. This short-term use of water requires minimal water supplies when compared to regional supplies. Therefore, construction of Alternative 1 would result in a less than significant impact related to water supplies.

6.3.5.3 Maintenance and Storage Facilities

MSF Base Design

During operation, water use would be required for washing trains and the MSF Base Design restroom facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the

MSF Base Design to meet Metro’s sustainability goals. The proposed MSF Base Design would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. This minimal water consumption would not interfere with the existing and planned capacity of the water supply. There is no potential for the proposed MSF Base Design to interfere with regional water supply services. Therefore, operation of the proposed MSF Base Design would result in a less than significant impact related to water supplies.

Similar to construction of the transit line, the proposed MSF Base Design would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. The short-term use of water would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of proposed MSF Base Design would result in a less than significant impact related to water supplies.

MSF Design Option 1

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Operation of the MSF Design Option 1 would require limited consumption of potable water supplies and would not interfere with the existing and planned capacity of the water supply. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to water supplies.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Water use would occur primarily related to water trucks required for dust control. The short-term use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to water supplies.

Electric Bus MSF

Operational impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. Operation of the Electric Bus MSF would require limited consumption of potable water supplies and would not interfere with the existing and planned capacity of the water supply. Therefore, operation of the Electric Bus MSF would result in a less than significant impact related to water supplies.

Construction impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. Water use would occur primarily related to water trucks required for dust control. The short-term use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of the Electric Bus MSF would result in a less than significant impact related to water supplies.

6.3.6 Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

6.3.6.1 Operational Impacts

Alternative 1 does not include a significant source of wastewater. Public restrooms would not be provided at the stations but would be included for staff. Wastewater would be generated by staff

restrooms at stations and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. Therefore, no impact would occur related to wastewater treatment capacity.

6.3.6.2 Construction Impacts

Alternative 1 would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. As discussed in Section 5.1.5.2, the RSA is serviced by the Joint Water Pollution Control Plant, Hyperion Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant, which have a combined capacity of 950 million gallons of wastewater per day. The City of Santa Monica has an additional 1 million gallons per day of wastewater treatment capacity from its sustainable Water Infrastructure Project wastewater treatment facility. Wastewater generated by temporary worker restrooms for construction of Alternative 1 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity to serve Alternative 1. Therefore, construction of Alternative 1 would result in a less than significant impact related to wastewater treatment capacity.

6.3.6.3 Maintenance and Storage Facilities

MSF Base Design

During operation, wastewater would be generated washing trains and the MSF Base Design restroom facilities. This wastewater generation would not interfere with the treatment capacity of wastewater facilities. There is no potential for the proposed MSF Base Design to interfere with regional water supply services. Therefore, operation of the proposed MSF Base Design would result in a less than significant impact related to wastewater treatment capacity.

Similar to construction of the transit line, the proposed MSF Base Design would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. Wastewater generated by temporary worker restrooms for construction of the proposed MSF Base Design would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the proposed MSF Base Design would result in a less than significant impact related to wastewater treatment capacity.

MSF Design Option 1

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Operation of the MSF Design Option 1 would generate limited amounts of wastewater and would not exceed the existing wastewater treatment capacity. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to wastewater treatment capacity.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Wastewater generation would occur primarily related temporary worker restrooms. Wastewater generated by temporary worker restrooms for construction of the proposed MSF Design Option 1 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity.

Therefore, construction of the proposed MSF Design Option 1 would result in a less than significant impact related to wastewater treatment capacity.

Electric Bus MSF

Operational impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. Operation of the Electric Bus MSF would generate limited amounts of wastewater would not exceed the existing wastewater treatment capacity. Therefore, operation of the Electric Bus MSF would result in a less than significant impact related to wastewater treatment capacity.

Construction impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. Wastewater generation would occur primarily related temporary worker restrooms. Wastewater generated by temporary worker restrooms for construction of the proposed Electric Bus MSF would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the proposed Electric Bus MSF would result in a less than significant impact related to wastewater treatment capacity.

6.3.7 Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

6.3.7.1 Operational Impacts

Alternative 1 does not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be managed by Metro. The solid waste from waste bins at each station would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

6.3.7.2 Construction Impacts

Construction of Alternative 1 would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 cubic yards (CY). Contaminated soils and hazardous building materials will be disposed of at permitted landfills. Landfills that accept contaminated soils include the Clean Harbors Button Willow Landfill located in Button Willow, California, the South Yuma County Landfill located in Yuma, Arizona, and the US Ecology Landfill located in Beatty, Nevada. The Clean Harbors Button Willow Landfill has a maximum permitted capacity of 10,500 tons per day and a maximum remaining capacity of 13,250,000 CY.

Based on the processing capacity of the Button Willow, California Landfill and the other two sites as a representative sample of contaminated soil processing capacity, landfills would be able to adequately process the small amount of contaminated soil anticipated to be generated by Alternative 1. Contaminated soil processing would not be limited to the identified landfills and could potentially occur at other permitted landfills. Alternative 1 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 1 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with Assembly Bill 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling

facilities. Regional facilities have capacity for construction-related solid waste. Therefore, construction of Alternative 1 would result in a less than significant impact related to compliance with solid waste standards and capacity.

6.3.7.3 Maintenance and Storage Facilities

MSF Base Design

Operation of the proposed MSF Base Design would generate solid waste from MSF employees and maintenance of trains. The solid waste from waste bins and maintenance of trains at the MSF Base Design would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction of the proposed MSF Base Design would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 CY. Due to the industrial nature of the existing uses, contaminated soils would also be encountered during construction. Contaminated soils would be transported to the Clean Harbors Button Willow Landfill, the South Yuma County Landfill, the US Ecology Landfill, or other permitted hazardous materials landfills. The proposed MSF Base Design would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of the MSF would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal, including AB939. Therefore, construction of the MSF would result in a less than significant impact related to compliance with solid waste standards and capacity.

MSF Design Option 1

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. The operation of the MSF Design Option 1 would generate limited amounts of solid waste and would not exceed the existing regional landfill capacity. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to solid waste.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design and construction of MSF Design Option 1 would generate solid waste related to discarded construction material. MSF Design Option 1 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to solid waste.

Electric Bus MSF

Operational impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design. The operation of the Electric Bus MSF would generate limited amounts of solid waste and would not exceed the existing regional landfill capacity. Therefore, operation of the Electric Bus MSF would result in a less than significant impact related to solid waste.

Construction impacts related to the Electric Bus MSF would be similar to those described for the proposed MSF Base Design and construction of the Electric Bus MSF would generate solid waste related to discarded construction material. The Electric Bus MSF would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Therefore, construction of the Electric Bus MSF would result in a less than significant impact related to solid waste.

6.3.8 Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

6.3.8.1 Operational Impacts

No Impact. Solid waste generated during operational activities associated with Alternative 1 would comply with AB 939 and AB 1327. Alternative 1 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. Therefore, no impact would occur.

6.3.8.2 Construction Impacts

No Impact. Alternative 1 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 1 would be constructed within an urban built out environment, Alternative 1 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction related solid waste. Alternative 1 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, California Green Building Standards requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. Therefore, no impact would occur related to compliance with solid waste regulations.

6.3.8.3 Maintenance and Storage Facilities

MSF Base Design

Solid waste generated during construction and operational activities associated with the proposed MSF Base Design would comply with AB 939, AB 1327 and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

MSF Design Option 1

Solid waste generated during construction and operational activities associated with MSF Design Option 1 would comply with AB 939, AB 1327 and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

Electric Bus MSF

Solid waste generated during construction and operational activities associated with the Electric Bus MSF would comply with AB 939, AB 1327 and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

6.4 Mitigation Measures

6.4.1 Operational Impact

As discussed in Section 6.3, operation of Alternative 1 would have a less than significant impact; therefore, no project measures or mitigation measures would be required.

6.4.2 Construction Impact

As discussed in Section 6.3, construction of Alternative 1 would have a less than significant impact with mitigation. Construction of Alternative 1 would require implementation of MM TRA-4 (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) to reduce disruption caused by construction work zones.

6.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 1 would result in less than significant impacts with mitigation.

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).

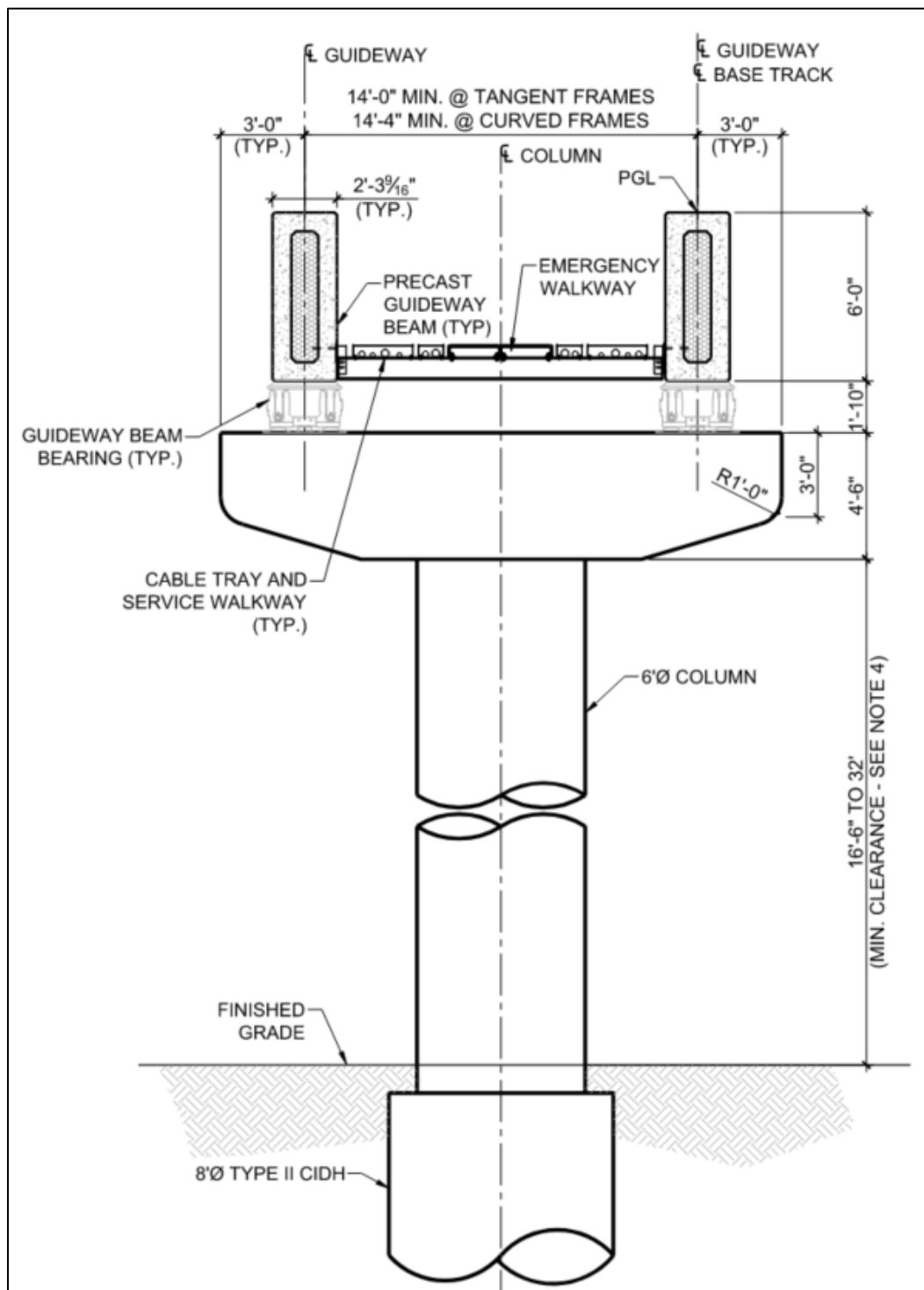
Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and replace an existing segment of Dickens Street adjacent to I-405, just south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



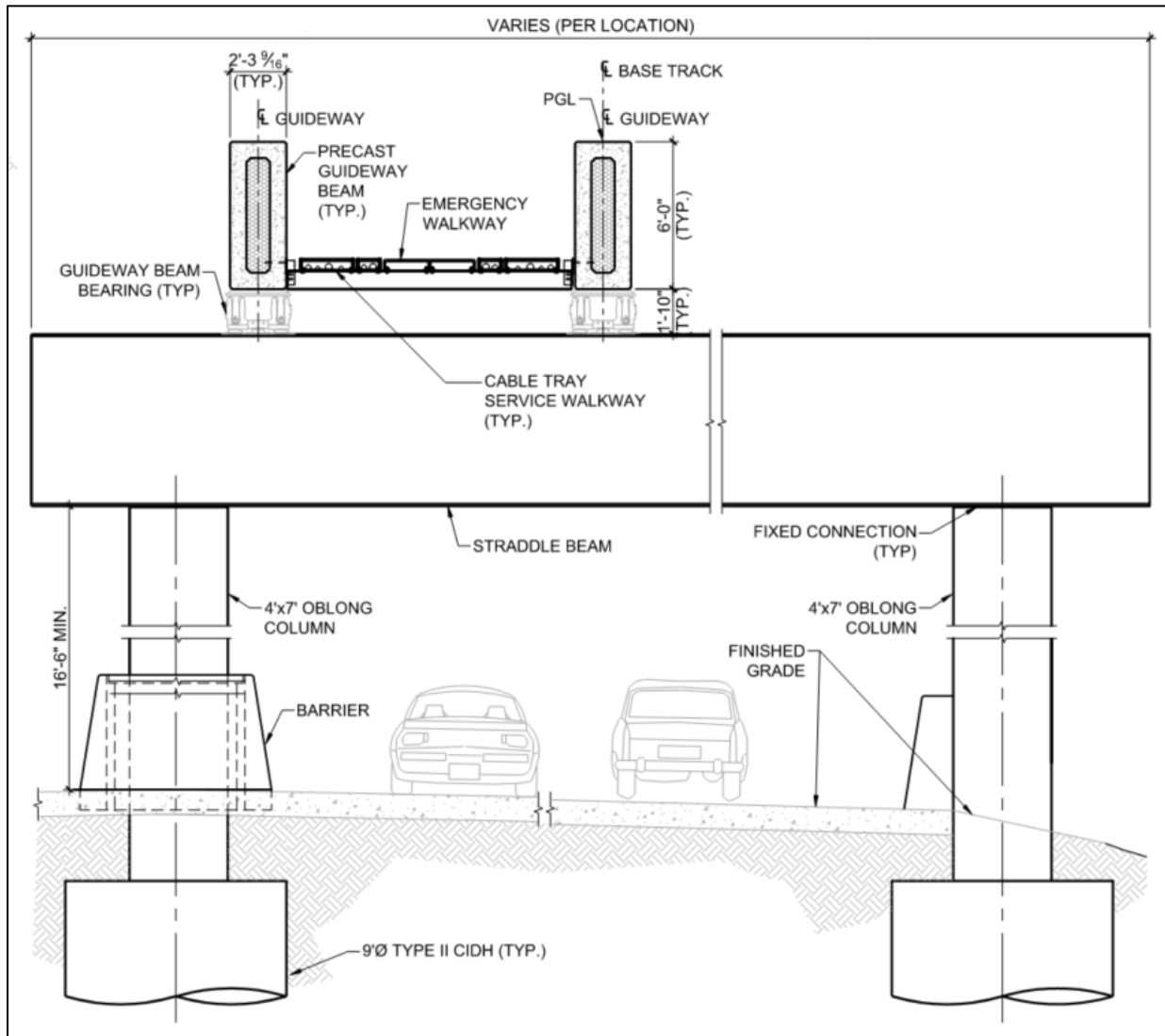
Source: LASRE, 2024

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



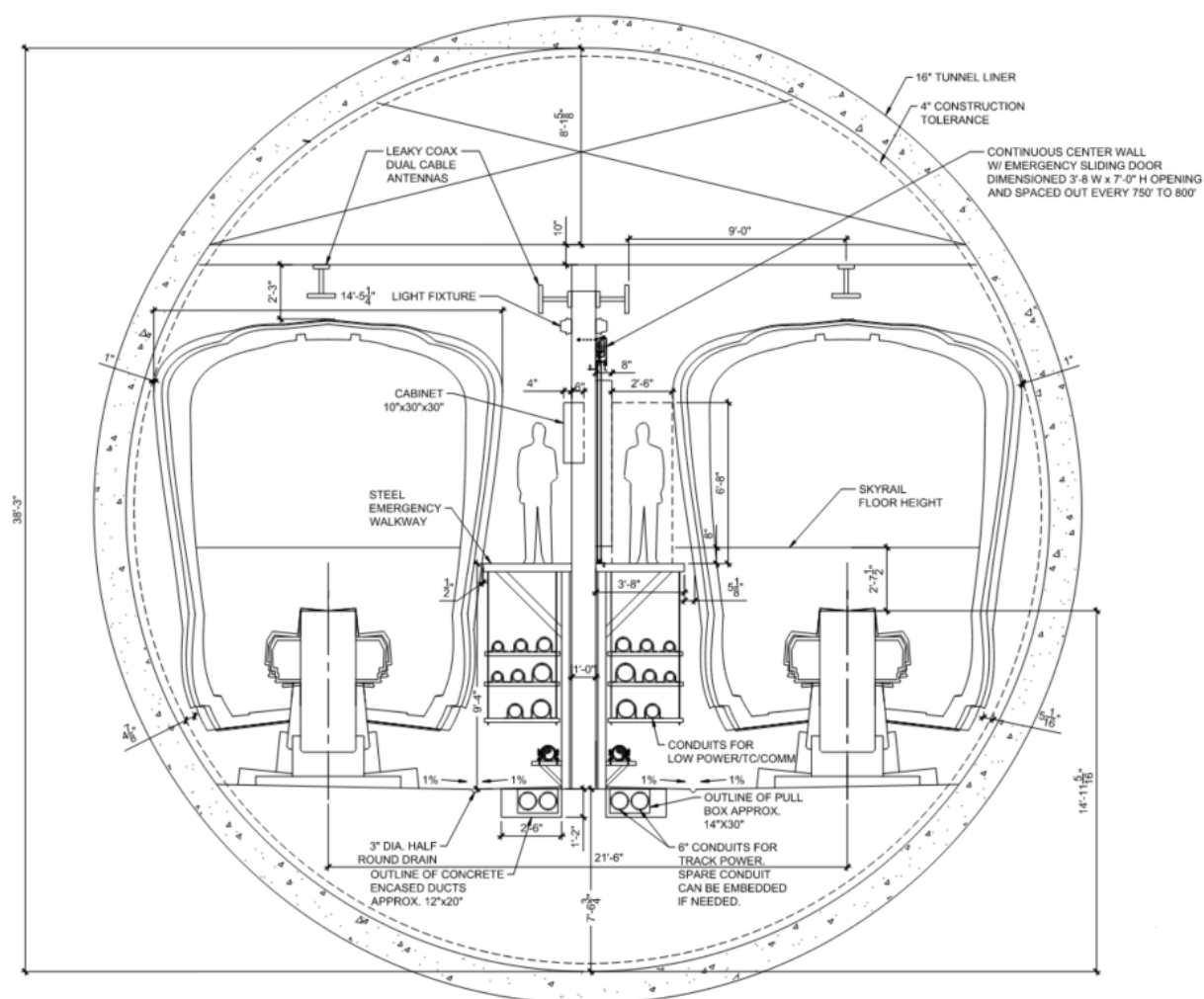
Source: LASRE, 2024

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 includes both running time and dwelling time. The travel times differ between northbound and southbound trips because of grade differentials and operational considerations at end-of-line stations.

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

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

Source: LASRE, 2024

— = no data

7.1.1.6 Special Trackwork

Alternative 3 would include five pairs of beam switches to enable trains to cross over and reverse direction on the opposite beam. All beam switches would be located on aerial portions of the alignment of Alternative 3. From south to north, the first pair of beam switches would be located just north of the Metro E Line Expo/Sepulveda Station. A second pair of beam switches would be located on the west side of I-405, directly adjacent to the VA Hospital site, south of 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.

Technical drawing of a bridge cross-section showing structural components and dimensions. The drawing includes the following labels and dimensions:

- Labels:**
 - MOVEABLE SWITCH BEAM (BY VEHICLE SUPPLIER)
 - PRECAST MAIN GUIDEBEAM
 - GUARDRAIL
 - CONCRETE DECK
 - CONCRETE PEDESTAL
 - BASE TRACK
 - PGL
 - PIER CAP
 - 5'Ø COLUMN (TYP.)
 - FINISHED GRADE
 - 6'-6" x 22' x 31' CONCRETE PILE CAP
 - 5'Ø CIDH CONCRETE PILE (TYP.)
 - PRECAST CA 136 GIRDERS (TYP.)
 - INTEGRAL CONCRETE DIAPHRAGM
- Dimensions:**
 - 64'-0"
 - 20'-6 1/2"
 - 2-3 9/16" TYP.
 - 8 1/8" 6'-0"
 - 3'-6"
 - 3'-0"
 - 3'-0"
 - 3'-0"
 - R1'-0"
 - 6'-6"

7.1.1.7 Maintenance and Storage Facility

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

TPSS No.	TPSS Location Description	Configuration
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, retaining walls, drainage, and outer pavement widenings would be constructed to allow for I-405 widening. The reconstruction of on- and off-ramps would be the final stage of I-405 widening.

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

7.2.1 Educational Facilities

The Los Angeles Unified School District provides educational services in the Resource Study Area (RSA) for grades K-12. In total, 26 elementary or secondary schools are located in the RSA, of which 13 are public schools and 13 are private schools. Of the 13 public schools in the RSA, there are 6 elementary schools, 3 middle schools, 2 high schools, and 2 are span schools. A span school spans multiple levels (elementary and middle, middle and high, or elementary through high school). The RSA also includes 3 universities, most notably UCLA. Table 7-5 identifies the location of the schools within the RSA and the community where each school is located. Figure 7-10 and Figure 7-11 show the location of the schools within the RSA.

Table 7-5. Alternative 3: Public and Private School Facilities in the Resource Study Area

Name	Address	Community	School Level	Enrollment	Distance to Alternative 3 Alignment (feet)
<i>Public Elementary/Secondary Schools</i>					
Bassett Street Elementary	15756 Bassett Street	Lake Balboa	Elementary	610	936
Cal Burke High	14630 Lanark Street	Panorama City	High	149	1,812
Citizens of The World Charter School Mar Vista	11561 Gateway Boulevard	Los Angeles	Elementary	606	2,015
Cohasset Street Elementary	15810 Satcoy Street	Lake Balboa	Elementary	473	1,456
Community Magnet Charter Elementary	11301 Bellagio Road.	Los Angeles	Elementary	463	2,947
Daniel Webster Middle	11330 W Graham Place	Los Angeles	Middle	442	2,035
Girls Athletic Leadership School Los Angeles	8015 Van Nuys Boulevard	Panorama City	Middle	228	1,808
Hesby Oaks Leadership Charter	15530 Hesby Street	Encino	K-8	532	1,210
Ivy Bound Academy	15355 Morrison Street	Sherman Oaks	Middle	167	185
Magnolia Science Academy 4	11330 W Graham Place B-9	Los Angeles	6-12	100	1,789
Nora Sterry Elementary	1730 Corinth Avenue	Los Angeles	Elementary	236	963
Panorama High	8015 Van Nuys Boulevard	Panorama City	High	1,365	1,804
Richland Avenue Elementary	11562 Richland Avenue	Los Angeles	Elementary	301	2,417
<i>Private Elementary/Secondary Schools</i>					
Curtis School	15871 Mulholland Drive	Los Angeles	K-6	491	707
Emek Hebrew Academy Teichman Family Torah Center	15365 Magnolia Boulevard	Sherman Oaks	K-8	632	621
Fusion Academy-Los Angeles	1640 S Sepulveda Boulevard Suite 100	Los Angeles	6-12	106	729
Geffen Academy at UCLA	11000 Kinross Avenue	Los Angeles	6-12	610	438
John Thomas Dye School	11414 Chalon Road	Los Angeles	Elementary	336	3,487

Name	Address	Community	School Level	Enrollment	Distance to Alternative 3 Alignment (feet)
Marymount High School Los Angeles	10643 W Sunset Boulevard	Los Angeles	High	396	2,156
Milken Community Schools	15800 Zeldins Way	Los Angeles	6-12	551	276
New Horizon School Westside	1819 Sawtelle Boulevard	Los Angeles	Elementary	56	707
North Hills Prep	15339 Saticoy Street	Van Nuys	1-12	71	1,522
St Cyril of Jerusalem School	4548 Haskell Avenue	Encino	K-8	258	1,810
UCLA Lab School	330 Charles E Young Drive	Los Angeles	PreK – 6	450	708
Valley School	15700 Sherman Way	Van Nuys	K-8	324	1,147
Wise School	15500 Stephen S Wise Drive	Los Angeles	Elementary	491	707
<i>University/Professional Schools</i>					
University of California-Los Angeles	405 Hilgard Avenue	Los Angeles	Public University	46,430	776
American Jewish University	15600 Mulholland Drive	Los Angeles	Private Religious University	124	742
Marian Health Careers Center-Van Nuys Campus	5900 Sepulveda Boulevard Suite 101	Van Nuys	Nursing School	93	727
<i>Childcare/Preschool</i>					
CCRC Head Start-Cohasset Elementary School	15810 Saticoy Street	Van Nuys	Day Care/Preschool	—	1,572
Fernald Childcare Center	320 Charles Young Drive North	Los Angeles	Day Care/Preschool	—	2,569
Happy Preschool Land	15727 Vanowen Street	Van Nuys	Day Care/Preschool	—	609
Leo Baeck Temple Early Childhood Center	1300 N Sepulveda Boulevard	Los Angeles	Day Care/Preschool	—	272
Magical Years 'children's Academy	7023 Haskell Avenue	Van Nuys	Day Care/Preschool	—	463
Salvation Army Bessie Pregerson Childcare	1341 South Sepulveda	Los Angeles	Day Care/Preschool	—	365
Samuel Goldwyn Foundation Children's Center	2114 Pontius Avenue	Los Angeles	Day Care/Preschool	—	1,299
Saticoy Village CCC / LA CCC	14649 Saticoy Street	Van Nuys	Day Care/Preschool	—	1,507
Sherman Oaks Presbyterian Nursery School	4445 Noble Avenue	Sherman Oaks	Day Care/Preschool	—	1,460
St. Cyril of Jerusalem School Early Childhood Ctr	4548 Haskell Avenue	Encino	Day Care/Preschool	—	613

Name	Address	Community	School Level	Enrollment	Distance to Alternative 3 Alignment (feet)
Sunflower Montessori School	15520 Sherman Way	Van Nuys	Day Care/Preschool	—	3,550
UCLA Early Care and Education	101 S Bellagio Drive	Los Angeles	Day Care/Preschool	—	1,523
UCLA Intervention, Progress, Development, Handicapped Infant and Child	1000 Veteran Avenue 23-31, 24-17	Los Angeles	Day Care/Preschool	—	307
UCLA Westwood Childcare Center	10861 Weyburn Avenue Number 301	Los Angeles	Day Care/Preschool	—	649
Valley School Preschool	15700 Sherman Way	Van Nuys	Day Care/Preschool	—	1,521
West Los Angeles Methodist Pre-School	1637 Butler Avenue	Los Angeles	Day Care/Preschool	—	1,063
Westwood Presbyterian Church	10822 Wilshire Boulevard	Los Angeles	Day Care/Preschool	—	446
Wonder Years Pre-School	2457 Sawtelle Boulevard	Los Angeles	Day Care/Preschool	—	1,572

Source: U.S. Department of Homeland Security Geospatial Management Office, 2022

— = no data

CCC = Child Care and Development Council

CCRC = Child Care Resource Center

This map illustrates the Sepulveda Transit Corridor and its proximity to various educational facilities. The corridor is shown as a pink dashed line running north-south through the center of the map. Key features include:

- Educational Facilities:**
 - Public Elementary/Secondary School:** Represented by a purple schoolhouse icon. Examples include Sherman Way, North Hills Prep, and Sunflower Montessori School.
 - Private Elementary/Secondary School:** Represented by a blue schoolhouse icon. Examples include Valley School of Individual Training, Bassett St Elementary, and St. Cyril of Jerusalem School.
 - University/Professional School:** Represented by a green building icon. Examples include American Jewish University and Emeq Hebrew Academy.
 - Childcare/Preschool:** Represented by an orange schoolhouse icon. Examples include Happy Preschool Land and Sherman Oaks Presbyterian Nursery School.
- Existing Transit:**
 - Metro Busway & Stations:** Shown as an orange line with a black circle icon. The Metro G Line is highlighted.
 - East San Fernando Valley Light Rail Transit Line (Pre-construction):** Shown as a teal line with a black circle icon.
 - Amtrak/Metrolink Line & Stations:** Shown as a grey line with a black circle icon.
- Sepulveda Transit Corridor:**
 - Alternative 3 (Aerial):** Represented by a pink dashed line.
 - MSF Site:** Represented by a yellow square icon.

The map also shows major roads like I-405, I-101, and local streets such as Sherman Way, Sepulveda Blvd, and Ventura Blvd. A scale bar indicates distances up to 1 mile.

Source: HTA, 2024

Figure 7-11. Alternative 3: Education Facilities Located in the Resource Study Area, Map 2 of 2



Source: HTA, 2024

7.2.2 Post Offices and Libraries

The RSA is served by the Los Angeles Public Library (LAPL) system. LAPL generally provides library services for residents of the City of Los Angeles. There are two LAPL libraries located within the RSA and no Santa Monica Public Library facilities are located within the RSA. With regard to U.S. Postal Service (USPS) facilities, there are 5 post offices within the RSA. These public facilities are listed in Table 7-6, and Figure 7-12 shows the location of libraries and post offices in the RSA.

Table 7-6. Alternative 3: Post Offices and Libraries in the Resource Study Area

Name	Address	Community
<i>Public Libraries</i>		
Los Angeles Public Library-West Los Angeles Regional Branch	11360 Santa Monica Boulevard	Los Angeles
Los Angeles Public Library-Westwood Branch	1246 Glendon Avenue	Westwood
<i>Post Offices</i>		
Rancho Park Station Post Office	11270 Exposition Boulevard	Los Angeles
Van Nuys Post Office	15701 Sherman Way	Van Nuys
Village Station Post Office	11000 Wilshire Boulevard	Los Angeles
West Los Angeles Finance Station	11420 Santa Monica Boulevard	Los Angeles
University Of California, Los Angeles Post Office	308 Westwood Plaza	Los Angeles

Source: County of Los Angeles, 2022

Figure 7-12. Alternative 3: Post Offices and Libraries in the Resource Study Area



Source: HTA, 2024

7.2.3 Utilities

The existing conditions for Alternative 3 would be the same as described for the No Project Alternative. Utilities and Service systems in the RSA are provided by the same agencies and facilities. For a detailed discussion of existing conditions refer to Section 5.1.5.

7.3 Impact Evaluation

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

7.3.1.1 Operational Impact

The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the Project Study Area and Southern California Association of Governments (SCAG) region and to accommodate the existing and future transportation needs of the area. Alternative 3 would not construct any new housing units and, therefore, would not generate direct population growth within the RSA. Instead, Alternative 3 is anticipated to accommodate planned growth for the Affected Communities and potentially redirect growth to the Alternative 3 RSA.

The SCAG-derived forecast growth in the Alternative 3 RSA supports local jurisdictions to explore opportunities to densify the existing land uses within the proposed station areas. Potential indirect effects as a result of Alternative 3 include the future planning and development of transit oriented communities (TOC) within the proposed station areas. However, except for the proposed Getty Center station area, Alternative 3 proposed station areas would be almost entirely within priority development areas (PDA). Any TOCs that would be constructed within the proposed station areas would be in areas already designated by SCAG for the allocation of denser, more compact development. The proposed Getty Center Station would introduce a major transit stop outside of PDA, which could indirectly result in new TOCs outside of areas designated for more compact growth and infill strategies by the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)* (SCAG, 2020a). However, as stated in the *Sepulveda Transit Corridor Project Land Use and Development Technical Report*, the proposed Getty Center station area would be on land zoned for public facilities and single-family residential (Metro, 2025d). There is no developable land within the proposed Getty Center station area. Therefore, the proposed Getty Center Station would not foster unplanned economic or population growth in the Alternative 3 RSA. Thus, the projected growth for the Alternative 3 proposed station areas is identified in the 2020-2045 RTP/SCS and is not new unplanned growth. Refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025e) prepared for the Project for further detail on potential growth inducement impacts.

The existing City of Los Angeles transit oriented communities (TOC) Incentive Program and Los Angeles County Metropolitan Transportation Authority (Metro) TOC Policy prioritize the development of TOCs within 0.5 miles of a major transit stop or high quality transit stop (DCP, 2018) (Metro, 2018). Other regional and local policies encourage TOC planning and development including the intensification of land uses within the RSAs for proposed stations and along the corridor; development of compact communities around a public transit system; alternatives to automobile travel; and planning for residents, visitors, and employees within the vicinity of the areas. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. Implementation of Alternative 3 would be a catalyst to TOC planning and development.

Additionally, the Project is included in the SCAG 2020-2045 RTP/SCS list of Transit Capital Projects and incorporated into the forecasted SCAG growth data (SCAG, 2020a).

Accordingly Alternative 3 would not induce substantial unplanned population growth within the RSA, rather Alternative 3 would redirect planned jurisdiction-wide growth to the RSA, concentrated around proposed Alternative 3 stations. Thus, operations of Alternative 3 would provide benefits to jurisdictions in the Project corridor and in the SCAG region and would result in less than significant impacts related to unplanned growth.

7.3.1.2 Construction Impact

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

7.3.1.3 Maintenance and Storage Facilities

MSF Base Design

The MSF Base Design would be an integral part of the infrastructure for Alternative 3 and would support the maintenance, operations, and storage activities for Alternative 3. The MSF Base Design site would improve the regional transportation system and support the 2020-2045 RTP/SCS mobility goals by providing a reliable, alternative mode of transportation to the region (SCAG, 2020a). Construction of the MSF Base Design would not construct any new housing units, and therefore the MSF Base Design would not directly generate new or unplanned population and housing growth. However, the MSF Base Design would create permanent employment opportunities for approximately 337 persons in the Alternative 3 RSA, which could result in nominal employment growth. It is anticipated that such employment opportunities would be filled by workers who live within the region as most employment opportunities will not require particularly specialized skills or knowledge. Thus, the additional employment opportunities would not incentivize workers in other states or regions to move to the SCAG region resulting in unanticipated growth. Potential employment resulting from the MSF Base Design would not exceed SCAG forecasted projections for the Alternative 3 RSA. Thus, construction and operation of the MSF Base Design would result in less than significant impacts related to unplanned economic or population growth.

MSF Design Option 1

Similar to the MSF Base Design, as a component of Alternative 3, the MSF Design Option 1 would support the mobility goals of the SCAG 2020-2045 RTP/SCS (SCAG, 2020a). Construction of the MSF Design Option 1 would not construct any new housing units, and therefore would not generate new or unplanned population and housing growth. As with the MSF Base Design, the MSF Design Option 1 would similarly create employment opportunities for 337 persons in the Alternative 3 RSA. It is anticipated that any nominal employment growth that could occur would be filled by workers who live within the region as most employment opportunities will not require particularly specialized skills or knowledge. Thus, the additional employment opportunities would not incentivize workers in other states or regions to move to the SCAG region resulting in unanticipated growth. Potential employment resulting from the MSF Design Option 1 would not exceed SCAG forecasted projections for the

Alternative 3 RSA. Thus, construction and operation of the MSF Design Option 1 would result in less than significant impacts related to unplanned economic or population growth.

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

7.3.2.1 Operational Impact

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* prepared for the Project, implementation of Alternative 3 would require the permanent acquisition (i.e., full fee simple acquisition, partial fee simple acquisition, aerial easement and/or foundation easement) of 1 single-family residential parcel (Metro, 2025a). Approximately 1 single-family residential unit would be permanently displaced. No multi-family residential units would be displaced. Based on an average household size of 3.0 persons per household in the City of Los Angeles, approximately three people would be permanently displaced as a result of Alternative 3. Residents of properties that would be fully acquired by Metro would need to be relocated. Residents of parcels affected by partial acquisitions may make a case that the remainder property is no longer compatible with their intended use and may choose to relocate. Alternative 3 would require sliver acquisitions along the property lines of four multi-family residential properties and one single-family residential property; however, due to the nature of these acquisitions it is not anticipated that any partial acquisitions would result in incompatible uses that would cause residents to relocate.

Metro would provide relocation assistance and compensation for all displaced residents as required under the Uniform Act and California Relocation Act. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts, as amended. All real estate property acquired by Metro would be appraised to determine its fair market value. Just compensation for all real property acquired by Metro would not be less than the approved appraisal per the Uniform Act and California Relocation Act. Each residence displaced as a result of Alternative 3 would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

7.3.2.2 Construction Impact

Construction of Alternative 3 would involve site preparation and demolition of structures; utility relocation; tunneling and cut-and-cover activities; construction of the aerial and underground MRT alignment, stations, MSF, TPSS, auxiliary facilities, and parking facilities; street widening; and street and sidewalk reconstruction. Some parcels that would be permanently acquired for the operations of Alternative 3 would also be used for construction purposes, such as for construction access, staging, and laydown. Temporary acquisitions would be required for parcels that would only be used as temporary construction easements. Temporary construction easements (TCE) would be required for two multi-family residential parcels that would be used for construction activities and not needed for long-term project operations. These TCEs would only occupy portions of the affected residential properties as required to support construction vehicle access and would not substantially interfere with the habitability of the impacted residential properties.

Construction activities associated with Alternative 3 would not result in the displacement of any residential dwelling units. Therefore, no impacts related to the displacement of residential units and

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

7.3.2.3 Maintenance and Storage Facility

MSF Base Design

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

MSF Design Option 1

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

7.3.3 Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?

7.3.3.1 Operational Impacts

Alternative 3 is an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 3 would not directly generate permanent residences that would increase the use of existing school facilities. Instead, accessibility to school facilities, particularly for elementary through high school and UCLA students, would be improved by having nearby transit stations. Alternative 3 would help achieve Metro's First/Last Mile (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Additionally, the Project is included in the SCAG 2020-2045 RTP/SCS (SCAG, 2020a) as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the City of Los Angeles and the greater SCAG region. Accordingly, Alternative 3 would not induce unplanned population growth that would impact the demand for schools or other public facilities.

Other than UCLA, there are no school facilities adjacent to the Alternative 3 MRT alignment (within 50 feet) and no school property would be permanently affected such that new or physically altered facilities would be required. The nearest public school to the above-ground portion of the Alternative 3 MRT alignment is Ivy Bound Academy which is located approximately 185 feet east of the proposed Alternative 3 MRT alignment. The proposed UCLA Gateway Plaza Station (underground) would be constructed on the UCLA campus at UCLA Gateway Plaza. The UCLA Gateway Plaza Station would consist of a street-level plaza and intermediate concourse level that lead to an underground station. No educational facilities would be displaced by the proposed MRT station, and accessibility to UCLA would be permanently improved. Upon completion of construction, UCLA Gateway Plaza would continue to serve as a vehicular access point with surrounding pedestrian areas connecting to the greater UCLA

campus and no new or expanded facilities would be required. Therefore, improvements associated with the UCLA Gateway Plaza Station infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

The only other public facility located adjacent to Alternative 3 is the USPS Rancho Park Station located at 11270 Exposition Boulevard. The southern terminus station would be located approximately 200 feet north of the post office property and the aerial MRT tail tracks would extend south of terminus station adjacent to the eastbound I-10 to northbound I-405 connector over Exposition Boulevard. Additionally, a TPSS facility would be located on Caltrans right-of-way just west of and adjacent to the post office property. While a small portion of the proposed tail tracks would be situated above the northwest corner of the post office property, necessitating an aerial easement for the facility, no physical changes to the post office would occur and the post office driveway and parking lot would remain accessible from Exposition Boulevard. As such, the presence of the Alternative 3 alignment near and above a portion of the Rancho Park Station would not result in a need for new or physically altered public facilities. Impacts would be less than significant.

7.3.3.2 Construction Impacts

Construction of Alternative 3 would be temporary and does not require the expansion of existing school facilities. Construction of the aerial viaduct, retaining walls, and I-405 on- and off-ramps would require street detours that would temporarily affect access to school facilities. Other than UCLA, no educational facilities are located immediately adjacent to the proposed alignment or transit stations though multiple educational facilities are located within 500 feet of the I-405 and associated affected roadways. Table 7-5 lists the school facilities located within the RSA most of which would be subject to construction-related disruptions. Construction of the UCLA Gateway Plaza Station would result in construction-period disruptions to access and circulation, particularly in the area surrounding UCLA Gateway. No educational facilities or buildings on the UCLA campus would be affected by construction activities and all buildings on the UCLA campus would remain open and accessible throughout the construction period. Roadways that intersect I-405 would require temporary closure or lane reductions to accommodate construction activities associated with constructing the proposed aerial guideway and associated I-405 improvements. Closures and lane reductions along local roadways could impede the vehicle circulation network in the RSA.

During construction of the UCLA Gateway Plaza Station, pedestrian movements and access through UCLA Gateway would be inhibited by the presence of construction equipment and activities affecting Westwood Plaza and adjacent pedestrian areas. All educational facilities on the UCLA campus would remain accessible and functional throughout construction and no new or physically altered education facilities would be required on the UCLA campus. Despite these temporary disruptions, it is anticipated that access to all schools in the Alternative 3 RSA would be maintained throughout construction.

As discussed in Section 7.3.3.1, the Alternative 3 aerial alignment tail tracks and TPSS facility would be constructed adjacent to the Rancho Park Station post office including acquisition of a TCE along the northwest corner of the post office property. Construction activities would result in temporary access disruptions to the Rancho Park Station including potential short-term closure of the commercial driveway to the post office parking lot. No disruption to regular post office operations is anticipated as there is a separate driveway for postal vehicles and deliveries along the east side of the property. Other than the USPS Rancho Park Station, no other community facilities are located immediately adjacent to the proposed alignment or transit stations. Table 7-6 lists the libraries and post office facilities located within the RSA most of which would be subject to construction-related disruptions. Despite these

temporary disruptions, it is anticipated that access to all public facilities in the Alternative 3 RSA would be maintained throughout construction. Since construction-related disruptions to the roadway network would be temporary and access to all schools and other public facilities would be maintained throughout construction, no new or temporary schools or other public facilities would be needed. Impacts to schools and other public facilities would be less than significant.

7.3.3.3 Maintenance and Storage Facilities

MSF Base Design

The MSF Base Design would not create new residential populations that directly increase the use or enrollment of existing schools or other public facilities in the surrounding community. The proposed MSF Base Design site is currently developed as a materials storage site supporting LADWP operations. No school facilities are located on or adjacent to the site. The nearest school is Panorama High School located approximately 0.5 miles northwest of the proposed MSF Base Design site. The nearest community facility is the Panorama City Post Office located approximately 1 mile north of the proposed MSF Base Design site. The MSF Base Design would not affect on-site or street parking or otherwise affect access to Panorama High School or the Panorama City Post Office. Therefore, impacts to schools and other public facilities associated with the MSF Base Design would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]), that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

MSF Design Option 1

The proposed MSF Design Option 1 site would not create new residential populations that directly increase the use or enrollment of existing schools or other public facilities in the surrounding community. The proposed MSF Design Option 1 site is currently developed with industrial uses where there are no school facilities located on or adjacent to the site. The nearest school is North Hills Prep located approximately 0.25 miles south of the proposed MSF Design Option 1 site. The nearest community facility is the USPS Post Office located on Sherman Way approximately 0.90 miles southwest of the proposed MSF Option 1 site. MSF Design Option 1 would not affect on-site or street parking or otherwise affect access to North Hills Prep or the post office. Therefore, impacts to schools or other public facilities associated with MSF Design Option 1 would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]), that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

7.3.4 Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

7.3.4.1 Operational Impacts

Water Facilities

Alternative 3 does not include a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of

water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, Alternative 3 would result in a less than significant impact related to operational activities.

Wastewater Treatment

Alternative 3 does not include a long-term, permanent source of wastewater. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, Alternative 3 operation would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Alternative 3 would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the National Pollution Discharge Elimination System permit and incorporation of best management practices (BMP) during construction. Stormwater drainage facilities that would be constructed for Alternative 3 would comply with existing stormwater runoff regulations – including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the Los Angeles Municipal Code (LAMC) and Chapter 7.10 of the Santa Monica Municipal Code (SMMC)– and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with low impact development (LID) strategies to retain stormwater runoff on site during operations, LID BMPs per Regional Requirements described in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). Retainment of most stormwater runoff within the Alternative 3 Footprint and preservation of existing discharge locations would reduce the potential for exceeding stormwater drainage systems. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro’s Environmental Services Division would ensure environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 3 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 3 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Refer to the *Sepulveda Transit Corridor Project Energy Technical Report*, for additional details related to electricity consumption for Alternative 3 (Metro, 2025h). Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines). Alternative 3 is estimated to consume approximately 99.88 gigawatt-hours (GWh) per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021 to 2022 LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional 0.005 percent increase of electricity use required by Alternative 3 (LADWP, 2023). Alternative 3 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 megawatts (MW) of renewable capacity as of 2020 and aims to

expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 3 would result in a less than significant impact related to electric power facilities.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 3 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 3 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

7.3.4.2 Construction Impacts

Utility conflicts would primarily occur within the proposed station areas, columns and support for the aerial structure, construction at the MSF site, and roadway relocations to accommodate Alternative 3's footprint. Since not all utility depth data is available and the condition of each utility is unknown, additional subsurface utility investigation is recommended to verify the assumptions and impacts. Potentially impacted utilities are shown in Table 7-7. Approximately 106 components of utility infrastructure would be potentially impacted including 40 electrical, 1 water, 49 storm drainage, 7 telecommunications, 6 sewer, 1 oil, and 2 natural gas.

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the Draft Environmental Impact Report. Pursuant to project measure (PM)-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 3 would result in a less than significant impact related to utilities and service systems.

Table 7-7. Alternative 3: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	40
Gas	2
Oil	1
Sewer	6
Storm drainage	49
Telecommunications	7
Water	1
Total	106

Source: LASRE, 2023

Water Facilities

Construction of Alternative 3 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control and operation of the TBM. Although water use for construction would occur over a multi-year construction period, the water supply in the RSA has been determined to be adequate to meet demand, including construction water use, in normal, single-dry year, and multiple dry years, as discussed in Section 5.1.5.1. Construction of Alternative 3 would therefore not require the expansion or construction of new water facilities. Therefore, construction of Alternative 3 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate negligible wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during construction of Alternative 3. Therefore, construction of Alternative 3 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the study as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025g). In accordance with the Construction General Permit and Municipal Separate Storm Sewer Systems Permits, Alternative 3 would be required to prepare and submit a construction Stormwater Pollution Prevention Plan (SWPPP) which must be submitted to the State Water Resources Control Board prior to construction and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). Compliance with these state and local regulations would reduce construction related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 3 has no potential to require new or expanded electric power facilities. Minimal electricity would be used to power field offices for the construction contractor. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. Some new temporary utilities would be needed for Alternative 3; particularly, the 13.4 KV power line at the Federal Building TBM site would be needed to power the TBM. Electric power would also be required for powering the TBM, but would be a temporary use only required for tunnel portions of the alignment. The anticipated electricity usage of the TBM per day would be approximately 327 megawatt-hours (MWh). The TBM would utilize electricity from the LADWP system but would be a temporary use that would cease upon completion of tunneling activities. Therefore, construction of Alternative 3 would result in a less than significant impact related to electric power facilities. Refer to Section 3.5, Energy, for additional details related to electricity consumption for Alternative 3. Therefore,

construction of Alternative 3 would result in a less than significant impact related to electric power facilities.

Natural Gas

Construction of Alternative 3 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 3 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and the RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

7.3.4.3 Maintenance and Storage Facilities

MSF Base Design

During operation, water use would be required for washing trains and the MSF Base Design restroom facilities. These activities would also result in the generation of wastewater. This minimal water consumption and wastewater generation would not interfere with the existing and planned capacity of water or wastewater facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the MSF Base Design to meet Metro's sustainability goals. The proposed MSF Base Design would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. Electricity would be utilized at the MSF to power its various facilities, maintenance shops, and lighting over its 24-hour operation cycle, 7 days a week. The anticipated electricity usage would represent a negligible amount of the 21,400 (GWh) LADWP supplied in Fiscal Year 2021 to 2022. MSF electricity usage would therefore not require new or expanded electricity generation facilities. It is not anticipated that natural gas would be utilized to maintain or store trains at the MSF. Operation of the MSF would have no potential to interfere with telecommunication facilities. Therefore, operation of the proposed MSF Base Design would result in a less than significant impact related to the necessity to relocate or construction new or expanded wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

The MSF Base Design would conflict with LADWP's Mid-Valley Water Facility project which is proposed on the same site as the MSF Base Design. 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 this land use conflict, the MSF Base Design could necessitate relocating or constructing the LADWP facility elsewhere. 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. However, because no alternative site has been identified and the conflict remains unresolved, this analysis assumes that a new LADWP facility would need to be

constructed at a different location. If a new facility in a new location is required, an environmental review would be necessary to assess potential impacts.

A new LADWP facility would likely be situated on a similarly sized site (approximately 17 acres) within the San Fernando Valley, zoned for manufacturing or industrial use. While it cannot be assumed that the site would be vacant, any existing structures and vegetation would need to be cleared, potentially disturbing sensitive habitats and trees. Additionally, any existing structures would require evaluation for historical significance. Given the likely industrial zoning, there is also a possibility of encountering contaminated soil or groundwater, which could be disturbed during construction. Operation of the LADWP facility also has potential to result in significant environmental effects. The LADWP facility would include materials storage, fueling stations, various maintenance shops, valve testing facilities, wash facilities, several diesel generators (for both emergency power and testing), staff offices and associated parking facilities. These operations would require routine truck deliveries and employee commute trips which LADWP estimated to be approximately 1,453 daily trips in the 2020 IS/MND (LADWP, 2020). These operations would generate noise that, depending on the location of sensitive receptors, could be considered significant noise impacts. The use of diesel generators and routine truck trips would also produce pollutant emissions which may exceed SCAQMD thresholds for criteria pollutants such as NO_x and CO as well as potential localized health risks dependent on the location of any sensitive receptors. LADWP's 2020 IS/MND disclosed similar potential impacts to those described in this section and identified mitigation measures to reduce these impacts to a less-than-significant level. While it is likely that most of the impacts identified in this analysis could be mitigated similarly, given the unknown size and precise location of the new LADWP facility and the absence of control by the Metro Board over the future decision-making process, no more detailed analysis is possible at this time. In view of the known site requirements and operations proposed for the LADWP facility, it is anticipated that a new LADWP facility in a different location could cause significant environmental effects that may not be mitigated to a less-than-significant level. Therefore, the MSF Base Design would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities.

Construction of the proposed MSF Base Design would require relocation of existing utilities. A significant portion of the proposed MSF Base Design is occupied by industrial uses. These utilities would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the Draft Environmental Impact Report. Pursuant to PM-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of the proposed MSF Base Design would result in a less than significant impact related to utilities and service systems.

MSF Design Option 1

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Operation of MSF Design Option 1 is anticipated to have limited effects on existing utilities and the capacity of existing utility facilities. Therefore, operation of MSF Design Option

1 would result in a less than significant impact related to the necessity to relocate or construction new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. There is potential for the construction of MSF Design Option 1 to require relocating existing utilities components and the utility relocation efforts could result in detrimental environmental effects. Pursuant to PM-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to utilities and service systems.

7.3.5 Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

7.3.5.1 Operational Impacts

As discussed in Section 5.1.5.1, LADWP, Metropolitan Water District of Southern California, and City of Santa Monica have indicated that water supplies are adequate to meet demand in normal, single-dry year, and multiple dry years. Alternative 3 does not include a significant long-term, permanent source of water use. Alternative 3 would not construct station public restroom facilities, but would include staff restrooms. Water use would be needed to clean stations and to supply staff restroom. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water consumption. Metro is also implementing other water saving measures such as stormwater run-off infiltration zones, greywater use, and smart irrigation controllers with a goal to reduce potable water use by 22 percent from Business-as-Usual scenario in 2030 (Metro, 2020a). Alternative 3 would not interfere with the existing and planned capacity of water supplies, which as discussed in Section 5.1.5.1, are adequate to meet demand normal, single-dry year, and multiple dry years. There is no potential for Alternative 3 to interfere with regional water supply services. Therefore, operations of Alternative 3 would result in a less than significant impact related to water supplies.

7.3.5.2 Construction Impacts

Construction of Alternative 3 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. However, a TBM would be used during construction of Alternative 3. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water will have little impact on water use or discharge into the sanitary or storm drain system. The short-term use of water would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of Alternative 3 would result in a less than significant impact related to water supplies.

7.3.5.3 Maintenance and Storage Facilities

MSF Base Design

During operation, water use would be required for washing trains and the MSF Base Design restroom facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the MSF Base Design to meet Metro's sustainability goals. The proposed MSF Base Design would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. This minimal water consumption would not interfere with the existing and planned capacity of the water supply. There is no potential for the proposed MSF Base Design to interfere with regional water supply services. Therefore, operation of the proposed MSF Base Design would result in a less than significant impact related to water supplies.

Similar to construction of the transit line, the proposed MSF Base Design would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. The short-term use of water would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of proposed MSF Base Design would result in a less than significant impact related to water supplies.

MSF Design Option 1

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Operation of MSF Design Option 1 would require limited consumption of potable water supplies and would not interfere with the existing and planned capacity of the water supply. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to water supplies.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Water use would occur primarily related to water trucks required for dust control. The short-term use of water would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to water supplies.

7.3.6 Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

7.3.6.1 Operational Impacts

Alternative 3 does not include a significant source of wastewater. Public restrooms would not be provided at the stations but would be included for staff. Wastewater would be generated by staff restrooms at stations and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. Therefore, no impact would occur related to wastewater treatment capacity.

7.3.6.2 Construction Impacts

Alternative 3 would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. As discussed in Section 5.1.5.2, the RSA is serviced by the Joint Water Pollution Control Plant, Hyperion Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant, which have a combined capacity of 950 million gallons of wastewater per day. The City of Santa Monica has an additional 1 million gallons per day of wastewater treatment capacity from its sustainable Water Infrastructure Project wastewater treatment facility. Wastewater generated by temporary worker restrooms for construction of Alternative 3 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plant and the facilities are anticipated to have adequate capacity to serve Alternative 3. Therefore, construction of Alternative 3 would result in a less than significant impact related to wastewater treatment capacity.

7.3.6.3 Maintenance and Storage Facilities

MSF Base Design

During operation, wastewater would be generated washing trains and the MSF Base Design restroom facilities. This wastewater generation would not interfere with the treatment capacity of wastewater facilities. There is no potential for the proposed MSF Base Design to interfere with regional water supply services. Therefore, operation of the proposed MSF Base Design would result in a less than significant impact related to wastewater treatment capacity.

Similar to construction of the transit line, the proposed MSF Base Design would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. Wastewater generated by temporary worker restrooms for construction of the proposed MSF Base Design would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the proposed MSF Base Design would result in a less than significant impact related to wastewater treatment capacity.

MSF Design Option 1

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Operation of MSF Design Option 1 would generate limited amounts of wastewater and would not exceed the existing wastewater treatment capacity. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to wastewater treatment capacity.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. Wastewater generation would occur primarily related temporary worker restrooms. Wastewater generated by temporary worker restrooms for construction of the proposed MSF Design Option 1 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the proposed MSF Design Option 1 would result in a less than significant impact related to wastewater treatment capacity.

7.3.7 Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

7.3.7.1 Operational Impacts

Alternative 3 does not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be managed by Metro. The solid waste from waste bins at each station would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

7.3.7.2 Construction Impacts

Construction of Alternative 3 would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 cubic yards (CY). Contaminated soils and hazardous building materials will be disposed of at permitted landfills. Landfills that accept contaminated soils include the Clean Harbors Button Willow Landfill located in Button Willow, California, the South Yuma County Landfill located in Yuma, Arizona, and the US Ecology Landfill located in Beatty, Nevada. The Clean Harbors Button Willow Landfill has a maximum permitted capacity of 10,500 tons per day and a maximum remaining capacity of 13,250,000 CY.

Based on the processing capacity of the Button Willow, California Landfill and the other two sites as a representative sample of contaminated soil processing capacity, landfills would be able to adequately process the small amount of contaminated soil anticipated to be generated by Alternative 3. Contaminated soil processing would not be limited to the identified landfills and could potentially occur at other permitted landfills. The TBM would also generate muck during the tunneling process that would be required to be disposed of at regional landfills. Alternative 3 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 3 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with Assembly Bill 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. Therefore, construction of Alternative 3 would result in a less than significant impact related to compliance with solid waste standards and capacity.

7.3.7.3 Maintenance and Storage Facilities

MSF Base Design

Operation of the proposed MSF Base Design would generate solid waste from MSF employees and maintenance of trains. The solid waste from waste bins and maintenance of trains at the MSF Base Design would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction of the proposed MSF Base Design would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 CY. Due to the industrial nature of the existing uses, contaminated soils would also be encountered during construction. Contaminated soils would be transported to the

Clean Harbors Button Willow Landfill, the South Yuma County Landfill, the US Ecology Landfill, or other permitted hazardous materials landfills. The proposed MSF Base Design would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of the MSF would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal, including AB939. Therefore, construction of the MSF would result in a less than significant impact related to compliance with solid waste standards and capacity.

MSF Design Option 1

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design. The operation of MSF Design Option 1 would generate limited amounts of solid waste and would not exceed the existing regional landfill capacity. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to solid waste.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF Base Design and construction of MSF Design Option 1 would generate solid waste related to discarded construction material. MSF Design Option 1 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to solid waste.

7.3.8 Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

7.3.8.1 Operational Impacts

No Impact. Solid waste generated during operational activities associated with Alternative 3 would comply with AB 939 and AB 1327. Alternative 3 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. Therefore, no impact would occur.

7.3.8.2 Construction Impacts

No Impact. Alternative 3 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 3 would be constructed within an urban built out environment, Alternative 3 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction related solid waste. Alternative 3 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, California Green Building Standards requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. Therefore, no impact would occur related to compliance with solid waste regulations.

7.3.8.3 Maintenance and Storage Facilities

MSF Base Design

Solid waste generated during construction and operational activities associated with the proposed MSF Base Design would comply with AB 939, AB 1327 and all federal, state, and local statutes and regulations

regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

MSF Design Option 1

Solid waste generated during construction and operational activities associated with MSF Design Option 1 would comply with AB 939, AB 1327 and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

7.4 Mitigation Measures

7.4.1 Operational Impact.

As discussed in Section 7.3, operation of Alternative 3 would have a less than significant impact; therefore, no project measures or mitigation measures would be required.

7.4.2 Construction Impact

As discussed in Section 7.3, construction of Alternative 3 would have a less than significant impact. Construction of Alternative 3 would require implementation of MM TRA-4 (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) to reduce disruption caused by construction work zones.

7.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 3 would result in less than significant impacts with mitigation.

8 ALTERNATIVE 4

8.1 Alternative Description

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

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

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

8.1.1 Operating Characteristics

8.1.1.1 Alignment

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

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

Figure 8-1. Alternative 4: Alignment



Source: STCP, 2024; HTA, 2024

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

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

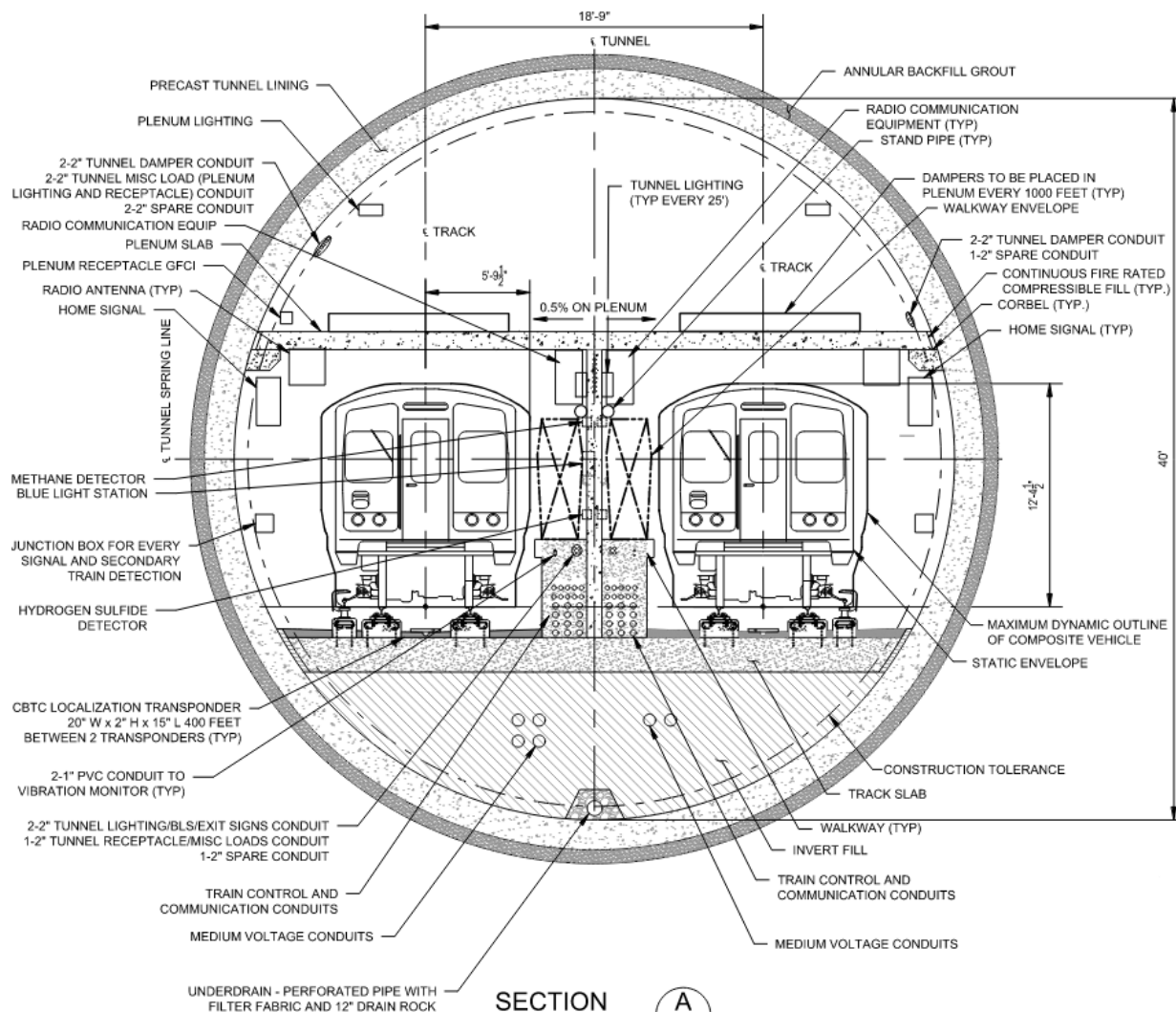
Station located over Dickens Street, immediately west of the Sepulveda Boulevard and Dickens Street intersection. North of the station, the aerial guideway would transition to the center median of Sepulveda Boulevard. The aerial guideway would continue north on Sepulveda Boulevard and cross over U.S.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

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

8.1.1.2 Guideway Characteristics

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

Figure 8-2. Typical Underground Guideway Cross-Section

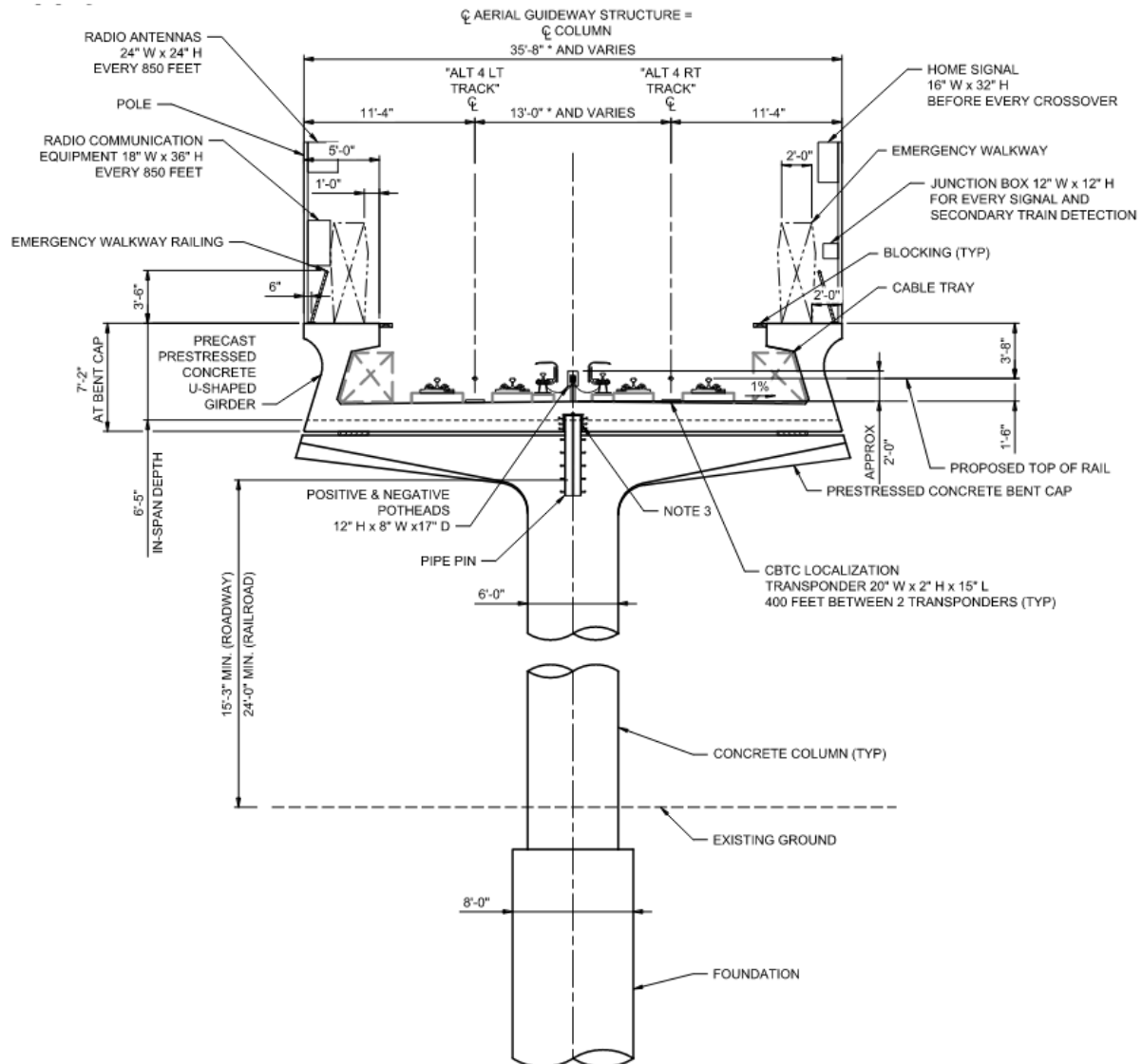


Source: STCP, 2024

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

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

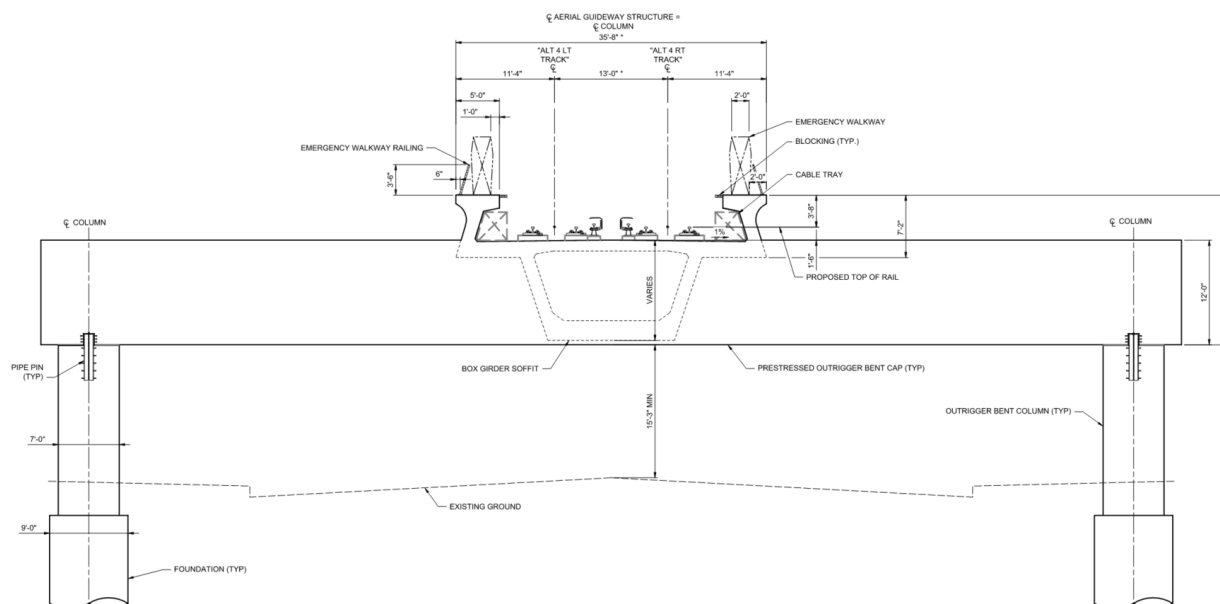
Figure 8-3. Typical Aerial Guideway Cross-Section



Source: STCP, 2024

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

Figure 8-4. Typical Aerial Straddle-Bent Cross-Section



Source: STCP, 2024

8.1.1.3 Vehicle Technology

Alternative 4 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.

8.1.1.4 Stations

Alternative 4 would include four underground stations and four aerial stations with station platforms measuring 280 feet long for both station configurations. The aerial stations 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 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.

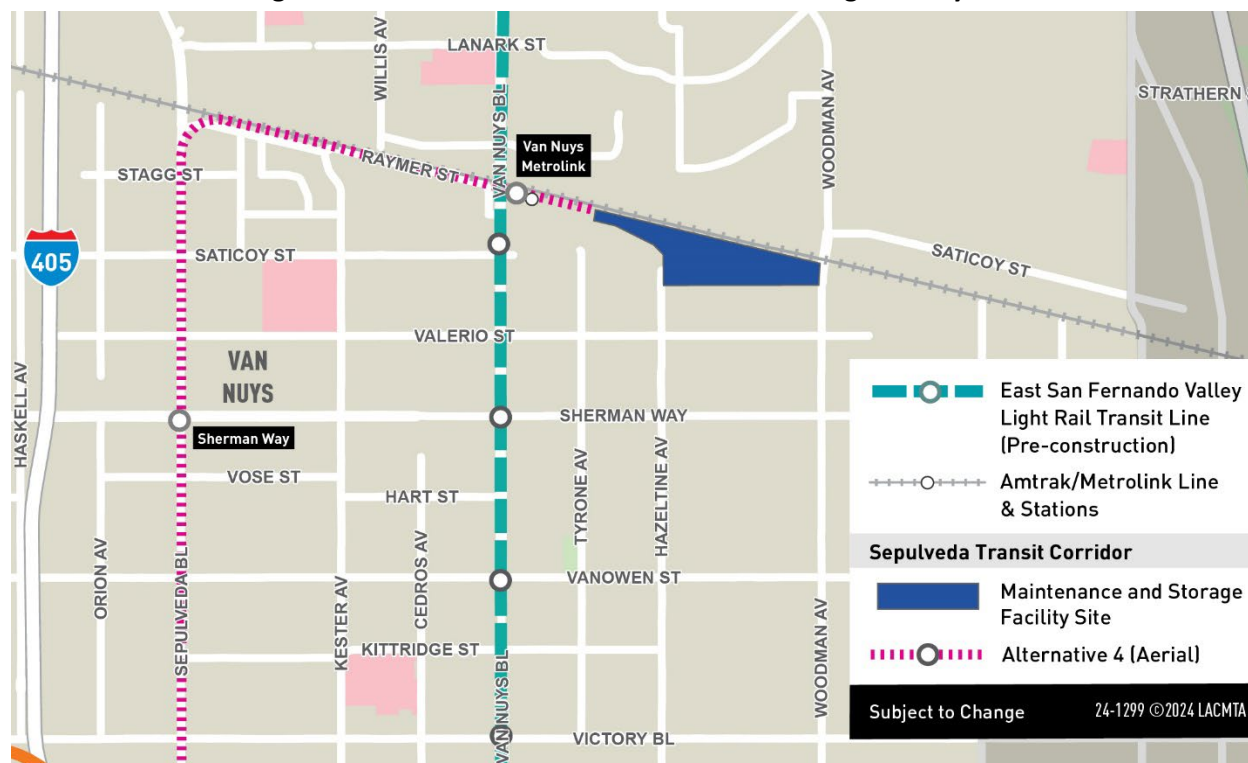
The site would include the following facilities:

- 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	Keswick Street	Reconstruction resulting in narrowing of width and removal of parking on the westbound side of the street to accommodate aerial guideway columns

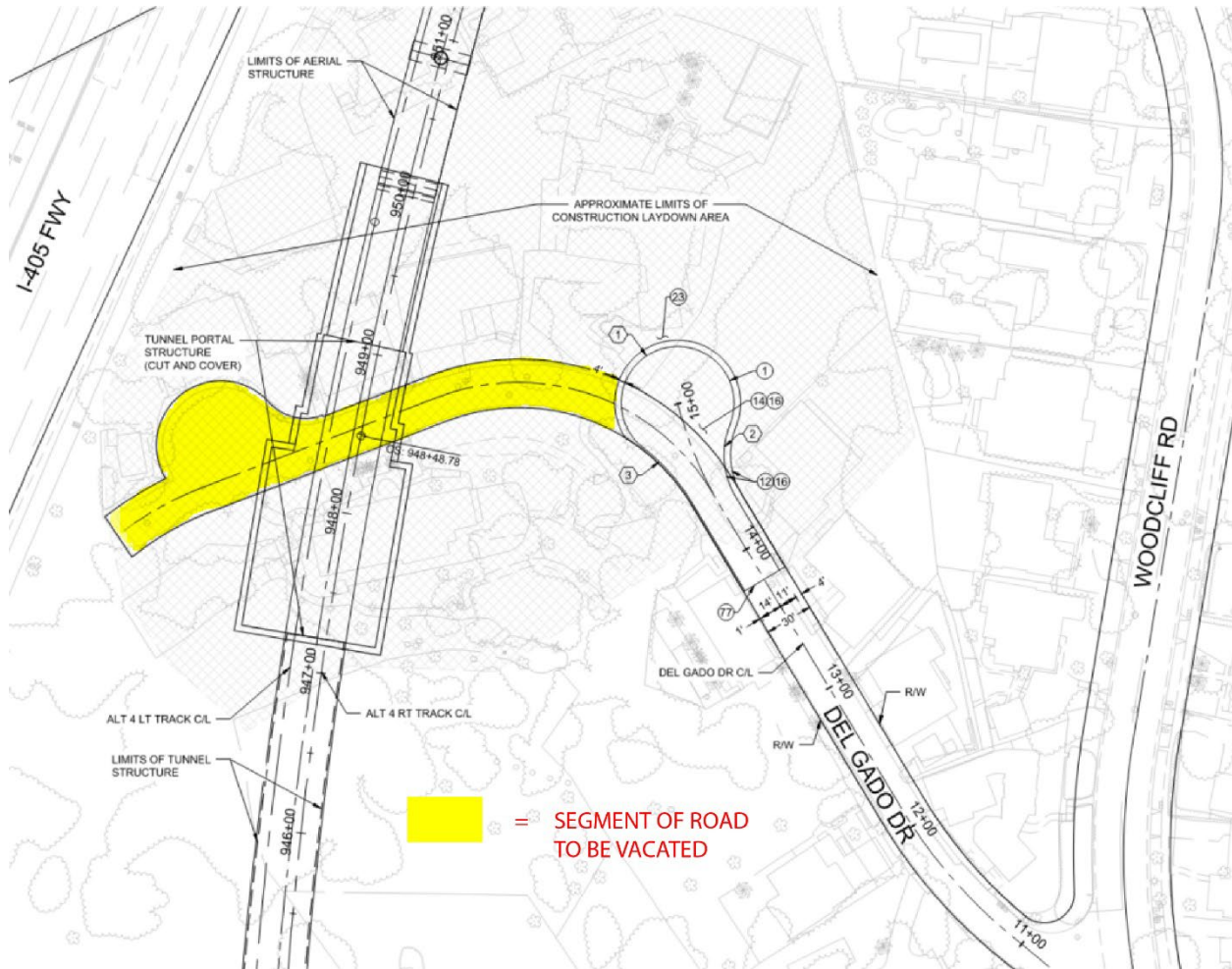
Source: STCP, 2024; HTA, 2024

Figure 8-7. Alternative 4: Roadway Changes



Source: STCP, 2024; HTA, 2024

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



Source: STCP, 2024; HTA, 2024

8.1.1.10 Ventilation Facilities

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

8.1.1.11 Fire/Life Safety-Emergency Egress

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

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

8.1.2 Construction Activities

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

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

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

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

Source: STCP, 2024; HTA, 2024

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



Source: STCP, 2024; HTA, 2024

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

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

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

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

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

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

- Contractors’ equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation

- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

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

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

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

Source: STCP, 2024; HTA, 2024

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

8.2.1 Educational Facilities

The Los Angeles Unified School District provides educational services in the Resource Study Area (RSA) for grades K-12. In total, 21 elementary or secondary schools are located in the RSA, of which 12 are public schools and 9 are private schools. Of the 12 public schools in the RSA, there are 6 elementary schools, 3 middle schools, 2 high schools, and 1 span school. A span school spans multiple levels (elementary and middle, middle and high, or elementary through high school). The RSA also includes 3 universities, most notably UCLA. Table 8-6 identifies the location of the schools within the RSA and the community where each school is located. Figure 8-11 and Figure 8-12 show the location of the schools within the RSA.

Table 8-6. Alternative 4: Public and Private School Facilities in the Resource Study Area

Name	Address	Community	School Level	Enrollment	Distance to Alternative 4 Alignment (feet)
<i>Public Elementary/Secondary Schools</i>					
Cal Burke High	14630 Lanark Street	Panorama City	High	149	1,812
Clover Avenue Elementary	11020 Clover Avenue	Los Angeles	Elementary	485	4,422
Columbus Avenue	6700 Columbus Avenue	Van Nuys	Elementary	425	3,166
Daniel Webster Middle	11330 W Graham Place	Los Angeles	Middle	442	2,035
Girls Athletic Leadership School Los Angeles	8015 Van Nuys Boulevard	Panorama City	Middle	228	1,808
Ivy Bound Academy	15355 Morrison Street	Sherman Oaks	Middle	167	185
Magnolia Science Academy 4	11330 W Graham Place B-9	Los Angeles	6-12	100	1,789
Nora Sterry Elementary	1730 Corinth Avenue	Los Angeles	Elementary	236	963
Panorama High	8015 Van Nuys Boulevard	Panorama City	High	1,365	1,804
Roscomare Road Elementary	2425 Roscomare Road	Los Angeles	Elementary	428	4,151

Name	Address	Community	School Level	Enrollment	Distance to Alternative 4 Alignment (feet)
Sylvan Park Elementary	6238 Noble Avenue	Van Nuys	Elementary	732	2,791
Valerio Street Elementary	15035 Valerio Street	Van Nuys	Elementary	762	2,912
<i>Private Elementary/Secondary Schools</i>					
Emek Hebrew Academy Teichman Family Torah Center	15365 Magnolia Boulevard	Sherman Oaks	K-8	632	621
Fusion Academy-- Los Angeles	1640 S Sepulveda Boulevard Suite 100	Los Angeles	6-12	106	729
Geffen Academy at UCLA	11000 Kinross Avenue	Los Angeles	6 - 12	610	398
Marymount High School Los Angeles	10643 W Sunset Boulevard	Los Angeles	High	396	2,156
New Horizon School Westside	1819 Sawtelle Boulevard	Los Angeles	Elementary	56	707
North Hills Prep	15339 Saticoy Street	Van Nuys	1-12	71	1,522
St Cyril of Jerusalem School	4548 Haskell Avenue	Encino	K-8	258	1,810
UCLA Lab School	330 Charles E Young Drive	Los Angeles	PreK - 6	450	140
Wise School	15500 Stephen S Wise Drive	Los Angeles	Elementary	324	1,147
<i>University/Professional Schools</i>					
University of California-Los Angeles	405 Hilgard Avenue	Los Angeles	Public University	46,430	776
American Jewish University	15600 Mulholland Drive	Los Angeles	Private Religious University	124	742
Marian Health Careers Center-Van Nuys Campus	5900 Sepulveda Boulevard Suite 101	Van Nuys	Nursing School	93	727
<i>Childcare/Preschool</i>					
Clover Star	11020 Clover Avenue	Los Angeles	Day Care/Preschool	—	4,624
Fernald Childcare Center	320 Charles Young Drive North	Los Angeles	Day Care/Preschool	—	2,569
Maple Tree Academy WLA-- Infant & Preschool	2920 S Sepulveda Boulevard	Los Angeles	Day Care/Preschool	—	3,236
Roscomare--Star	2425 Roscomare Road	Los Angeles	Day Care/Preschool	—	4,261
Salvation Army Bessie Pregerson Childcare	1341 South Sepulveda	Los Angeles	Day Care/Preschool	—	263
Samuel Goldwyn Foundation Children's Center	2114 Pontius Avenue	Los Angeles	Day Care/Preschool	—	365
Saticoy Village CCC / LA CCC	14649 Saticoy Street	Van Nuys	Day Care/Preschool	—	1,299
Sherman Oaks Presbyterian Nursery School	4445 Noble Avenue	Sherman Oaks	Day Care/Preschool	—	1,507

Name	Address	Community	School Level	Enrollment	Distance to Alternative 4 Alignment (feet)
St John's Presbyterian Nursery School	11000 National Boulevard	Los Angeles	Day Care/Preschool	—	4,036
St. Cyril of Jerusalem School Early Childhood Ctr	4548 Haskell Avenue	Encino	Day Care/Preschool	—	1,460
Stephen S. Wise Temple Pre-School	15500 Stephen S. Wise Drive	Los Angeles	Day Care/Preschool	—	1,477
Sunflower Montessori School	15520 Sherman Way	Van Nuys	Day Care/Preschool	—	613
Sylvan Park Early Education Center	15011 Delano Street	Van Nuys	Day Care/Preschool	—	3,051
UCLA Intervention, Progress, Development, Handicapped Infant and Child	1000 Veteran Avenue 23-31, 24-17	Los Angeles	Day Care/Preschool	—	1,523
UCLA Westwood Childcare Center	10861 Weyburn Avenue Number 301	Los Angeles	Day Care/Preschool	—	307
Valerio Elementary Preschool	15035 Valerio Street	Van Nuys	Day Care/Preschool	—	3,036
Westwood Hills Preschool	1989 Westwood Boulevard	Los Angeles	Day Care/Preschool	—	2,713
Westwood Presbyterian Church	10822 Wilshire Boulevard	Los Angeles	Day Care/Preschool	—	1,063
Wonder Years Pre-School	2457 Sawtelle Boulevard	Los Angeles	Day Care/Preschool	—	446
World Speak Language Center	1639 Westwood Avenue	Los Angeles	Day Care/Preschool	—	2,753

Source: U.S. Department of Homeland Security Geospatial Management Office, 2022

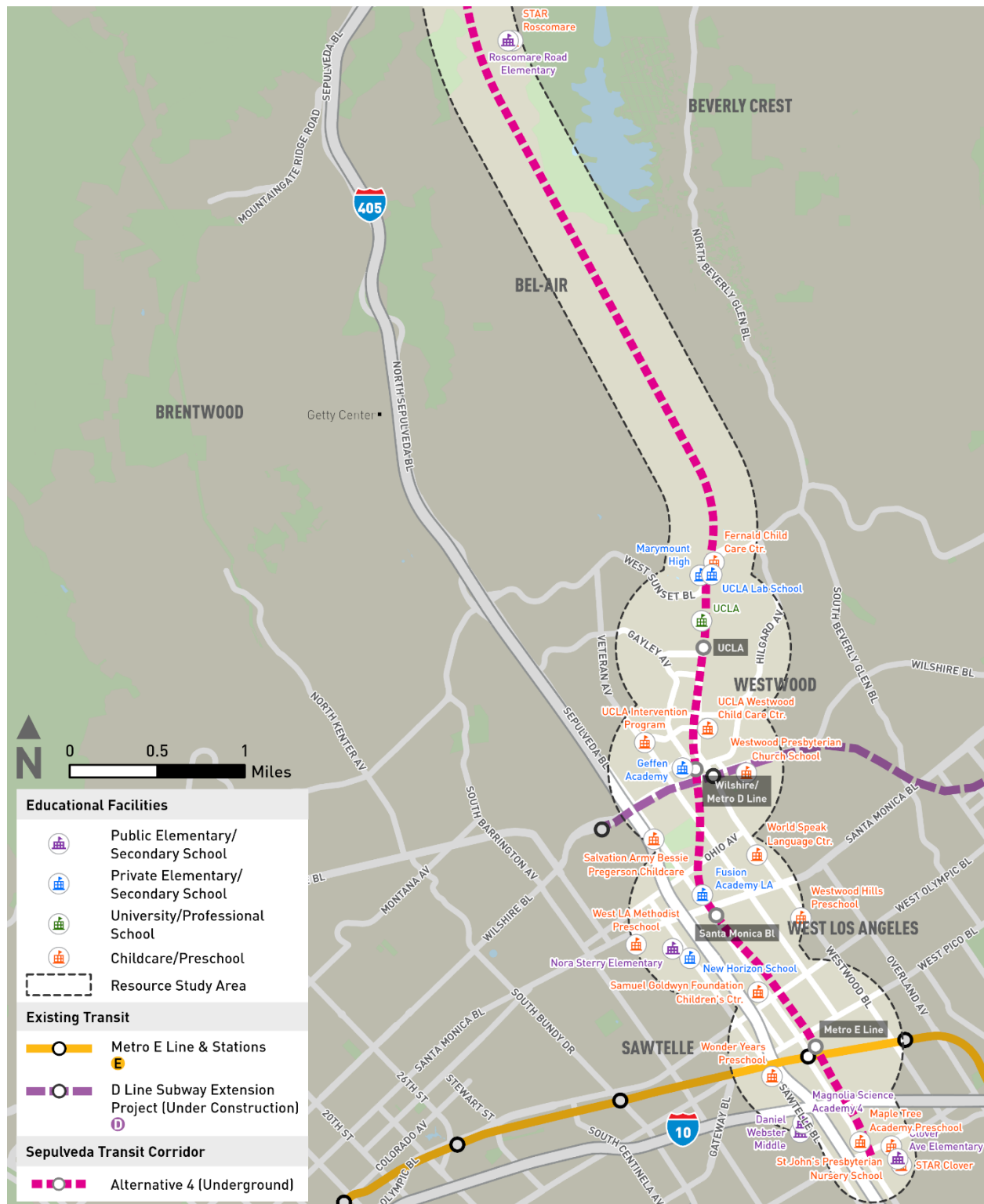
— = no data

CCC = Child Care and Development Council

Figure 8-11. Alternative 4: Education Facilities Located in the Resource Study Area, Map 1 of 2



Source: HTA, 2024

Figure 8-12. Alternative 4: Education Facilities Located in the Resource Study Area, Map 2 of 2


Source: HTA, 2024

8.2.2 Post Offices and Libraries

The RSA is served by the Los Angeles Public Library (LAPL) system, which generally provides library services for residents of the City of Los Angeles. There are two LAPL libraries located within the RSA and no Santa Monica Public Library facilities are located within the RSA. With regard to U.S. Postal Service facilities, there are 4 post offices within the RSA. These public facilities are listed in Table 8-7 and Figure 8-13 shows the location of libraries and post offices in the RSA.

Table 8-7. Alternative 4: Post Offices and Libraries in the Resource Study Area

Name	Address	Community
<i>Public Libraries</i>		
Los Angeles Public Library–West Los Angeles Regional Branch	11360 Santa Monica Boulevard	Los Angeles
Los Angeles Public Library–Westwood Branch	1246 Glendon Avenue	Westwood
<i>Post Offices</i>		
Rancho Park Station Post Office	11270 Exposition Boulevard	Los Angeles
Village Station Post Office	11000 Wilshire Boulevard	Los Angeles
University of California Los Angeles Post Office	308 Westwood Plaza	UCLA
West Los Angeles Finance Station	11420 Santa Monica Boulevard	Los Angeles

Source: County of Los Angeles, 2022

Figure 8-13. Alternative 4: Post Offices and Libraries in the Resource Study Area


Source: HTA, 2024

8.2.3 Utilities

Existing conditions for Alternative 4 would be the same as described for the No Project Alternative. Utilities and Service systems in the RSA are provided by the same agencies and facilities. For a detailed discussion of existing conditions refer to Section 5.1.5.

8.3 Impact Evaluation

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

8.3.1.1 Operational Impact

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

Potential indirect population growth effects as a result of Alternative 4 include the future planning and development of transit oriented communities (TOC), particularly around proposed Alternative 4 stations. However, most of the Alternative 4 stations are located within existing priority development areas (PDA), and therefore, any TOCs occurring around Alternative 4 stations would be located in areas already designated by SCAG for the allocation of denser, more compact development. Thus, the forecasted growth for the proposed Alternative 4 stations is identified in the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) (SCAG, 2020a) and is not new unplanned growth. Refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025e) prepared for the Project for further detail on potential growth inducement impacts.

The existing City of Los Angeles transit oriented communities (TOC) Incentive Program and Los Angeles County Metropolitan Transportation Authority (Metro) TOC Policy prioritize the development of TOCs within 0.5 miles of a major transit stop or high quality transit stop (DCP, 2018) (Metro, 2018). Other regional and local policies encourage TOC planning and development including the intensification of land uses within the RSAs for proposed stations and along the corridor; development of compact communities around a public transit system; alternatives to automobile travel; and planning for residents, visitors, and employees within the vicinity of the areas. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. Implementation of Alternative 4 would be a catalyst to TOC planning and development. Additionally, the Project is included in the 2020-2045 RTP/SCS list of Transit Capital Projects and incorporated into the forecasted SCAG growth data.

Accordingly Alternative 4 would not induce substantial unplanned population growth within the RSA, rather Alternative 4 would redirect planned jurisdiction-wide growth to the RSA, concentrated around proposed Alternative 4 stations. Thus, operations of Alternative 4 would provide benefits to jurisdictions in the Project corridor and in the SCAG region and would result in less than significant impacts related to unplanned growth.

8.3.1.2 Construction Impact

Alternative 4 would result in temporary economic growth through the influx of construction workers to the Alternative 4 RSA. However, these workers would likely be sourced from the local labor pool, and thus the temporary employment opportunities under Alternative 4 are unlikely to directly foster the construction of permanent housing for workers in the Alternative 4 RSA. Thus, construction of Alternative 4 would result in less than significant impacts related to unplanned economic or population growth.

8.3.1.3 Maintenance and Storage Facilities

The MSF would be an integral part of the infrastructure for Alternative 4 and would support the maintenance, operations, and storage activities for Alternative 4. The MSF site would improve the regional transportation system and support the 2020-2045 RTP/SCS mobility goals by providing a reliable, alternative mode of transportation to the region. Construction of the MSF would not construct any new housing units, and therefore the proposed MSF would not generate new or unplanned population and housing growth. However, the MSF would create employment opportunities for between 100 and 190 persons in the Alternative 4 RSA, which could result in nominal employment growth. It is anticipated that employment opportunities would primarily be filled by workers who live within the region as most employment opportunities will not require particularly specialized skills or knowledge. Thus, the additional employment opportunities would not incentivize workers in other states or regions to move to the SCAG region resulting in unanticipated growth. Potential employment resulting from the MSF would not exceed SCAG forecasted projections for the Alternative 4 RSA. Thus, construction and operation of the MSF would result in less than significant impacts related to unplanned economic or population growth.

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

8.3.2.1 Operational Impact

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* prepared for the Project, implementation of Alternative 4 would require the permanent acquisition of one mixed-use development containing 34 residential units, three multi-family residential parcels and nine single-family residential parcels. (Metro, 2025a). A total of approximately 202 multi-family residential units and 10 single-family residential units would be permanently displaced. Based on an average household size of 3.0 persons per household for owner-occupied units and 2.7 persons per household for renter-occupied units in the City of Los Angeles, approximately 575 people would be permanently displaced as a result of Alternative 4. Metro would compensate owners at fair market value to purchase the required property and would also need to compensate owners for damage to the remainder property. Residents of properties that would be fully acquired by Metro would need to be relocated. Residents of parcels affected by partial acquisitions may make a case that the remainder property is no longer compatible with their intended use and may choose to relocate.

Metro would provide relocation assistance and compensation for all displaced residents as required under the Uniform Act and California Relocation Act. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts, as amended. All real estate property acquired by Metro would be appraised to determine its fair market value. Just compensation for all real property acquired by Metro would not be less than the approved appraisal per the Uniform Act and California Relocation Act. Each residence displaced as a result of Alternative 4 would be given advance written notice and

would be informed of their eligibility for relocation assistance and payments under the Uniform Act. Due to the magnitude of anticipated residential relocations associated with Alternative 4, it is anticipated that the relocation process is expected to be implemented over multiple years in a carefully phased manner, thereby minimizing disruptions to the local housing market and providing adequate time for Metro's real estate specialists to work closely with displaced residents to secure fair, equitable, and suitable relocation options. Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

8.3.2.2 Construction Impact

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

8.3.2.3 Maintenance and Storage Facility

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

8.3.3 Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?

8.3.3.1 Operational Impacts

Alternative 4 is an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 4 would not directly generate permanent residences that would increase the use of existing school facilities. Instead, accessibility to school facilities, particularly for elementary through high school and UCLA students, would be improved by having nearby transit stations. Alternative 4 would help achieve Metro's First/Last Mile (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Additionally, the Project is included in the SCAG 2020-2045 RTP/SCS (SCAG, 2020a) as a

planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the City of Los Angeles and the greater SCAG region. Accordingly, Alternative 4 would not induce unplanned population growth that would impact the demand for schools or other public facilities.

There are no school facilities adjacent to the aboveground portions of the Alternative 4 HRT alignment (within 50 feet) and no school property would be permanently affected such that new or physically altered facilities would be required. In the West Los Angeles portion of the Alternative 4 RSA, the Alternative 4 HRT alignment would be situated in an underground bored tunnel. The proposed tunnel would be bored below Maple Tree Academy Preschool and Stephen S. Wise Temple Pre-School; however, no surface effects to land uses including school facilities are anticipated such that physically altered or new facilities would be required. Similarly, within the UCLA campus, the underground bored tunnel would be within approximately 150 feet of the Fernald Child Care Center; however, no surface effects to the school are anticipated such that physically altered or new facilities would be required. The proposed UCLA Gateway Plaza Station would be constructed on the UCLA campus at UCLA Gateway Plaza. The UCLA Gateway Plaza Station would consist of a street-level plaza and intermediate concourse level that lead to an underground station. No educational facilities would be displaced by the proposed HRT station and accessibility to UCLA would be permanently improved. Upon completion of construction, UCLA Gateway Plaza would continue to serve as a vehicular access with surrounding pedestrian areas connecting to the greater UCLA campus and no new or expanded facilities would be required. Therefore, improvements associated with the UCLA Gateway Plaza Station infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

Alternative 4 would have no potential to displace or otherwise affect operation of existing libraries or post offices as there are no such public facilities adjacent to the Alternative 4 HRT alignment (within 50 feet) and no other public facilities property would be permanently affected such that new or physically altered facilities would be required. Impacts to other public facilities as a result of Alternative 4 would be less than significant.

8.3.3.2 Construction Impacts

Construction of Alternative 4 would be temporary and does not require the expansion of existing school facilities. With exception to UCLA, no educational facilities are located immediately adjacent to the proposed alignment or transit stations. Table 8-6 lists the school facilities located within the RSA most of which would be subject to construction-related disruptions. In particular, multiple educational facilities are located within 500 feet of the proposed TBM launch site at National Boulevard and Sepulveda Boulevard. Specifically, Clover Avenue Elementary, St. John's Presbyterian Nursery School, and Maple Tree Academy Preschool are all located within 500 feet of the proposed TBM launch site and have either Sepulveda Boulevard or National Boulevard as major means of vehicular access. During construction, substantial truck traffic would be experienced along Sepulveda Boulevard and National Boulevard as well as various construction-related traffic disruptions associated with equipment movement and construction personnel accessing the TBM launch site. During certain periods of construction activities at the TBM launch site would require temporary closure or lane reductions to accommodate tunnel boring operations. Closures and lane reductions along local roadways could impede the vehicle circulation network in the RSA as well as access to nearby schools.

Similarly, during construction of the UCLA Gateway Plaza Station, pedestrian movements and access through UCLA Gateway Plaza would be inhibited by the presence of construction equipment and

activities affecting Westwood Plaza and adjacent pedestrian areas. All educational facilities on the UCLA campus would remain accessible and functional throughout construction and no new or physically altered education facilities would be required on the UCLA campus.

Alternative 4 would have no potential to displace or otherwise affect operation of existing libraries or post offices as there are no public facilities adjacent to the aboveground portions of the Alternative 4 HRT alignment (within 50 feet) and no other public facilities property would be temporarily affected such that new or physically altered facilities would be required. Impacts to other public facilities as a result of Alternative 4 would be less than significant.

Implementation of MM TRA-4 (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]), would ensure access to education facilities on UCLA campus and access to other educational facilities would be maintained throughout construction through the development of Transportation Management Plan (TMP). The TMP would specify measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns. The TMP would also identify detour routes, and bicyclists would be informed of such closures and detours through signage. Impacts would be less than significant with mitigation. The TMP would include coordination with emergency service providers as well as property owners, such as UCLA, to maintain adequate access and services.

8.3.3.3 Maintenance and Storage Facilities

The proposed MSF site consists of an auto storage lot and a portion of a materials storage site owned by LADWP. MSF site construction activities do not include construction of educational facilities or require the expansion of existing educational facilities. No public facilities are located on or adjacent to the site. The nearest school is Panorama High School located approximately 0.5 miles northwest of the proposed MSF site. The nearest community facility is the Panorama City Post Office located approximately 1 mile north of the proposed MSF site. The MSF would not affect on-site or street parking or otherwise affect access to Panorama High School or the Panorama City Post Office. Therefore, impacts to schools or other public facilities associated with the MSF would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]), that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

8.3.4 Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

8.3.4.1 Operational Impacts

Water Facilities

Alternative 4 does not include a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, no impact would occur related to operational activities.

Wastewater Treatment

Alternative 4 does not include a long-term, permanent source of wastewater. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, no impact would occur related to wastewater facilities.

Stormwater Drainage

Alternative 4 would introduce new impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the National Pollution Discharge Elimination System permit and incorporation of best management practices (BMP) during construction. Stormwater drainage facilities that would be constructed for Alternative 4 would comply with existing stormwater runoff regulations—including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the Los Angeles Municipal Code (LAMC) and Chapter 7.10 of the Santa Monica Municipal Code (SMMC)—and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with low impact development (LID) strategies to retain stormwater runoff on site during operations, LID BMPs per Regional Requirements within the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). While retainment of some runoff will be provided within the project footprint in order to minimize impacts to existing drainage systems, drainage treatments will be further assessed in subsequent stages of design development in order to meet local requirements. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro's Environmental Services Division would ensure environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 4 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 4 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Refer to the *Sepulveda Transit Corridor Project Energy Technical Report*, for additional details related to electricity consumption for Alternative 4 (Metro, 2025h). Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities. Alternative 4 is estimated to consume approximately 91.83 gigawatt-hours (GWh) per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021 to 2022 LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional 0.004 percent increase of electricity use required by Alternative 4 (LADWP, 2023). Alternative 4 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 megawatts (MW) of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 4 would result in a less than significant impact related to electric power facilities.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 4 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 4 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

8.3.4.2 Construction Impacts

Utility conflicts would primarily occur within the proposed station areas, columns and support for the aerial structure, construction at the MSF site, and roadway relocations to accommodate Alternative 4's footprint. Since not all utility depth data is available and the condition of each utility is unknown, additional subsurface utility investigation is recommended to verify the assumptions and impacts. Potentially impacted utilities are shown in Table 8-8. Approximately 308 components of utility infrastructure would be potentially impacted including 108 electrical, 96 telecommunications, 43 water, 40 sewer, 11 gas, and 10 storm drainage.

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the Draft Environmental Impact Report. Pursuant to project measure (PM)-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 4 would result in a less than significant impact related to utilities and service systems.

Table 8-8. Alternative 4: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	108
Gas	11
Oil	0
Sewer	40
Storm Drainage	10
Telecommunications	96
Water	43
Total	308

Source: STCP, 2023

Water Facilities

Construction of Alternative 4 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control, operation of the TBM, and for the production of concrete. Although water use for construction would occur over a multi-year construction period, the water supply in the RSA has been determined to be adequate to meet demand, including construction water use, in normal, single-dry year, and multiple dry years, as discussed in Section 5.1.5.1. Construction of Alternative 4 would therefore not require the expansion or construction of new water facilities. Therefore, construction of Alternative 4 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate negligible wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during construction of Alternative 4. Therefore, construction of Alternative 4 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the study as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025g). In accordance with the Construction General Permit and Municipal Separate Storm Sewer Systems Permits, the Alternative 4 would be required to prepare and submit a construction Stormwater Pollution Prevention Plan (SWPPP) which must be submitted to the State Water Resources Control Board prior to construction, and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). Compliance with these state and local regulations would reduce construction related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 4 has no potential to require new or expanded electric power facilities. Minimal electricity would be used to power field offices for the construction contractor. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. Electric power would also be required for powering the TBM, but would be a temporary use only required for tunnel portions of the alignment. Therefore, construction of Alternative 4 would result in a less than significant impact related to electric power facilities.

Natural Gas

Construction of Alternative 4 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 4 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and the RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

8.3.4.3 Maintenance and Storage Facility

During operation water use would be required for washing trains and the MSF restroom facilities. These activities would also result in the generation of wastewater. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. These activities would also result in the generation of wastewater. The MSF would employ approximately 260 to 350 persons, who would work in shifts at the facility. Generation of wastewater and water by this limited number of staff would be minimal. This minimal water consumption and wastewater generation in combination with water saving features would not interfere with the existing and planned capacity of water or wastewater facilities. The proposed MSF would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. Electricity would be utilized at the MSF to power its various facilities, maintenance shops, and lighting over its 24-hour operation cycle, 7 days a week. The anticipated electricity usage would represent a negligible amount of the 21,400 (GWh) LADWP supplied in Fiscal Year 2021 to 2022. MSF Electricity usage would therefore not require new or expanded electricity generation facilities. It is not anticipated that natural gas would be utilized to maintain or store trains at the MSF. Operation of the MSF would have no potential to interfere with telecommunication facilities. Therefore, operation of the proposed HRT MSF would result in a less than significant impact related to the necessity to relocate or construction new or expanded wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Part of the HRT MSF would be located on a portion of LADWP property which is currently planned 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. The HRT MSF would conflict with implementation of this project. Due to this land use conflict, the MSF could necessitate relocating or constructing the LADWP facility elsewhere. 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. However, because no alternative site has been identified and the conflict remains unresolved, this analysis assumes that a new LADWP facility would need to be constructed at a different location. If a new facility in a new location is required, an environmental review would be necessary to assess potential impacts.

A new LADWP facility would likely be situated on a similarly sized site (approximately 17 acres) within the San Fernando Valley, zoned for manufacturing or industrial use. While it cannot be assumed that the site would be vacant, any existing structures and vegetation would need to be cleared, potentially

disturbing sensitive habitats and trees. Additionally, any existing structures would require evaluation for historical significance. Given the likely industrial zoning, there is also a possibility of encountering contaminated soil or groundwater, which could be disturbed during construction. Operation of the LADWP facility also has potential to result in significant environmental effects. The LADWP facility would include materials storage, fueling stations, various maintenance shops, valve testing facilities, wash facilities, several diesel generators (for both emergency power and testing), staff offices and associated parking facilities. These operations would require routine truck deliveries and employee commute trips which LADWP estimated to be approximately 1,453 daily trips in the 2020 IS/MND (LADWP, 2020). These operations would generate noise that, depending on the location of sensitive receptors, could be considered significant noise impacts. The use of diesel generators and routine truck trips would also produce pollutant emissions which may exceed SCAQMD thresholds for criteria pollutants such as NO_x and CO as well as potential localized health risks dependent on the location of any sensitive receptors. LADWP's 2020 IS/MND disclosed similar potential impacts to those described in this section and identified mitigation measures to reduce these impacts to a less-than-significant level. While it is likely that most of the impacts identified in this analysis could be mitigated similarly, given the unknown size and precise location of the new LADWP facility and the absence of control by the Metro Board over the future decision-making process, no more detailed analysis is possible at this time. In view of the known site requirements and operations proposed for the LADWP facility, it is anticipated that a new LADWP facility in a different location could cause significant environmental effects that may not be mitigated to a less-than-significant level. Therefore, the HRT MSF would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities.

Construction of the proposed MSF would require relocation of existing utilities. The proposed MSF site is occupied by industrial uses. These utilities would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. Pursuant to PM-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of the proposed MSF would result in a less than significant impact related to utilities and service systems.

8.3.5 Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

8.3.5.1 Operational Impacts

As discussed in 5.1.5.1, LADWP, Metropolitan Water District of Southern California, and City of Santa Monica have indicated that water supplies are adequate to meet demand in normal, single-dry year, and multiple dry years. Alternative 4 does not include a significant long-term, permanent source of water use. Alternative 4 would not construct station public restroom facilities, but would include staff restrooms. Water use would be needed to clean stations and to supply staff restroom facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water

consumption. Metro is also implementing other water saving measures such as stormwater run-off infiltration zones, greywater use, and smart irrigation controllers with a goal to reduce potable water use by 22 percent from Business-as-Usual scenario in 2030 (Metro, 2020a). Additional water consumption reduction strategies are described in Section 8.3.5.3. Alternative 4 would not interfere with the existing and planned capacity of water supplies, which as discussed in Section 5.1.5.1, are adequate to meet demand normal, single-dry year, and multiple dry years. There is no potential for Alternative 4 to interfere with regional water supply services. Therefore, operations of Alternative 4 would result in a less than significant impact related to water supplies.

8.3.5.2 Construction Impacts

Construction of Alternative 4 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. However, a TBM would be used during construction of Alternative 4. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water will have little impact on water use or discharge into the sanitary or storm drain system. Water use for the cooling towers would be temporary during construction and would be approved during specific construction design. The short-term use of water would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of Alternative 4 would result in a less than significant impact related to water supplies.

8.3.5.3 Maintenance and Storage Facility

During operation water use would be required for washing trains and the MSF restroom facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. The proposed MSF would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. This minimal water consumption would not interfere with the existing and planned capacity of the water supply. There is no potential for the proposed MSF to interfere with regional water supply services. Therefore, operation of the proposed MSF would result in a less than significant impact related to water supplies.

Similar to construction of the transit line, the proposed MSF would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. The short-term use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of proposed MSF would result in a less than significant impact related to water supplies.

8.3.6 Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

8.3.6.1 Operational Impacts

Alternative 4 does not include a significant source of wastewater. Public restrooms would not be provided at the stations but would be included for staff and at the MSF. Wastewater would be generated by staff restrooms at stations and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. Therefore, no impact would occur related to wastewater treatment capacity.

8.3.6.2 Construction Impacts

Alternative 4 would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. As discussed in Section 5.1.5.2, the RSA is serviced by the Joint Water Pollution Control Plant, Hyperion Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant, which have a combined capacity of 950 million gallons of wastewater per day. The City of Santa Monica has an additional 1 million gallons per day of wastewater treatment capacity from its sustainable Water Infrastructure Project wastewater treatment facility. Wastewater generated by temporary worker restrooms for construction of Alternative 4 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plant and the facilities are anticipated to have adequate capacity to serve Alternative 4. Therefore, construction of Alternative 4 would result in a less than significant impact related to wastewater treatment capacity.

8.3.6.3 Maintenance and Storage Facility

During operation wastewater would be generated washing trains and the MSF restroom facilities. This wastewater generation would not interfere with the treatment capacity of wastewater facilities. There is no potential for the proposed MSF to interfere with regional water supply services. Therefore, operation of the proposed MSF would result in a less than significant impact related to wastewater treatment capacity.

Similar to construction of the transit line, the proposed MSF would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. Wastewater generated by temporary worker restrooms for construction of the proposed MSF would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the proposed MSF would result in a less than significant impact related to wastewater treatment capacity.

8.3.7 Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

8.3.7.1 Operational Impacts

Alternative 4 does not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be managed by Metro. The solid waste from waste bins at each station would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

8.3.7.2 Construction Impacts

Construction of Alternative 4 would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 cubic yards (CY). Contaminated soils and hazardous building materials will be disposed of at permitted landfills. Landfills that accept contaminated soils include the Clean Harbors Button Willow Landfill located in Button Willow, California, the South Yuma County Landfill located in Yuma, Arizona, and the US Ecology Landfill located in Beatty, Nevada. The Clean Harbors Button Willow Landfill has a maximum permitted capacity of 10,500 tons per day and a maximum remaining capacity of 13,250,000 CY.

Based on the processing capacity of the Button Willow, California Landfill and the other two sites as a representative sample of contaminated soil processing capacity, landfills would be able to adequately process the small amount of contaminated soil anticipated to be generated by Alternative 4. Contaminated soil processing would not be limited to the identified landfills and could potentially occur at other permitted landfills. The TBM would also generate muck during the tunneling process that would be required to be disposed of at regional landfills. Alternative 4 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 4 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with Assembly Bill 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. Therefore, construction of Alternative 4 would result in a less than significant impact related to compliance with solid waste standards and capacity.

8.3.7.3 Maintenance and Storage Facility

Operational impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF. The operation of the MSF would generate limited amounts of solid waste and would not exceed the existing regional landfill capacity. Therefore, operation of MSF Design Option 1 would result in a less than significant impact related to solid waste.

Construction impacts related to MSF Design Option 1 would be similar to those described for the proposed MSF and construction of the MSF would generate solid waste related to discarded construction material. MSF Design Option 1 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Therefore, construction of MSF Design Option 1 would result in a less than significant impact related to solid waste.

8.3.8 Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

8.3.8.1 Operational Impacts

Solid waste generated during operational activities associated with Alternative 4 would comply with AB 939 and AB 1327. Alternative 4 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. Therefore, no impact would occur.

8.3.8.2 Construction Impacts

Alternative 4 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 4 would be constructed within an urban built out environment, Alternative 4 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction related solid waste. Alternative 4 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, California Green Building Standards requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. Therefore, no impact would occur related to compliance with solid waste regulations.

8.3.8.3 Maintenance and Storage Facility

Solid waste generated during construction and operational activities associated with the proposed MSF would comply with AB 939, AB 1327 and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

8.4 Mitigation Measures

8.4.1 Operational Impact

No mitigation measures are required.

8.4.2 Construction Impact

As discussed in Section 8.3, construction of Alternative 4 would have a less than significant impact. Construction of Alternative 4 would require implementation of MM TRA-4 (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) to reduce disruption caused by construction work zones.

8.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 4 would result in less than significant impacts with mitigation.

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

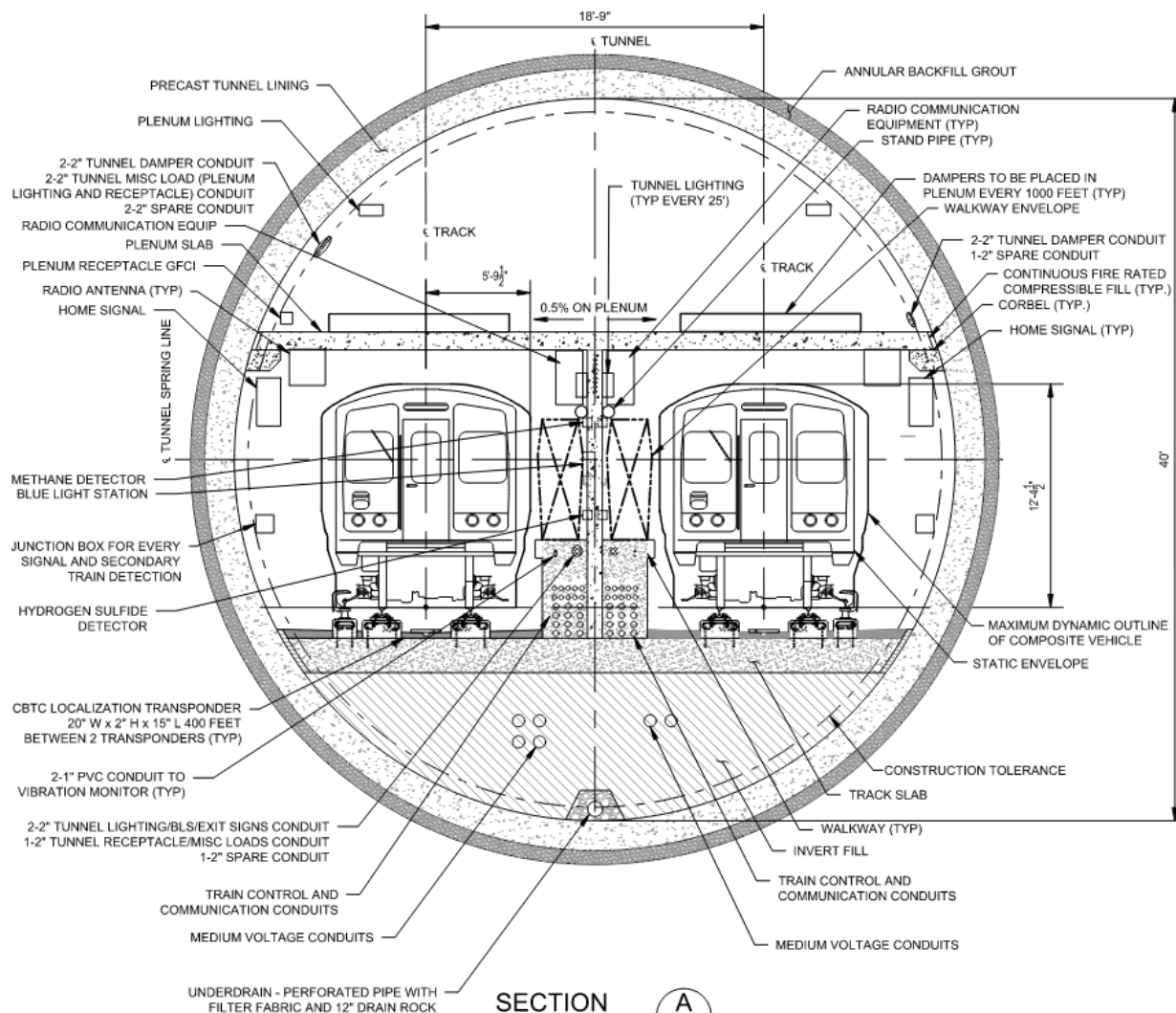
From the UCLA Gateway Plaza Station, the alignment would turn to the northwest beneath the Santa Monica Mountains to the east of Interstate 405 (I-405). South of Mulholland Drive, the alignment would curve to the north, aligning with Saugus Avenue south of Valley Vista Boulevard. The Ventura Boulevard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

Technical drawing of a CBTC aerial guideway structure, showing cross-section and elevation views with various components and dimensions.

Key Components and Dimensions:

- CL AERIAL GUIDEWAY STRUCTURE = CL COLUMN**
- CL COLUMN**
- 35'-8" * AND VARIES**
- "ALT 4 LT TRACK" CL**
- 11'-4"**
- 13'-0" * AND VARIES**
- "ALT 4 RT TRACK" CL**
- 11'-4"**
- 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**
- EMERGENCY WALKWAY**
- JUNCTION BOX 12" W x 12" H FOR EVERY SIGNAL AND SECONDARY TRAIN DETECTION**
- BLOCKING (TYP)**
- CABLE TRAY**
- HOME SIGNAL 16" W x 32" H BEFORE EVERY CROSSOVER**
- 3'-6"**
- 7'-2" AT BENT CAP**
- 6'-5" IN-SPAN DEPTH**
- PRECAST PRESTRESSED CONCRETE U-SHAPED GIRDER**
- 6"**
- 5'-0"**
- 1'-0"**
- 2'-0"**
- 1'-6"**
- APPROX 2'-0"**
- PROPOSED TOP OF RAIL**
- PRESTRESSED CONCRETE BENT CAP**
- NOTE 3**
- CBTC LOCALIZATION TRANSPONDER 20" W x 2" H x 15" L 400 FEET BETWEEN 2 TRANSPONDERS (TYP)**
- POSITIVE & NEGATIVE POTHEADS 12" H x 8" W x 17" D**
- PIPE PIN**
- 6'-0"**
- 15'-3" MIN. (ROADWAY) 24'-0" MIN. (RAILROAD)**
- EXISTING GROUND**
- FOUNDATION**
- CONCRETE COLUMN (TYP)**
- 8'-0"**

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

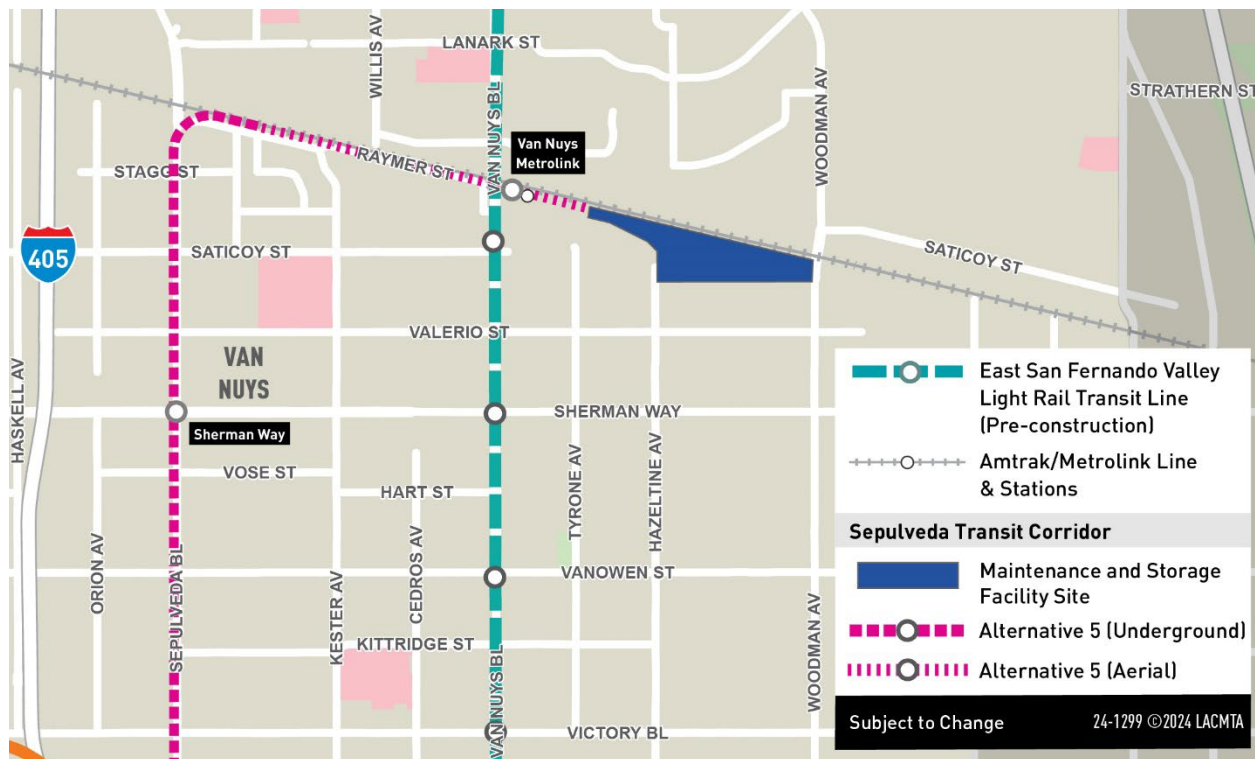
The MSF for Alternative 5 would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue on 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 (Project) Study Area. In addition to the changes made to accommodate the guideway, as listed in Table 9-3, roadways and sidewalks near stations would be reconstructed, resulting in modifications to curb ramps and driveways.

Table 9-3. Alternative 5: Roadway Changes

Location	From	To	Description of Change
Raymer Street	Kester Avenue	Keswick Street	Reconstruction resulting in narrowing of width and removal of parking on the westbound side of the street to accommodate aerial guideway columns
Cabrito Road	Raymer Street	Marson Street	Closure of Cabrito Road at the LOSSAN rail corridor at-grade crossing. A new segment of Cabrito Road would be constructed from Noble Avenue and Marson Street to provide access to extra space storage from the north.

Source: STCP, 2024; HTA, 2024

Figure 9-6. Alternative 5: Roadway Changes


Source: STCP, 2024; HTA, 2024

9.1.1.10 Ventilation Facilities

For ventilation, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between stations. Each underground station would include a fan room with additional ventilation facilities. Alternative 5 would also include a stand-alone ventilation facility at the tunnel portal on the northern end of the tunnel segment, located east of Sepulveda Boulevard and south of Raymer Street. Within this facility, ventilation fan rooms would provide both emergency ventilation, in case of a tunnel fire, and regular ventilation, during non-revenue hours. The facility would also house sump pump rooms to collect water from various sources, including storm water; wash-water (from tunnel cleaning); and water from a fire-fighting incident, system testing, or pipe leaks.

9.1.1.11 Fire/Life Safety-Emergency Egress

Within the tunnel segment, emergency walkways would be provided between the center dividing wall and each track. Sliding doors would be located in the central dividing wall at required intervals to connect the two sides of the railway with a continuous walkway to allow for safe egress to a point of safety (typically at a station) during an emergency. Similarly, the aerial guideway near the LOSSAN rail corridor would include two emergency walkways with safety railing located on the outer side of the tracks. Access to tunnel segments for first responders would be through stations and the portal.

9.1.2 Construction Activities

Temporary construction activities for Alternative 5 would include project work zones at permanent facility locations, construction staging and laydown areas, and construction office areas. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ¼ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, Alternative 5 would consist of a single-bore tunnel through the Westside, Valley, and Santa Monica Mountains. The tunnel would comprise three separate segments, one running north from the southern terminus to the UCLA Gateway Plaza Station (Westside segment), one running south from the Ventura Boulevard Station to the UCLA Gateway Plaza Station (Santa Monica Mountains segment), and one running north from the Ventura Boulevard Station to the portal near Raymer Street (Valley segment). Tunnel boring machines (TBM) with approximately 45-foot-diameter cutting faces would be used to construct the tunnel segments underground. For the Westside segment, the TBM would be launched from Staging Area No. 1 in Table 9-4 at Sepulveda Boulevard and National Boulevard. For the Santa Monica Mountains segment, the TBMs would be launched from the Ventura Boulevard Station. Both TBMs would be extracted from the UCLA Gateway Plaza Station Staging Area No. 3 in Table 9-4. For the Valley segment, the TBM would be launched from Staging Area No. 8 as shown in Table 9-4 and extracted from the Ventura Boulevard Station. Figure 9-7 shows the location of construction staging locations along the Alternative 5 alignment.

Table 9-4. Alternative 5: On-Site Construction Staging Locations

No.	Location Description
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard
2	North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue
3	UCLA Gateway Plaza
4	Commercial property on southwest corner of Sepulveda Boulevard and Dickens Street
5	West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park
6	Lot behind Los Angeles Fire Department Station 88
7	Property on the west side of Sepulveda Boulevard between Sherman Way and Gault Street
8	Industrial property on both sides of Raymer Street, west of Burnet Avenue
9	South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue

Source: STCP, 2024; HTA, 2024

Sepulveda Transit Corridor

- Construction Staging
- Alternative 5 (Underground)
- Alternative 5 (Aerial)

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The distance from the surface to the top of the tunnel for the Westside tunnel would vary from approximately 40 feet to 90 feet depending on the depth needed to construct the underground stations. The depth of the Santa Monica Mountains tunnel segment varies greatly from approximately 470 feet as it passes under the Santa Monica Mountains to 50 feet near UCLA. The depth of the Valley segment would vary from approximately 40 feet near the Ventura Boulevard/Sepulveda Station and north of the Metro G Line Sepulveda Station to 150 feet near Weddington Street. The tunnel segments through the

Westside and Valley would be excavated in soft ground while the tunnel through the Santa Monica Mountains would be excavated primarily in hard ground or rock as geotechnical conditions transition from soft to hard ground near the UCLA Gateway Plaza Station.

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

All underground stations would be constructed using a “cut-and-cover” method whereby the underground station structure would be constructed within a trench excavated from the surface with a portion or all being covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic.

In addition to work zones, Alternative 5 would include construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

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

A larger, off-site staging area would be used for temporary storage of excavated material from both tunneling and station cut-and-cover excavation activities. Table 9-4 and Figure 9-7 present the potential construction staging areas along the alignment for Alternative 5. Table 9-5 and Figure 9-8 present candidate sites for off-site staging and laydown areas.

Table 9-5. Alternative 5: Potential Off-Site Construction Staging Locations

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

Source: STCP, 2024; HTA, 2024

Figure 9-8. Alternative 5: Potential Off-Site Construction Staging Locations



Source: STCP, 2024; HTA, 2024

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

Alternative 5 would require construction of a concrete casting facility for tunnel lining segments because no existing commercial fabricator capable of producing tunnel lining segments for a large-diameter tunnel exists within a practical distance of the Project Study Area. The site of the MSF would initially be

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

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

9.2 Existing Conditions

9.2.1 Educational Facilities

The Los Angeles Unified School District provides educational services in the Resource Study Area (RSA) for grades K-12. In total, 21 elementary or secondary schools are located in the RSA, of which 12 are public schools and 9 are private schools. Of the 12 public schools in the RSA, there are 6 elementary schools, 3 middle schools, 2 high schools, and 1 span school. A span school spans multiple levels (elementary and middle, middle and high, or elementary through high school). The RSA also includes 2 universities, most notably UCLA. Table 9-6 identifies the location of the schools within the RSA and the community where each school is located. Figure 9-9 and Figure 9-10 show the location of the schools within the RSA.

Table 9-6. Alternative 5: Public and Private School Facilities in the Resource Study Area

Name	Address	Community	School Level	Enrollment	Distance to Alternative 5 Alignment (feet)
<i>Public Elementary/Secondary Schools</i>					
Cal Burke High	14630 Lanark Street	Panorama City	High	149	1,812
Clover Avenue Elementary	11020 Clover Avenue	Los Angeles	Elementary	485	4,422
Columbus Avenue	6700 Columbus Avenue	Van Nuys	Elementary	425	3,166
Daniel Webster Middle	11330 W Graham Place	Los Angeles	Middle	442	2,035
Girls Athletic Leadership School Los Angeles	8015 Van Nuys Boulevard	Panorama City	Middle	228	1,808
Ivy Bound Academy	15355 Morrison Street	Sherman Oaks	Middle	167	185
Magnolia Science Academy 4	11330 W Graham Place B-9	Los Angeles	6-12	100	1,789
Nora Sterry Elementary	1730 Corinth Avenue	Los Angeles	Elementary	236	963
Panorama High	8015 Van Nuys Boulevard	Panorama City	High	1,365	1,804

Name	Address	Community	School Level	Enrollment	Distance to Alternative 5 Alignment (feet)
Roscomare Road Elementary	2425 Roscomare Road	Los Angeles	Elementary	428	4,151
Sylvan Park Elementary	6238 Noble Avenue	Van Nuys	Elementary	732	2,791
Valerio Street Elementary	15035 Valerio Street	Van Nuys	Elementary	762	2,912
<i>Private Elementary/Secondary Schools</i>					
Emek Hebrew Academy Teichman Family Torah Center	15365 Magnolia Boulevard	Sherman Oaks	K-8	632	621
Fusion Academy-Los Angeles	1640 S Sepulveda Boulevard Suite 100	Los Angeles	6-12	106	729
Geffen Academy at UCLA	11000 Kinross Avenue	Los Angeles	6 - 12	610	398
Marymount High School Los Angeles	10643 W Sunset Boulevard	Los Angeles	High	396	2,156
New Horizon School Westside	1819 Sawtelle Boulevard	Los Angeles	Elementary	56	707
North Hills Prep	15339 Saticoy Street	Van Nuys	1-12	71	1,522
St Cyril of Jerusalem School	4548 Haskell Avenue	Encino	K-8	258	1,810
UCLA Lab School	330 Charles E Young Drive	Los Angeles	PreK - 6	450	140
Wise School	15500 Stephen S Wise Drive	Los Angeles	Elementary	324	1,147
<i>University/Professional Schools</i>					
University of California-Los Angeles	405 Hilgard Avenue	Los Angeles	Public University	46,430	776
Marian Health Careers Center-Van Nuys Campus	5900 Sepulveda Boulevard Suite 101	Van Nuys	Nursing School	93	727
<i>Child Care/Preschool</i>					
Clover Star	11020 Clover Avenue	Los Angeles	Day Care/Preschool	—	4,624
Fernald Child Care Center	320 Charles Young Drive North	Los Angeles	Day Care/Preschool	—	2,569
Maple Tree Academy WLA-Infant & Preschool	2920 S Sepulveda Boulevard	Los Angeles	Day Care/Preschool	—	3,236
Roscomare-Star	2425 Roscomare Road	Los Angeles	Day Care/Preschool	—	4,261
Salvation Army Bessie Pregerson Childcare	1341 South Sepulveda	Los Angeles	Day Care/Preschool	—	263
Samuel Goldwyn Foundation Children's Center	2114 Pontius Avenue	Los Angeles	Day Care/Preschool	—	365
Saticoy Village CCC / LA CCC	14649 Saticoy Street	Van Nuys	Day Care/Preschool	—	1,299
Sherman Oaks Presbyterian Nursery School	4445 Noble Avenue	Sherman Oaks	Day Care/Preschool	—	1,507
St John's Presbyterian Nursery School	11000 National Boulevard	Los Angeles	Day Care/Preschool	—	4,036

Name	Address	Community	School Level	Enrollment	Distance to Alternative 5 Alignment (feet)
St. Cyril of Jerusalem School Early Childhood Ctr	4548 Haskell Avenue	Encino	Day Care/Preschool	—	1,460
Stephen S. Wise Temple Pre-School	15500 Stephen S. Wise Drive	Los Angeles	Day Care/Preschool	—	1,477
Sunflower Montessori School	15520 Sherman Way	Van Nuys	Day Care/Preschool	—	613
Sylvan Park Early Education Center	15011 Delano Street	Van Nuys	Day Care/Preschool	—	3,051
UCLA Intervention, Progress, Development, Handicapped Infant and Child	1000 Veteran Avenue 23-31, 24-17	Los Angeles	Day Care/Preschool	—	1,523
UCLA Westwood Child Care Center	10861 Weyburn Avenue Number 301	Los Angeles	Day Care/Preschool	—	307
Valerio Elementary Preschool	15035 Valerio Street	Van Nuys	Day Care/Preschool	—	3,036
West Los Angeles Methodist Pre-School	1637 Butler Avenue	Los Angeles	Day Care/Preschool	—	1,521
Westwood Hills Preschool	1989 Westwood Boulevard	Los Angeles	Day Care/Preschool	—	2,713
Westwood Presbyterian Church	10822 Wilshire Boulevard	Los Angeles	Day Care/Preschool	—	1,063
Wonder Years Pre-School	2457 Sawtelle Boulevard	Los Angeles	Day Care/Preschool	—	446
World Speak Language Center	1639 Westwood Avenue	Los Angeles	Day Care/Preschool	—	2,753

Source: U.S. Department of Homeland Security Geospatial Management Office, 2022

— = no data

CCC = Child Care and Development Council

Figure 9-9. Alternative 5: Education Facilities Located in the Resource Study Area, Map 1 of 2



Source: HTA, 2024

Figure 9-10. Alternative 5: Education Facilities Located in the Resource Study Area, Map 2 of 2


Source: HTA, 2024

9.2.2 Post Offices and Libraries

The RSA is served by the Los Angeles Public Library (LAPL) system. LAPL generally provides library services for residents of the City of Los Angeles. There are two LAPL libraries located within the RSA and no Santa Monica Public Library facilities are located within the RSA. With regard to U.S. Postal Service facilities, there are 4 post offices within the RSA. These public facilities are listed in Table 9-7, and Figure 9-11 shows the location of libraries and post offices in the RSA.

Table 9-7. Alternative 5: Post Offices and Libraries in the Resource Study Area

Name	Address	City
<i>Public Libraries</i>		
Los Angeles Public Library-West Los Angeles Regional Branch	11360 Santa Monica Boulevard	Los Angeles
Los Angeles Public Library-Westwood Branch	1246 Glendon Avenue	Westwood
<i>Post Offices</i>		
Rancho Park Station Post Office	11270 Exposition Boulevard	Los Angeles
Village Station Post Office	11000 Wilshire Boulevard	Los Angeles
University of California Los Angeles Post Office	308 Westwood Plaza	Los Angeles
West Los Angeles Finance Station	11420 Santa Monica Boulevard	Los Angeles

Source: County of Los Angeles, 2022



Figure 9-11. Alternative 5: Post Offices and Libraries in the Resource Study Area



Source: HTA, 2024

9.2.3 Utilities

Existing conditions for Alternative 5 would be the same as described for the No Project Alternative. Utilities and Service systems in the RSA are provided by the same agencies and facilities. For a detailed discussion of existing conditions refer to Section 5.1.5.

9.3 Impact Evaluation

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

9.3.1.1 Operational Impact

The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the Project Study Area and Southern California Association of Governments (SCAG) region and to accommodate the existing and future transportation needs of the area. Alternative 5 would not construct any new housing units and, therefore, would not generate direct population growth within the RSA. Instead, Alternative 5 is anticipated to accommodate planned growth for the Affected Communities and potentially redirect growth to the Alternative 5 RSA.

Potential indirect population growth effects as a result of Alternative 5 include the future planning and development of transit oriented communities (TOC), particularly around proposed Alternative 5 stations. However, most of the Alternative 5 stations are located within existing priority development areas (PDA), and therefore, any TOC occurring around Alternative 5 stations would be located in areas already designated by SCAG for the allocation of denser, more compact development. Thus, the forecasted growth for the proposed Alternative 5 stations is identified in the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) (SCAG, 2020a) and is not new unplanned growth. Refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025e) prepared for the Project for further detail on potential growth inducement impacts.

The existing City of Los Angeles transit oriented communities (TOC) Incentive Program and Los Angeles County Metropolitan Transportation Authority (Metro) TOC Policy prioritize the development of TOCs within 0.5 miles of a major transit stop or high quality transit stop (DCP, 2018) (Metro, 2018). Other regional and local policies encourage TOC planning and development including the intensification of land uses within the RSAs for the proposed stations and along the corridor; development of compact communities around a public transit system; alternatives to automobile travel; and planning for residents, visitors, and employees within the vicinity of the areas. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. Implementation of Alternative 5 would be a catalyst to TOC planning and development. Additionally, the Project is included in the 2020-2045 RTP/SCS list of Transit Capital Projects and incorporated into the forecasted SCAG growth data.

Accordingly Alternative 5 would not induce substantial unplanned population growth within the RSA, rather Alternative 5 would redirect planned jurisdiction-wide growth to the RSA, concentrated around proposed Alternative 5 stations. Thus, operations of Alternative 5 would provide benefits to jurisdictions in the Project corridor and in the SCAG region and would result in less than significant impacts related to unplanned growth.

9.3.1.2 Construction Impact

Alternative 5 would result in temporary economic growth through the influx of construction workers to the Alternative 5 RSA. However, these workers would likely be sourced from the local labor pool, and thus the temporary employment opportunities under Alternative 5 are unlikely to directly foster the construction of permanent housing for workers in the Alternative 5 RSA. Thus, construction of Alternative 5 would result in less than significant impacts related to unplanned economic or population growth.

9.3.1.3 Maintenance and Storage Facilities

The MSF would be an integral part of the infrastructure for Alternative 5 and would support the maintenance, operations, and storage activities for Alternative 5. The MSF site would improve the regional transportation system and support the SCAG 2020-2045 RTP/SCS (SCAG, 2020a) mobility goals by providing a reliable, alternative mode of transportation to the region. Construction of the MSF would not construct any new housing units, and therefore the MSF would not generate new or unplanned population and housing growth. However, the MSF would create employment opportunities for between 100 and 190 persons in the Alternative 5 RSA, which could result in nominal employment growth. It is anticipated that employment opportunities would primarily be filled by workers who live within the region as most employment opportunities will not require particularly specialized skills or knowledge. Thus, the additional employment opportunities would not incentivize workers in other states or regions to move to the SCAG region resulting in unanticipated growth. Potential employment resulting from the MSF would not exceed SCAG forecasted projections for the Alternative 5 RSA. Thus, construction and operation of the MSF would result in less than significant impacts related to unplanned economic or population growth.

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

9.3.2.1 Operational Impact

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* prepared for the Project, implementation of Alternative 5 would require the permanent acquisition of one mixed-use development containing 34 residential units. (Metro, 2025a).

Approximately 34 multi-family residential units and no single-family residential units would be permanently displaced. Based on an average household size of 2.7 persons per household for renter-occupied units in the City of Los Angeles, approximately 92 people would be permanently displaced as a result of Alternative 5. Metro would compensate owners at fair market value to purchase the required property and would also need to compensate owners for damage to the remainder property. Residents of properties that would be fully acquired by Metro would need to be relocated. Residents of parcels affected by partial acquisitions may make a case that the remainder property is no longer compatible with their intended use and may choose to relocate.

Metro would provide relocation assistance and compensation for all displaced residents as required under the Uniform Act and California Relocation Act. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts, as amended. All real estate property acquired by Metro would be appraised to determine its fair market value. Just compensation for all real property acquired by Metro would not be less than the approved appraisal per the Uniform Act and California Relocation Act. Each residence displaced as a result of Alternative 5 would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. It is

anticipated that the relocation process is expected to be implemented over multiple years in a carefully phased manner, thereby minimizing disruptions to the local housing market and providing adequate time for Metro's real estate specialists to work closely with displaced residents to secure fair, equitable, and suitable relocation options. Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

9.3.2.2 Construction Impact

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

9.3.2.3 Maintenance and Storage Facility

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

9.3.3 Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?

9.3.3.1 Operational Impacts

Alternative 5 is an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 5 would not directly generate permanent residences that would increase the use of existing school facilities. Instead, accessibility to school facilities, particularly for elementary through high school and UCLA students, would be improved by having nearby transit stations. Alternative 5 would help achieve Metro's First/Last Mile (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Additionally, the Project is included in the SCAG 2020-2045 RTP/SCS (SCAG, 2020a) as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the City of Los Angeles and the greater SCAG region.

Accordingly, Alternative 5 would not induce unplanned population growth that would impact the demand for school facilities.

There are no school facilities adjacent to the aboveground portions of the Alternative 5 HRT alignment (within 50 feet) and no school property would be permanently affected such that new or physically altered facilities would be required. In the West Los Angeles portion of the Alternative 5 RSA, the Alternative 5 HRT alignment would be situated in an underground bored tunnel. The proposed tunnel would be bored below Maple Tree Academy Preschool and Stephen S. Wise Temple Pre-School; however, no surface effects to land uses including school facilities are anticipated such that physically altered or new facilities would be required. Similarly, within the UCLA campus, the underground bored tunnel would be within approximately 150 feet of the Fernald Child Care Center; however, no surface effects to the school are anticipated such that physically altered or new facilities would be required. The proposed UCLA Gateway Plaza Station would be constructed on the UCLA campus at UCLA Gateway Plaza. The UCLA Gateway Plaza Station would consist of a street-level plaza and intermediate concourse level that lead to an underground station. No educational facilities would be displaced by the proposed HRT station and accessibility to UCLA would be permanently improved. Upon completion of construction, UCLA Gateway Plaza would continue to serve as a vehicular access with surrounding pedestrian areas connecting to the greater UCLA campus and no new or expanded facilities would be required. Therefore, improvements associated with the UCLA Gateway Plaza Station infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

9.3.3.2 Construction Impacts

Construction of Alternative 5 would be temporary and does not require the expansion of existing school facilities. With exception to UCLA, no educational facilities are located immediately adjacent to the proposed alignment or transit stations. Table 9-6 lists the school facilities located within the RSA most of which would be subject to construction-related disruptions. In particular, multiple educational facilities are located within 500 feet of proposed TBM launch site at National Boulevard and Sepulveda Boulevard. Specifically, Clover Avenue Elementary, St. John's Presbyterian Nursery School, and Maple Tree Academy Preschool are all located within 500 feet of the proposed TBM launch site and have either Sepulveda Boulevard or National Boulevard as major means of vehicular access. During construction, substantial truck traffic would be experienced along Sepulveda Boulevard and National Boulevard as well as various construction-related traffic disruptions associated with equipment movement and construction personnel accessing the TBM launch site. During certain periods of construction activities at the TBM launch site would require temporary closure or lane reductions to accommodate tunnel boring operations. Closures and lane reductions along local roadways could impede the vehicle circulation network in the RSA as well as access to nearby schools.

Similarly, during construction of the UCLA Gateway Plaza Station, pedestrian movements and access through UCLA Gateway would be inhibited by the presence of construction equipment and activities affecting Westwood Plaza and adjacent pedestrian areas. All educational facilities on the UCLA campus would remain accessible and functional throughout construction and no new or physically altered education facilities would be required on the UCLA campus.

Implementation of MM TRA-4 (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) would ensure access to education facilities on UCLA campus and other educational facilities would be maintained throughout construction through the development of the Transportation Management Plan (TMP). The TMP would specify measures to lessen disruption during

construction and to maintain access to schools and associated circulation patterns. The TMP would also identify detour routes, and bicyclists would be informed of such closures and detours through signage. Impacts would be less than significant with mitigation. The TMP would include coordination with emergency service providers as well as property owners, such as UCLA, to maintain adequate access and services.

9.3.3.3 Maintenance and Storage Facilities

The proposed MSF site consists of an auto storage lot and a portion of a materials storage site owned by LADWP. MSF site construction activities do not include construction of educational facilities or require the expansion of existing educational facilities. No school facilities are located on or adjacent to the site. The nearest school is Panorama High School located approximately 0.5 miles northwest of the proposed MSF site. The MSF would not affect on-site or street parking or otherwise affect access to Panorama High School. The nearest public facility is the Panorama City Post Office located approximately 1 mile north of the proposed MSF site. Given the distance of the post office from the MSF site, there would be no potential to affect access to any community facilities. Therefore, impacts to schools and other public facilities associated with the MSF would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

9.3.4 Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

9.3.4.1 Operational Impacts

Water Facilities

Alternative 5 does not include a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, no impact would occur related to operational activities.

Wastewater Treatment

Alternative 5 does not include a long-term, permanent source of wastewater. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, no impact would occur related to wastewater facilities.

Stormwater Drainage

Alternative 5 would introduce new impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the National Pollution Discharge Elimination System permit and incorporation of best management practices (BMP) during construction. Stormwater drainage facilities that would be constructed for Alternative 5 would comply with existing stormwater runoff regulations –

including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the Los Angeles Municipal Code (LAMC) and Chapter 7.10 of the Santa Monica Municipal Code (SMMC)– and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with low impact development (LID) strategies to retain stormwater runoff on site during operations, LID BMPs per Regional Requirements within the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). While retainment of some runoff will be provided within the project footprint in order to minimize impacts to existing drainage systems, drainage treatments will be further assessed in subsequent stages of design development in order to meet local requirements. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro’s Environmental Services Division would ensure environmental compliance related to stormwater drainage and runoff during operations. Operational activities associated with Alternative 5 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 5 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Refer to the *Sepulveda Transit Corridor Project Energy Technical Report*, for additional details related to electricity consumption for Alternative 5 (Metro, 2025h). Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities. Alternative 5 is estimated to consume approximately 91.83 gigawatt-hours (GWh) per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021 to 2022 LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional 0.004 percent increase of electricity use required by Alternative 5 (LADWP, 2023). Alternative 5 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 megawatts (MW) of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 5 would result in a less than significant impact related to electric power facilities.

Natural gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 5 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 5 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

9.3.4.2 Construction Impacts

Utility conflicts would primarily occur within the proposed station areas, columns and support for the aerial structure, and roadway relocations to accommodate Alternative 5’s footprint. Since not all utility depth data is available and the condition of each utility is unknown, additional subsurface utility investigation is recommended to verify the assumptions and impacts. Potentially impacted utilities are shown in Table 9-8. Approximately 308 components of utility infrastructure would be potentially

impacted including 108 electrical, 96 telecommunications, 43 water, 40 sewer, 11 gas, and 10 storm drainage.

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the Draft Environmental Impact Report. Pursuant to project measure (PM)-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 5 would result in a less than significant impact related to utilities and service systems.

Table 9-8. Alternative 5: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	108
Gas	11
Oil	0
Sewer	40
Storm Drainage	10
Telecommunications	96
Water	43
Total	308

Source: STCP, 2023

Water Facilities

Construction of Alternative 5 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control, operation of the TBM, and for the production of concrete. Although water use for construction would occur over a multi-year construction period, the water supply in the RSA has been determined to be adequate to meet demand, including construction water use, in normal, single-dry year, and multiple dry years, as discussed in Section 5.1.5.1. Construction of Alternative 5 would therefore not require the expansion or construction of new water facilities. Therefore, construction of Alternative 5 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate negligible wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during construction of Alternative 5. Therefore, construction of Alternative 5 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the study as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025g). In accordance with the Construction General Permit and Municipal Separate Storm Sewer Systems Permits, Alternative 5 would be required to prepare and submit a construction Stormwater Pollution Prevention Plan (SWPPP) which must be submitted to the State Water Resources Control Board prior to construction and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). Compliance with these state and local regulations would reduce construction related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 5 has no potential to require new or expanded electric power facilities. Minimal electricity would be used to power field offices for the construction contractor. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. Electric power would also be required for powering the TBM, but would be a temporary use only required for tunnel portions of the alignment. Therefore, construction of Alternative 5 would result in a less than significant impact related to electric power facilities.

Natural gas

Construction of Alternative 5 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 5 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and the RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

9.3.4.3 Maintenance and Storage Facility

During operation water use would be required for washing trains and the MSF restroom facilities. These activities would also result in the generation of wastewater. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. These activities would also result in the generation of wastewater. The MSF would employ approximately 100 to 190 persons, who would work in shifts at the facility. Generation of wastewater

and water by this limited number of staff would be minimal. This minimal water consumption and wastewater generation in combination with water saving features would not interfere with the existing and planned capacity of water or wastewater facilities. The proposed MSF would be designed drought tolerant landscaping and stormwater runoff retention infrastructure. Electricity would be utilized at the MSF to power its various facilities, maintenance shops, and lighting over its 24-hour operation cycle, 7 days a week. The anticipated electricity usage would represent a negligible amount of the 21,400 (GWh) LADWP supplied in Fiscal Year 2021 to 2022. MSF Electricity usage would therefore not require new or expanded electricity generation facilities. It is not anticipated that natural gas would be utilized to maintain or store trains at the MSF. Operation of the MSF would have no potential to interfere with telecommunication facilities. Therefore, operation of the proposed HRT MSF would result in a less than significant impact related to the necessity to relocate or construction new or expanded wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Part of the HRT MSF would be located on a portion of LADWP property which is currently planned for 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. The HRT MSF would conflict with implementation of this project. Due to this land use conflict, the MSF could necessitate relocating or constructing the LADWP facility elsewhere. 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. However, because no alternative site has been identified and the conflict remains unresolved, this analysis assumes that a new LADWP facility would need to be constructed at a different location. If a new facility in a new location is required, an environmental review would be necessary to assess potential impacts.

A new LADWP facility would likely be situated on a similarly sized site (approximately 17 acres) within the San Fernando Valley, zoned for manufacturing or industrial use. While it cannot be assumed that the site would be vacant, any existing structures and vegetation would need to be cleared, potentially disturbing sensitive habitats and trees. Additionally, any existing structures would require evaluation for historical significance. Given the likely industrial zoning, there is also a possibility of encountering contaminated soil or groundwater, which could be disturbed during construction. Operation of the LADWP facility also has potential to result in significant environmental effects. The LADWP facility would include materials storage, fueling stations, various maintenance shops, valve testing facilities, wash facilities, several diesel generators (for both emergency power and testing), staff offices and associated parking facilities. These operations would require routine truck deliveries and employee commute trips which LADWP estimated to be approximately 1,453 daily trips in the 2020 IS/MND (LADWP, 2020). These operations would generate noise that, depending on the location of sensitive receptors, could be considered significant noise impacts. The use of diesel generators and routine truck trips would also produce pollutant emissions which may exceed SCAQMD thresholds for criteria pollutants such as NO_x and CO as well as potential localized health risks dependent on the location of any sensitive receptors. LADWP's 2020 IS/MND disclosed similar potential impacts to those described in this section and identified mitigation measures to reduce these impacts to a less-than-significant level. While it is likely that most of the impacts identified in this analysis could be mitigated similarly, given the unknown size and precise location of the new LADWP facility and the absence of control by the Metro Board over the future decision-making process, no more detailed analysis is possible at this time. In view of the known site requirements and operations proposed for the LADWP facility, it is anticipated that a new LADWP

facility in a different location could cause significant environmental effects that may not be mitigated to a less-than-significant level. Therefore, the HRT MSF would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities.

Construction of the proposed MSF would require relocation of existing utilities. A significant portion of the proposed MSF is occupied by industrial uses. These utilities would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. Pursuant to PM US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of the proposed MSF would result in a less than significant impact related to utilities and service systems.

9.3.5 Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

9.3.5.1 Operational Impacts

As discussed in Section 5.1.5.1, LADWP, Metropolitan Water District of Southern California, and City of Santa Monica have indicated that water supplies are adequate to meet demand in normal, single-dry year, and multiple dry years. Alternative 5 does not include a significant long-term, permanent source of water use. Alternative 5 would not construct station public restroom facilities, would include staff restrooms. Water use would be needed to clean stations and to supply staff restroom facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water consumption. Metro is also implementing other water saving measures such as stormwater run-off infiltration zones, greywater use, and smart irrigation controllers with a goal to reduce potable water use by 22 percent from Business-as-Usual scenario in 2030 (Metro, 2020a). Additional water consumption reduction strategies are described in Section 9.3.5.3. Alternative 5 would not interfere with the existing and planned capacity of water supplies, which as discussed in Section 5.1.5.1, are adequate to meet demand normal, single-dry year, and multiple dry years. There is no potential for Alternative 5 to interfere with regional water supply services. Therefore, operations of Alternative 5 would result in a less than significant impact related to water supplies.

9.3.5.2 Construction Impacts

Construction of Alternative 5 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. However, a TBM would be used during construction of Alternative 5. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water will have little impact on water

use or discharge into the sanitary or storm drain system. Water use for the cooling towers would be temporary during construction and would be approved during specific construction design. The short-term use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of Alternative 5 would result in a less than significant impact related to water supplies.

9.3.5.3 Maintenance and Storage Facility

During operation water use would be required for washing trains and the MSF restroom facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. The proposed MSF would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. This minimal water consumption would not interfere with the existing and planned capacity of the water supply. There is no potential for the proposed MSF to interfere with regional water supply services. Therefore, operation of the proposed MSF would result in a less than significant impact related to water supplies.

Similar to construction of the transit line, the proposed MSF would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. The short-term use of water would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of proposed MSF would result in a less than significant impact related to water supplies.

9.3.6 Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

9.3.6.1 Operational Impacts

Alternative 5 does not include a significant source of wastewater. Public restrooms would not be provided at the stations but would be included for staff and at the MSF. Wastewater would be generated by staff restrooms at stations and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. Therefore, no impact would occur related to wastewater treatment capacity.

9.3.6.2 Construction Impacts

Alternative 5 would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. As discussed in Section 5.1.5.2, the RSA is serviced by the Joint Water Pollution Control Plant, Hyperion Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant, which have a combined capacity of 950 million gallons of wastewater per day. The City of Santa Monica has an additional 1 million gallons per day of wastewater treatment capacity from its sustainable Water Infrastructure Project wastewater treatment facility. Wastewater generated by temporary worker restrooms for construction of Alternative 5 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plant and the facilities are anticipated to have

adequate capacity to serve Alternative 5. Therefore, construction of Alternative 5 would result in a less than significant impact related to wastewater treatment capacity.

9.3.6.3 Maintenance and Storage Facility

During operation wastewater would be generated washing trains and the MSF restroom facilities. This wastewater generation would not interfere with the treatment capacity of wastewater facilities. There is no potential for the proposed MSF to interfere with regional water supply services. Therefore, operation of the proposed MSF would result in a less than significant impact related to wastewater treatment capacity.

Similar to construction of the transit line, the proposed MSF would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. Wastewater generated by temporary worker restrooms for construction of the proposed MSF would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the proposed MSF would result in a less than significant impact related to wastewater treatment capacity.

9.3.7 Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

9.3.7.1 Operational Impacts

Alternative 5 does not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be managed by Metro. The solid waste from waste bins at each station would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

9.3.7.2 Construction Impacts

Construction of Alternative 5 would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 cubic yards (CY). Contaminated soils and hazardous building materials will be disposed of at permitted landfills. Landfills that accept contaminated soils include the Clean Harbors Button Willow Landfill located in Button Willow, California, the South Yuma County Landfill located in Yuma, Arizona, and the US Ecology Landfill located in Beatty, Nevada. The Clean Harbors Button Willow Landfill has a maximum permitted capacity of 10,500 tons per day and a maximum remaining capacity of 13,250,000 CY.

Based on the processing capacity of the Button Willow, California Landfill and the other two sites as a representative sample of contaminated soil processing capacity, landfills would be able to adequately process the small amount of contaminated soil anticipated to be generated by Alternative 5. Contaminated soil processing would not be limited to the identified landfills and could potentially occur at other permitted landfills. The TBM would also generate muck during the tunneling process that would be required to be disposed of at regional landfills. Alternative 5 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 5 would be required to comply with all applicable

federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with Assembly Bill 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. Therefore, construction of Alternative 5 would result in a less than significant impact related to compliance with solid waste standards and capacity.

9.3.7.3 Maintenance and Storage Facility

Operation of the proposed MSF would generate solid waste from MSF employees. The solid waste from waste bins at the MSF would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction of the proposed MSF would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 CY. Due to the industrial nature of the existing uses, contaminated soils would also be encountered during construction. Contaminated soils would be transported to the Clean Harbors Button Willow Landfill, the South Yuma County Landfill, the US Ecology Landfill, or other permitted hazardous materials landfills. The proposed MSF would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 5 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal, including AB939. Therefore, construction of the MSF would result in a less than significant impact related to compliance with solid waste standards and capacity.

9.3.8 Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

9.3.8.1 Operational Impacts

Solid waste generated during operational activities associated with Alternative 5 would comply with AB 939 and AB 1327. Alternative 5 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. Therefore, no impact would occur.

9.3.8.2 Construction Impacts

Alternative 5 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 5 would be constructed within an urban built out environment, Alternative 5 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction related solid waste. Alternative 5 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, California Green Building Standards requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. Therefore, no impact would occur related to compliance with solid waste regulations.

9.3.8.3 Maintenance and Storage Facility

Solid waste generated during construction and operational activities associated with the proposed MSF would comply with AB 939, AB 1327 and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

9.4 Mitigation Measures

9.4.1 Operational Impact

No mitigation measures are required.

9.4.2 Construction Impact

As discussed in Section 9.3, construction of Alternative 5 would have a less than significant impact. Construction of Alternative 5 would require implementation of MM TRA-4 to reduce disruption caused by construction work zones.

9.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 5 would result in less than significant impacts with mitigation.

10 ALTERNATIVE 6

10.1 Alternative Description

Alternative 6 is a heavy rail transit (HRT) system with an underground track configuration. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 12.9 miles.

The seven underground HRT stations would be as follows:

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

10.1.1 Operating Characteristics

10.1.1.1 Alignment

As shown on Figure 10-1, from its southern terminus station at the Metro E Line Expo/Bundy Station, the alignment of Alternative 6 would run underground through the Westside of Los Angeles (Westside), the Santa Monica Mountains, and the San Fernando Valley (Valley) to the alignment's northern terminus adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located beneath the Bundy Drive and Olympic Boulevard intersection. Tail tracks for vehicle storage would extend underground south of the station along Bundy Drive for approximately 1,500 feet, terminating just north of Pearl Street. The alignment would continue north beneath Bundy Drive before turning to the east near Iowa Avenue to run beneath Santa Monica Boulevard. The Santa Monica Boulevard Station would be located between Barrington Avenue and Federal Avenue. After leaving the Santa Monica Boulevard Station, the alignment would turn to the northeast and pass under Interstate 405 (I-405) before reaching the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.

Figure 10-1. Alternative 6: Alignment



Source: HTA, 2024

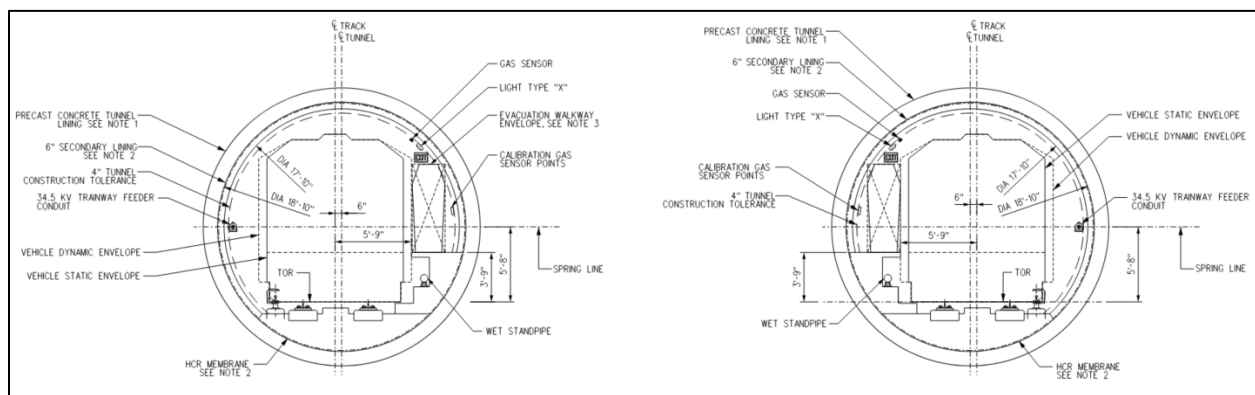
After leaving the UCLA Gateway Plaza Station, the alignment would continue to the north and travel under the Santa Monica Mountains. While still under the mountains, the alignment would shift slightly to the west to travel under the City of Los Angeles Department of Water and Power (LADWP) Stone Canyon Reservoir property to facilitate placement of a ventilation shaft on that property east of the reservoir. The alignment would then continue to the northeast to align with Van Nuys Boulevard at Ventura Boulevard as it enters the San Fernando Valley. The Ventura Boulevard Station would be

beneath Van Nuys Boulevard at Moorpark Street. The alignment would then continue under Van Nuys Boulevard before reaching the Metro G Line Van Nuys Station just south of Oxnard Street. North of the Metro G Line Van Nuys Station, the alignment would continue under Van Nuys Boulevard until reaching Sherman Way, where it would shift slightly to the east and run parallel to Van Nuys Boulevard before entering the Van Nuys Metrolink Station. The Van Nuys Metrolink Station would serve as the northern terminus station and would be located between Satcoy Street and Keswick Street. North of the station, a yard lead would turn sharply to the southeast and transition to an at-grade configuration and continue to the proposed maintenance and storage facility (MSF) east of the Van Nuys Metrolink Station.

10.1.1.2 Guideway Characteristics

The alignment of Alternative 6 would be underground using Metro's standard twin-bore tunnel design. Figure 10-2 shows a typical cross-section of the underground guideway. Cross-passages would be constructed at regular intervals in accordance with Metro Rail Design Criteria (MRDC). Each of the tunnels would have a diameter of 19 feet (not including the thickness of wall). Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation.

Figure 10-2. Typical Underground Guideway Cross-Section



Source: HTA, 2024

10.1.1.3 Vehicle Technology

Alternative 6 would utilize driver-operated steel-wheel HRT trains, as used on the Metro B and D Lines, with planned peak headways of 4 minutes and off-peak-period headways ranging from 8 to 20 minutes. Trains would consist of four or six cars and are expected to consist of six cars during the peak period. The HRT vehicle would have a maximum operating speed of 67 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be 10.3 feet wide with three double doors on each side. Each car would be approximately 75 feet long with capacity for 133 passengers. Trains would be powered by a third rail.

10.1.1.4 Stations

Alternative 6 would include seven underground stations with station platforms measuring 450 feet long. The southern terminus underground station would be adjacent to the existing Metro E Line Expo/Bundy Station, and the northern terminus underground station would be located south of the existing Van Nuys Metrolink/Amtrak Station. Except for the Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, and Metro G Line Van Nuys Stations, all stations would have a 30-foot-wide center platform. The Wilshire/Metro D Line Station would have a 32-foot-wide platform to accommodate the anticipated passenger transfer volumes, and the UCLA Gateway Plaza Station would have a 28-foot-wide platform

because of the width constraint between the existing buildings. At the Metro G Line Van Nuys Station, the track separation would increase significantly in order to straddle the future East San Fernando Valley Light Rail Transit Line Station piles. The platform width at this station would increase to 58 feet.

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

Metro E Line Expo/Bundy Station

- This underground station would be located under Bundy Drive at Olympic Boulevard.
- Station entrances would be located on either side of Bundy Drive between the Metro E Line and Olympic Boulevard, as well as on the northeast corner of Bundy Drive and Mississippi Avenue.
- At the existing Metro E Line Expo/Bundy Station, escalators from the plaza to the platform level would be added to improve inter-station transfers.
- An 80-space parking lot would be constructed east of Bundy Drive and north of Mississippi Avenue. Passengers would also be able to park at the existing Metro E Line Expo/Bundy Station parking facility, which provides 217 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under Santa Monica Boulevard between Barrington Avenue and Federal Avenue.
- Station entrances would be located on the southwest corner of Santa Monica Boulevard and Barrington Avenue and on the southeast corner of Santa Monica Boulevard and Federal Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

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

UCLA Gateway Plaza Station

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

Ventura Boulevard/Van Nuys Boulevard Station

- This underground station would be located under Van Nuys Boulevard at Moorpark Street.
- The station entrance would be located on the northwest corner of Van Nuys Boulevard and Ventura Boulevard.
- Two parking lots with a total of 185 parking spaces would be provided on the west side of Van Nuys Boulevard between Ventura Boulevard and Moorpark Street.

Metro G Line Van Nuys Station

- This underground station would be located under Van Nuys Boulevard south of Oxnard Street.
- The station entrance would be located on the southeast corner of Van Nuys Boulevard and Oxnard Street.
- Passengers would be able to park at the existing Metro G Line Van Nuys Station parking facility, which provides 307 parking spaces. No additional automobile parking would be provided at the proposed station.

Van Nuys Metrolink Station

- This underground station would be located immediately east of Van Nuys Boulevard between Saticoy Street and Keswick Street.
- Station entrances would be located on the northeast corner of Van Nuys Boulevard and Saticoy Street and on the east side of Van Nuys Boulevard just south of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces. Metrolink parking would not be available to Metro transit riders.

10.1.1.5 Station-to-Station Travel Times

Table 10-1 presents the station-to-station distance and travel times for Alternative 6. The travel times include both run time and dwell time. Dwell time is 30 seconds for stations anticipated to have higher passenger volumes and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 10-1. Alternative 6: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to-Station Travel Time (seconds)	Southbound Station-to-Station Travel Time (seconds)	Dwell Time (seconds)
<i>Metro E Line Station</i>					20
Metro E Line	Santa Monica Boulevard	1.1	111	121	—
<i>Santa Monica Boulevard Station</i>					20
Santa Monica Boulevard	Wilshire/Metro D Line	1.3	103	108	—
<i>Wilshire/Metro D Line Station</i>					30
Wilshire/Metro D Line	UCLA Gateway Plaza	0.7	69	71	—
<i>UCLA Gateway Plaza Station</i>					30
UCLA Gateway Plaza	Ventura Boulevard	5.9	358	358	—
<i>Ventura Boulevard Station</i>					20
Ventura Boulevard	Metro G Line	1.8	135	131	—
<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

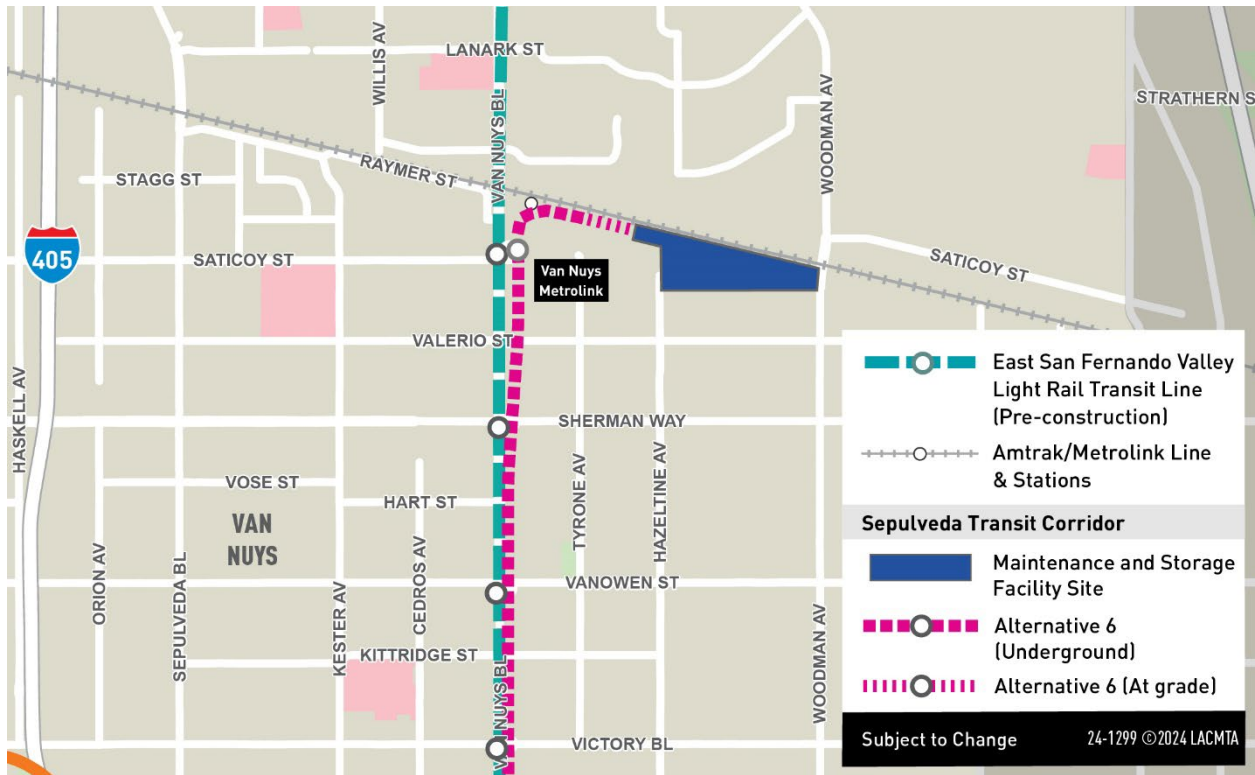
The MSF for Alternative 6 would be located east of the Van Nuys Metrolink Station and would encompass approximately 41 acres. The MSF would be designed to accommodate 94 vehicles and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue to the 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.

Table 10-2 shows the TPSS locations along the Alternative 6 alignment.

Table 10-2. Alternative 6: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1 and 2	TPSSs 1 and 2 would be located immediately north of the Bundy Drive and Mississippi Avenue intersection.	Underground (within station)
3 and 4	TPSSs 3 and 4 would be located east of the Santa Monica Boulevard and Stoner Avenue intersection.	Underground (within station)
5 and 6	TPSSs 5 and 6 would be located southeast of the Kinross Avenue and Gayley Avenue intersection.	Underground (within station)
7 and 8	TPSSs 7 and 8 would be located at the north end of the UCLA Gateway Plaza Station.	Underground (within station)
9 and 10	TPSSs 9 and 10 would be located east of Stone Canyon Reservoir on LADWP property.	At-grade
11 and 12	TPSSs 11 and 12 would be located at the Van Nuys Boulevard and Ventura Boulevard intersection.	Underground (within station)
13 and 14	TPSSs 13 and 14 would be located immediately south of Magnolia Boulevard and west of Van Nuys Boulevard.	At-grade
15 and 16	TPSSs 15 and 16 would be located along Van Nuys Boulevard between Emelita Street and Califa Street.	Underground (within station)
17 and 18	TPSSs 17 and 18 would be located east of Van Nuys Boulevard and immediately north of Vanowen Street.	At-grade
19 and 20	TPSSs 19 and 20 would be located east of Van Nuys Boulevard between Saticoy Street and Keswick Street.	Underground (within station)
21 and 22	TPSSs 21 and 22 would be located south of the Metrolink tracks and east of Hazeltine Avenue.	At-grade (within MSF)

Source: HTA, 2024

Figure 10-4. Alternative 6: Traction Power Substation Locations



Source: HTA, 2024

10.1.1.9 Roadway Configuration Changes

In addition to the access road described in the following section, Alternative 6 would require reconstruction of roadways and sidewalks near stations.

10.1.1.10 Ventilation Facilities

Tunnel ventilation for Alternative 6 would be similar to existing Metro ventilation systems for light and heavy rail underground subways. In case of emergency, smoke would be directed away from trains and extracted through the use of emergency ventilation fans installed at underground stations and crossover locations adjacent to the stations. In addition, a mid-mountain facility located on LADWP property east of Stone Canyon Reservoir in the Santa Monica Mountains would include a ventilation shaft for the extraction of air, along with two TPSSs. An access road from the Stone Canyon Reservoir access road would be constructed to the location of the shaft, requiring grading of the hillside along its route.

10.1.1.11 Fire/Life Safety-Emergency Egress

Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation. Cross-passages would be provided at regular intervals to connect the two tunnels to allow for safe egress to a point of safety (typically at a station) during an emergency. Access to tunnel segments for first responders would be through stations.

10.1.2 Construction Activities

Temporary construction activities for Alternative 6 would include construction of ancillary facilities, as well as guideway and station construction and construction staging and laydown areas, which would be co-located with future MSF and station locations. Construction of the transit facilities through substantial completion is expected to have a duration of 7½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, twin-bore tunnels would be constructed using two tunnel boring machines (TBM). The tunnel alignment would be constructed over three segments—including the Westside, Santa Monica Mountains, and Valley—using a different pair of TBMs for each segment. For the Westside segment, the TBMs would be launched from the Metro E Line Station and retrieved at the UCLA Gateway Plaza Station. For the Santa Monica Mountains segment, the TBMs would operate from the Ventura Boulevard Station in a southerly direction for retrieval from UCLA Gateway Plaza Station. In the Valley, TBMs would be launched from the Van Nuys Metrolink Station and retrieved at the Ventura Boulevard Station.

The distance from the surface to the top of the tunnels would vary from approximately 50 feet to 130 feet in the Westside, between 120 feet and 730 feet in the Santa Monica Mountains, and between 40 feet and 75 feet in the Valley.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties. In addition to permanent facility locations, TBM launch at the Metro E Line Station would require the closure of I-10 westbound off-ramps at Bundy Drive for the duration of the Sepulveda Transit Corridor Project (Project) construction.

Alternative 6 would include seven underground stations. All stations would be constructed using a “cut-and-cover” method whereby the station structure would be constructed within a trench excavated from the surface that is covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures have been taken to resume cross traffic. In addition, portions of the Wilshire Boulevard/Metro D Line Station crossing underneath the Metro D Line Westwood/UCLA Station and underneath a mixed-use building at the north end of the station would be

constructed using sequential excavation method as it would not be possible to excavate the station from the surface.

Construction of the MSF site would begin with demolition of existing structures, followed by earthwork and grading. Building foundations and structures would be constructed, followed by yard improvements and trackwork, including paving, parking lots, walkways, fencing, landscaping, lighting, and security systems. Finally, building mechanical, electrical, and plumbing systems, finishes, and equipment would be installed. The MSF site would also be used as a staging site.

Station and MSF sites would be used for construction staging areas. A construction staging area, shown on Figure 10-5, would also be located off Stone Canyon Road northeast of the Upper Stone Canyon Reservoir. In addition, temporary construction easements outside of the station and MSF footprints would be required along Bundy Drive, Santa Monica Boulevard, Wilshire Boulevard, and Van Nuys Boulevard. The westbound to southbound loop off-ramp of the I-10 interchange at Bundy Drive would also be used as a staging area and would require extended ramp closure. Construction staging areas would provide the necessary space for the following activities:

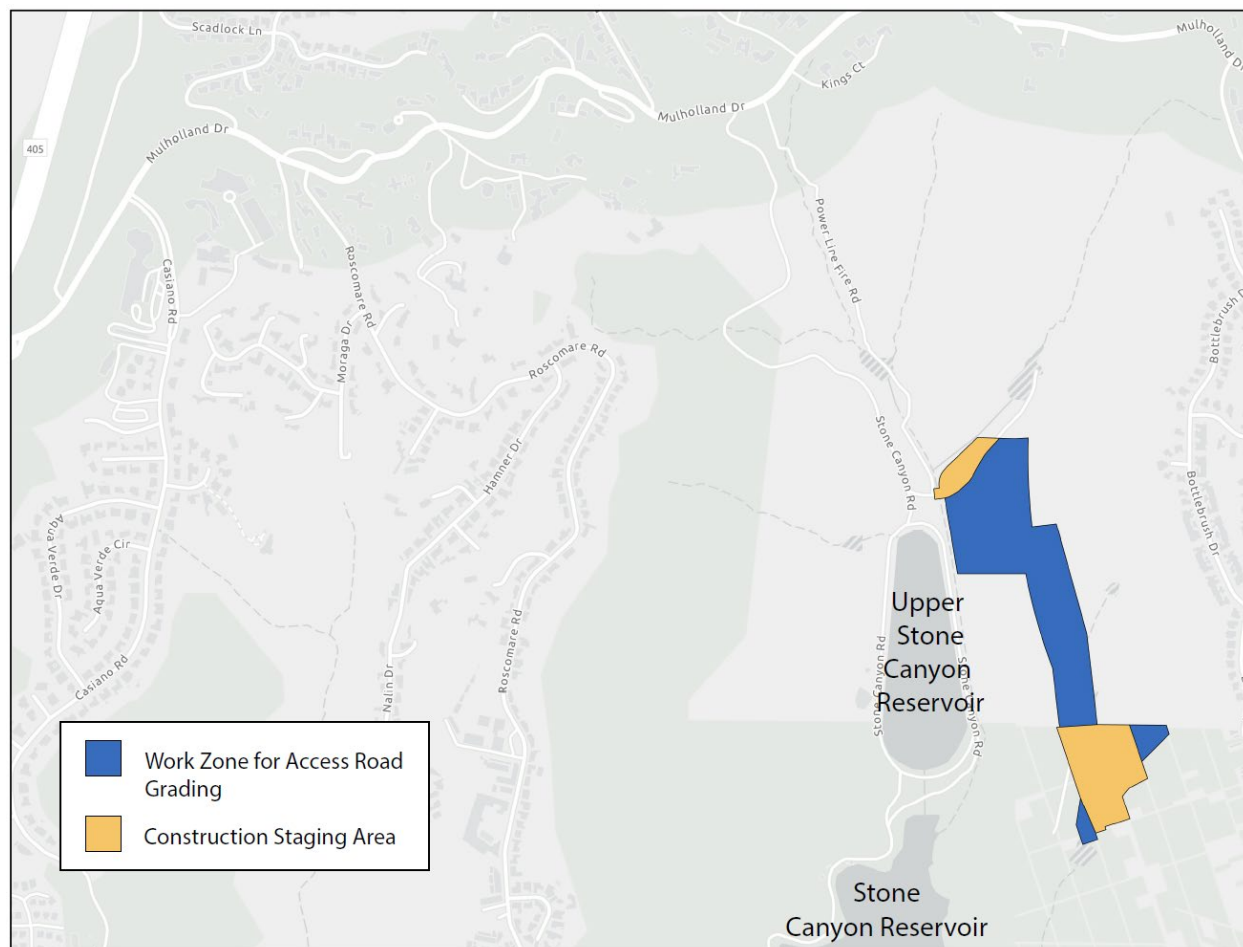
- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and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

The size of proposed construction staging areas for each station would depend on the level of work to be performed for a specific station and considerations for tunneling, such as TBM launch or extraction. Staging areas required for TBM launching would include areas for launch and access shafts, cranes, material and equipment, precast concrete segmental liner storage, truck wash areas, mechanical and electrical shops, temporary services, temporary power, ventilation, cooling tower, plants, temporary construction driveways, storage for spoils, and space for field offices.

Alternative 6 would also include several ancillary facilities and structures, including TPSS structures, a deep vent shaft structure at Stone Canyon Reservoir, as well as additional vent shafts at stations and crossovers. TPSSs would be co-located with MSF and station locations, except for two TPSSs at the Stone Canyon Reservoir vent shaft and four along Van Nuys Boulevard in the Valley. The Stone Canyon Reservoir vent shaft would be constructed using a vertical shaft sinking machine that uses mechanized shaft sinking equipment to bore a vertical hole down into the ground. Operation of the machine would be controlled and monitored from the surface. The ventilation shaft and two TPSSs in the Santa Monica Mountains would require an access road within the LADWP property at Stone Canyon Reservoir. Construction of the access road would require grading east of the reservoir. Construction of all mid-mountain facilities would take place within the footprint shown on Figure 10-5.

Additional vent shafts would be located at each station with one potential intermediate vent shaft where stations are spaced apart. These vent shafts would be constructed using the typical cut-and-cover method, with lateral bracing as the excavation proceeds. During station construction, the shafts would likely be used for construction crew, material, and equipment access.

Figure 10-5. Alternative 6: Mid-Mountain Construction Staging Site



Source: HTA, 2024

Alternative 6 would utilize precast tunnel lining segments in the construction of the transit tunnels. These tunnel lining segments would be similar to those used in recent Metro underground transit projects. Therefore, it is expected that the tunnel lining segments would be obtained from an existing casting facility in Los Angeles County and no additional permits or approvals would be necessary specific to the facility.

10.2 Existing Conditions

10.2.1 Educational Facilities

The Los Angeles Unified School District provides educational services in the Resource Study Area (RSA) for grades K-12. In total, 23 elementary or secondary schools are located in the RSA, of which 13 are public schools and 10 are private schools. Of the 13 public schools in the RSA, there are 5 elementary schools, 4 middle schools, 3 high schools, and 1 span school. A span school spans multiple levels (elementary and middle, middle and high, or elementary through high school). The RSA also includes UCLA. Table 10-3 identifies the location of the schools within the RSA and the community where each school is located. Figure 10-6 and Figure 10-7 show the location of the schools within the RSA.

Table 10-3. Alternative 6: Public and Private School Facilities in the Resource Study Area

Name	Address	Community	Type	Enrollment	Distance to Alternative 6 Alignment (feet)
<i>Public Elementary/Secondary Schools</i>					
Ararat Charter	6555 Sylmar Avenue	Van Nuys	Elementary	340	7,625
Brockton Avenue Elementary	1309 Armacost Avenue	Los Angeles	Elementary	203	4,705
Champs-Charter High School of Arts-Multimedia & Performing	6842 Van Nuys Boulevard	Van Nuys	High	589	5,722
Girls Athletic Leadership School Los Angeles	8015 Van Nuys Boulevard	Panorama City	Middle	228	1,808
High Tech LA Middle	5435 Vesper Avenue, Room B50	Van Nuys	Middle	213	4,595
New West Charter	1905 Armacost Avenue	Los Angeles	6-12	1,043	4,647
Nora Sterry Elementary	1730 Corinth Avenue	Los Angeles	Elementary	236	963
Panorama High	8015 Van Nuys Boulevard	Panorama City	High	1,365	1,804
Sherman Oaks Elementary Charter	14755 Greenleaf Street	Sherman Oaks	Elementary	657	3,624
University High School Charter	11800 Texas Avenue	Los Angeles	High	1,482	3,889
Valley Charter Middle	14646 Sherman Way	Van Nuys	Middle	289	4,121
Van Nuys Elementary	6464 Sylmar Avenue	Van Nuys	Elementary	496	7,867
Van Nuys Middle	5435 Vesper Avenue	Van Nuys	Middle	946	4,851
<i>Private Elementary/Secondary Schools</i>					
Brawerman West Elementary of Wilshire Boulevard Temple	11661 W Olympic Boulevard	Los Angeles	Elementary	263	2,931
Children's Community School	14702 Sylvan Street	Van Nuys	Elementary	118	5,061
Fusion Academy-Los Angeles	1640 S Sepulveda Boulevard Suite 100	Los Angeles	6-12	106	729
Geffen Academy at UCLA	11000 Kinross Avenue	Los Angeles	6 - 12	610	378
Marymount High School Los Angeles	10643 W Sunset Boulevard	Los Angeles	High	396	2,156
New Roads School	3131 Olympic Boulevard	Santa Monica	K-12	550	7,047
St. Sebastian School	1430 Federal Avenue	Los Angeles	Elementary	136	2,167
St. Elisabeth School	6635 Tobias Avenue	Van Nuys	K-8	207	6,538
UCLA Lab School	330 Charles E Young Drive	Los Angeles	PreK - 6	450	128
Wildwood School	11811 W Olympic Boulevard	Los Angeles	K-12	741	4,099
<i>University/Professional Schools</i>					
University of California-Los Angeles	405 Hilgard Avenue	Los Angeles	Public University	46,430	776
<i>Childcare/Preschool</i>					
Barefoot Preschool	1620 S Bundy Drive	Los Angeles	Day Care/Preschool	—	5,046
Beginnings Learning Center Van Nuys, Inc	6903 Tyrone Avenue	Van Nuys	Day Care/Preschool	—	5,433

Name	Address	Community	Type	Enrollment	Distance to Alternative 6 Alignment (feet)
Beverly Glen Playgroup, Inc.	10409 Scenario Lane	Los Angeles	Day Care/Preschool	—	9,485
Church of The Valley Developmental Preschool	6565 Vesper Avenue	Van Nuys	Day Care/Preschool	—	6,761
Fernald Childcare Center	320 Charles Young Drive N	Los Angeles	Day Care/Preschool	—	2,569
Hrashq Preschool, Inc	14541 Hamlin Street	Van Nuys	Day Care/Preschool	—	6,721
Little Village Nursery School, Inc	11827 W Pico Boulevard	Los Angeles	Day Care/Preschool	—	3,879
Nurtury	14401 Dickens Street	Sherman Oaks	Day Care/Preschool	—	6,327
The Salvation Army Bessie Pregerson Childcare	1341 S Sepulveda Boulevard	Los Angeles	Day Care/Preschool	—	263
Saticoy Village CCC/ LA CCC	14649 Saticoy Street	Van Nuys	Day Care/Preschool	—	1,299
Sherman Oaks Lutheran Children's Center	14847 Dickens Street	Sherman Oaks	Day Care/Preschool	—	3,006
Sherman Oaks Nursery School	14435 Killion Street	Sherman Oaks	Day Care/Preschool	—	5,970
Sopa-Kids Center	14755 Greenleaf Street	Sherman Oaks	Day Care/Preschool	—	3,604
St. Sebastian Pre-K	1430 Federal Avenue	Los Angeles	Day Care/Preschool	—	2,192
Stratford Schools-West LA	2000 Stoner Avenue	Los Angeles	Day Care/Preschool	—	3,421
Temple B'Nai Hayim Nursery School	4276 Van Nuys Boulevard	Sherman Oaks	Day Care/Preschool	—	5,614
UCLA Intervention, Progress, Development, Handicapped Infant and Child	1000 Veteran Avenue 23-31, 24-17	Los Angeles	Day Care/Preschool	—	1,523
UCLA Westwood Childcare Center	10861 Weyburn Avenue, Number 301	Los Angeles	Day Care/Preschool	—	307
Untitled No. 1 School	2953 Delaware Avenue	Santa Monica	Day Care/Preschool	—	7,532
Van Nuys Early Education Center Infant Care & Preschool	14350 Sylvan Street	Van Nuys	Day Care/Preschool	—	7,041
Van Nuys Christian Preschool	6260 Tyrone Avenue	Van Nuys	Day Care/Preschool	—	7,656
West Los Angeles Methodist Pre-School	1637 Butler Avenue	Los Angeles	Day Care/Preschool	—	1,521
Westwood Presbyterian Church	10822 Wilshire Boulevard	Los Angeles	Day Care/Preschool	—	1,063
Wilshire Boulevard Temple	11661 W Olympic Boulevard	Los Angeles	Day Care/Preschool	—	2,954

Name	Address	Community	Type	Enrollment	Distance to Alternative 6 Alignment (feet)
YMCA of Metro LA/Mid Valley Preschool	6901 Lennox Avenue	Van Nuys	Day Care/Preschool	—	8,718

Source: U.S. Department of Homeland Security Geospatial Management Office, 2022

— = no data
CCC = Child Care and Development Council

Figure 10-6. Alternative 6: Education Facilities Located in the Resource Study Area, Map 1 of 2



Source: HTA, 2024

Figure 10-7. Alternative 6: Education Facilities Located in the Resource Study Area, Map 2 of 2



Source: HTA, 2024

10.2.2 Post Offices and Libraries

The RSA is served by the Los Angeles Public Library (LAPL) system. LAPL generally provides library services for residents of the City of Los Angeles. There are 4 LAPL libraries located within the RSA and no Santa Monica Public Library facilities are located within the RSA. With regard to U.S. Postal Service facilities, there are 4 post offices within the RSA. These public facilities are listed in Table 10-4, and Figure 10-8 shows the location of libraries and post offices in the RSA.

Table 10-4. Alternative 6: Post Offices and Libraries in the Resource Study Area

Name	Address	City
<i>Public Libraries</i>		
Los Angeles Public Library-West Los Angeles Regional Branch	11360 Santa Monica Boulevard	Los Angeles
Los Angeles Public Library-Sherman Oaks Martin Pollard Branch	14245 Moorpark Street	Sherman Oaks
Los Angeles Public Library-Westwood Branch	1246 Glendon Avenue	Westwood
Los Angeles Public Library-Van Nuys Branch	6250 Sylmar Avenue	Van Nuys
<i>Post Offices</i>		
Village Station Post Office	11000 Wilshire Boulevard	Los Angeles
University of California Los Angeles Post Office	308 Westwood Plaza	Los Angeles
Civic Center Station Van Nuys Post Office	6531 Van Nuys Boulevard	Los Angeles
West Los Angeles Finance Station	11420 Santa Monica Boulevard	Los Angeles

Source: County of Los Angeles, 2022

Figure 10-8. Alternative 6: Post Offices and Libraries in the Resource Study Area



Source: HTA, 2024

10.2.3 Utilities

Existing conditions for Alternative 6 would be the same as described for the No Project Alternative. Utilities and Service systems in the RSA are provided by the same agencies and facilities. For a detailed discussion of existing conditions refer to Section 5.1.5.

10.3 Impact Evaluation

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

10.3.1.1 Operational Impact

The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the Project corridor and Southern California Association of Governments (SCAG) region and to accommodate the existing and future transportation needs of the area. Alternative 6 would not construct any new housing units and therefore would not generate direct population growth within the RSA. Instead, Alternative 6 is anticipated to accommodate planned growth for the Affected Communities and potentially redirect growth to the Alternative 6 RSA.

The SCAG-derived forecasted growth in the Alternative 6 RSA indicates potential changes to the existing land uses within the RSAs for the proposed stations as jurisdictions engage in future planning opportunities to intensify existing land uses. Potential indirect effects as a result of Alternative 6 include the future planning and development of transit oriented communities (TOC) within the RSAs for the proposed stations. However, as the RSAs are almost entirely located within priority growth areas, these TOCs would be located in areas already designated by SCAG for the allocation of denser, more compact development. Thus, the forecasted growth for the RSAs for the proposed Alternative 6 stations is identified in the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) (SCAG, 2020a) and is not new unplanned growth. Refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* (Metro, 2025e) prepared for the Project for further detail on potential growth inducement impacts.

The existing City of Los Angeles transit oriented communities (TOC) Incentive Program and Los Angeles County Metropolitan Transportation Authority (Metro) TOC Policy prioritize the development of TOCs within 0.5 miles of a major transit stop or high quality transit stop (DCP, 2018) (Metro, 2018). Other regional and local policies encourage TOC planning and development including the intensification of land uses within the RSAs for the proposed stations and along the corridor; development of compact communities around a public transit system; alternatives to automobile travel; and planning for residents, visitors, and employees within the vicinity of the areas. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. Implementation of Alternative 6 would be a catalyst to TOC planning and development. Similarly, the TOC planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. Additionally, the Project is included in the 2020-2045 RTP/SCS list of Transit Capital Projects and incorporated into the forecasted SCAG growth data.

Alternative 6 would not result in growth-inducing impacts or unplanned growth beyond growth already anticipated in the regional plans and projections for the SCAG region, or in local land use and community plans. Rather, Alternative 6 would redirect planned jurisdiction-wide growth to the RSAs for the proposed stations. Thus, operations of Alternative 6 would provide benefits to jurisdictions in the

Project corridor and in the SCAG region and would result in less than significant impacts related to unplanned growth.

10.3.1.2 Construction Impacts

Alternative 6 would result in temporary economic growth through the influx of construction workers to the Alternative 6 RSA. However, these workers would likely be sourced from the local labor pool, and thus the temporary employment opportunities under Alternative 6 are unlikely to directly foster the construction of permanent housing for workers in the Alternative 6 RSA. Thus, construction of Alternative 6 would result in less than significant impacts related to unplanned economic or population growth.

10.3.1.3 Maintenance and Storage Facility

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

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

10.3.2.1 Operational Impact

As described in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* prepared for the Project, Alternative 6 would require the permanent acquisition of one mixed-use development containing three residential units and one multi-family residential development containing 124 residential units. (Metro, 2025a). Alternative 6 would displace three residential units from a mixed-use development. Based on the City's average household size of 2.7 persons per household for renter-occupied units, approximately 343 people would be permanently displaced as a result of Alternative 6. Metro would compensate owners at fair market value to purchase the required property and would also need to compensate owners for damage to the remainder property.

Metro would provide relocation assistance and compensation for all displaced residents as required under the Uniform Act and California Relocation Act. Where acquisitions and relocation are unavoidable, Metro would follow the provisions of both Acts, as amended. All real estate property acquired by Metro would be appraised to determine its fair market value. Just compensation for all real property acquired by Metro would not be less than the approved appraisal per the Uniform Act and California Relocation Act. Each residence displaced as a result of Alternative 6 would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. Due to the magnitude of anticipated residential relocations associated with Alternative 6, it is anticipated that the relocation process is expected to be implemented over multiple years in a carefully phased manner, thereby minimizing disruptions to the local housing market and providing adequate time for Metro's real estate specialists to work closely with displaced residents to secure fair, equitable, and

suitable relocation. Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, impacts related to the displacement of residential units and its occupants that would necessitate the construction of replacement units would be less than significant.

10.3.2.2 Construction Impact

Construction of Alternative 6 would involve site preparation and demolition of structures; utility relocation; tunneling and cut-and-cover activities; installation of tiebacks to support the subsurface alignment; construction of subsurface alignment, stations, MSF, TPSS, auxiliary facilities, and parking facilities; street widening; and street and sidewalk reconstruction. Some parcels that would be permanently acquired for the operations of Alternative 6 would also be used for construction purposes (e.g., installation of tiebacks or for construction access, staging, and laydown). Temporary acquisitions would be required for parcels that would only be used as TCEs or tieback easements. These TCEs would only occupy portions of the affected residential properties as required to support construction vehicle access and would not substantially interfere with the habitability of the impacted residential properties.

Construction activities associated with Alternative 6 would not result in the displacement of any residential dwelling units. Therefore, no impacts related to the displacement of residential units and residents that would necessitate the construction of replacement units would occur as a result of Alternative 6 construction.

10.3.2.3 Maintenance and Storage Facility

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

10.3.3 Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools or other public facilities?

10.3.3.1 Operational Impacts

Alternative 6 is an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 6 would not directly generate permanent residences that would increase the use of existing school facilities. Instead, accessibility to school facilities, particularly for elementary through high school and UCLA students, would be improved by having nearby transit stations. Alternative 6 would help achieve Metro's First/Last Mile (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Additionally, the Project is included in the SCAG 2020-2045 RTP/SCS (SCAG, 2020a) as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the City of Los Angeles and the greater SCAG region. Accordingly, Alternative 6 would not induce unplanned population growth that would impact the demand for school facilities or other public facilities.

The Alternative 6 HRT alignment would be situated underground in a dual-bored tunnel with the only surface facilities consisting of proposed station entrances, MSF, mid-mountain facilities (vent shaft, substations, and access road), and standalone substations at Magnolia and Vanowen. Other than UCLA, there are no school facilities adjacent to the Alternative 6 HRT alignment or associated aboveground infrastructure (within 50 feet) and no school property would be permanently affected such that new or physically altered facilities would be required. Within the UCLA campus, the underground bored tunnel would be within approximately 150 feet of the Fernald Child Care Center; however, no surface effects to the school are anticipated such that physically altered or new facilities would be required. The proposed UCLA Gateway Plaza Station would be constructed on the UCLA campus at UCLA Gateway Plaza. The UCLA Gateway Plaza Station would consist of a street-level plaza and intermediate concourse level that lead to an underground station. No educational facilities would be displaced by the proposed HRT station and accessibility to UCLA would be permanently improved. Upon completion of construction, UCLA Gateway Plaza would continue to serve as a vehicular access with surrounding pedestrian areas connecting to the greater UCLA campus and no new or expanded facilities would be required. Therefore, improvements associated with the UCLA Gateway Plaza Station infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

10.3.3.2 Construction Impacts

Construction of Alternative 6 would be temporary and does not require the expansion of existing school facilities. No educational facilities are located immediately adjacent to the proposed alignment or transit stations. Table 10-3 lists the school facilities located within the RSA, most of which would be subject to construction-related disruptions. In particular, Little Village Nursery School is located within 500 feet of proposed TBM launch site at Pico Boulevard. During construction, substantial truck traffic would be experienced along Pico Boulevard as well as various construction-related traffic disruptions associated with equipment movement and construction personnel accessing the TBM launch site. During certain periods of construction activities at the TBM launch site would require temporary closure or lane reductions to accommodate tunnel boring operations. Closures and lane reductions along local roadways could impede the vehicle circulation network in the RSA as well as access to nearby schools.

Similarly, during construction of the UCLA Gateway Plaza Station, pedestrian movements and access through UCLA Gateway would be inhibited by the presence of construction equipment and activities affecting Westwood Plaza and adjacent pedestrian areas. All educational facilities on the UCLA campus would remain accessible and functional throughout construction and no new or physically altered education facilities would be required on the UCLA campus. Despite these temporary disruptions, it is anticipated that access to all schools in the Alternative 6 RSA would be maintained throughout construction.

Since construction-related disruptions to the roadway network would be temporary and access to all schools and other public facilities would be maintained throughout construction, no new or temporary schools or other public facilities would be needed. Impacts to schools and other public facilities would be less than significant.

10.3.3.3 Maintenance and Storage Facilities

The proposed MSF site currently consists of an auto storage lot. MSF site construction activities do not include construction of educational facilities or require the expansion of existing educational facilities. No school facilities are located on or adjacent to the site. The nearest school is Panorama High School located approximately 0.5 miles northwest of the proposed MSF site. The MSF would not affect on-site

or street parking or otherwise affect access to Panorama High School. The nearest other public facility is the Panorama City Post Office located approximately 1 mile north of the proposed MSF site. Given the distance of the post office from the MSF site, there would be no potential to affect access to any community facilities. Therefore, impacts to school facilities associated with the MSF would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

10.3.4 Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

10.3.4.1 Operational Impacts

Water Facilities

Alternative 6 does not include a significant long-term, permanent source of water use. Public restrooms would not be provided at the stations, but water use would be required for staff restrooms and cleaning stations. This minimal water use would not interfere with the existing and planned capacity of water facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water consumption. There is no potential for operational activities to necessitate new or expanded water facilities. Therefore, no impact would occur related to operational activities.

Wastewater Treatment

Alternative 6 does not include a long-term, permanent source of wastewater. Public restrooms would not be provided at the stations, but wastewater would be generated by staff restrooms and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. There is no potential for operational activities to necessitate new or expanded wastewater facilities. Therefore, no impact would occur related to wastewater facilities.

Stormwater Drainage

Alternative 6 would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, stormwater runoff during operational activities would be minimized through compliance with the National Pollution Discharge Elimination System permit and incorporation of best management practices (BMP) during construction. Stormwater drainage facilities that would be constructed for Alternative 6 would comply with existing stormwater runoff regulations – including Chapter 12.8 of the Los Angeles County Code of Ordinances, Chapter 11 of the City of Los Angeles Plumbing Code, Section 64.72 of the Los Angeles Municipal Code (LAMC) and Chapter 7.10 of the Santa Monica Municipal Code (SMMC)– and their operational capacity would be adequate to convey stormwater to water treatment facilities. Additionally, Chapter 12.8 of the Los Angeles County Code of Ordinances, Section 64.72 of the LAMC, and Section 7.10.090 of the SMMC, require compliance with low impact development (LID) strategies to retain stormwater runoff on site during operations, LID BMPs per Regional Requirements within the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). Retainment of most stormwater runoff within the Alternative 6 Footprint and preservation of existing discharge locations would reduce the potential for exceeding stormwater drainage systems. Proposed stations would be designed with landscaping around the station perimeters as a component of stormwater runoff retention infrastructure. Finally, Metro’s Environmental Services Division would ensure environmental compliance related to stormwater drainage and runoff during

operations. Operational activities associated with Alternative 6 are not anticipated to increase stormwater runoff beyond the capacity of stormwater drainage facilities in the RSA. Therefore, Alternative 6 operations would result in a less than significant impact related to stormwater drainage facilities.

Electric Power

Refer to the *Sepulveda Transit Corridor Project Energy Technical Report*, for additional details related to electricity consumption for Alternative 6 (Metro, 2025h). Electricity would be provided to the transit line by TPSS units and to stations by traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines). Alternative 6 is estimated to consume similar amounts of electricity as the other Alternatives ranging from approximately 90 to 100 gigawatt-hours (GWh) per year. The transit line is anticipated to be primarily powered by LADWP infrastructure and capacity. In Fiscal Year 2021 to 2022 LADWP supplied more than 21,400 GWh of power and would reasonably accommodate the additional 0.005 percent increase of electricity use required by Alternative 6 (LADWP, 2023). Alternative 6 would involve the construction of power poles, transmission lines, and connections to the existing grid, but would not require the expansion of existing generation facilities. To offset electricity consumption levels across the Metro rail system, Metro has approximately 2.6 megawatts (MW) of renewable capacity as of 2020 and aims to expand capacity to 7.5 MW by 2030 (Metro, 2023). Therefore, operation of Alternative 6 would result in a less than significant impact related to electric power facilities.

Natural Gas

The electrically powered transit line would not use oil or natural gas. There would be no potential for Alternative 6 to require new or expanded natural gas or oil facilities. Therefore, no impact would occur related to natural gas and oil facilities.

Telecommunication Facilities

Operational activities associated with Alternative 6 have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, no impact would occur related to telecommunication facilities.

10.3.4.2 Construction Impacts

Utility conflicts would primarily occur within the proposed station and cross over areas since it is assumed the areas will be constructed using a cut-and-cover excavation method. In roadway areas, a temporary roadway decking will be installed and, where feasible, the existing utilities will be supported or hung from the underside of the decking. The depth of the decking is typically 2.5 to 3 feet from the ground surface. As such, any utility known to be shallower than 3 feet has been assigned the disposition of a relocation. Since not all utility depth data is available and the condition of each utility is unknown, additional subsurface utility investigation is recommended to verify the assumptions and impacts. In areas outside of the cut-and-cover construction methods, deep tunnel segments are proposed, which traditionally produce little to no utility impacts. Potentially impacted utilities are shown in Table 10-5. Approximately 136 components of utility infrastructure would be potentially impacted including 45 electrical, 29 water, 22 sewer, 23 telecommunications, 10 natural gas, and 7 storm drainage.

These components would likely be relocated near existing facilities, typically within a few feet of existing locations. The utility relocation efforts could potentially result in environmental effects related to construction and the temporary disruption of services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water

supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the Draft Environmental Impact Report. Pursuant to project measure (PM)-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of Alternative 6 would result in a less than significant impact related to utilities and service systems.

Table 10-5. Alternative 6: Potentially Impacted Utilities

Utility Type	Number of Potentially Impacted Utilities
Electrical	45
Gas	10
Oil	0
Sewer	22
Storm Drainage	7
Telecommunications	23
Water	29
Total	136

Source: HTA, 2024

Water Facilities

Construction of Alternative 6 would not require substantial consumption of potable water. Water use would occur primarily through water trucks required for dust control and operation of the TBM. Although water use for construction would occur over a multi-year construction period, the water supply in the RSA has been determined to be adequate to meet demand, including construction water use, in normal, single-dry year, and multiple dry years, as discussed in Section 5.1.5.1. Construction of Alternative 6 would therefore not require the expansion or construction of new water facilities. Therefore, construction of Alternative 6 would result in a less than significant impact related to water facilities.

Wastewater Treatment

Construction activities would generate negligible wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during construction of Alternative 6. Therefore, construction of Alternative 6 would result in a less than significant impact related to wastewater facilities.

Stormwater Drainage

Stormwater runoff would be increased in the RSA as a result of construction. As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report*, any drainage pattern impacts from construction would be minor and temporary, minimizing the potential for exceeding stormwater drainage systems (Metro, 2025g). In accordance with the Construction General Permit and Municipal Separate Storm Sewer Systems Permits, Alternative 6 would be required to prepare and submit a construction Stormwater Pollution Prevention Plan (SWPPP), which must be submitted to the State Water Resources Control Board prior to construction and be adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction

activities and during construction. These measures would help reduce stormwater runoff velocity, thereby limiting its capacity to cause stormwater drainage systems exceedance. If necessary, new stormwater drainage facilities constructed at stations or along the alignment would comply with design requirements established by state and local regulations. For additional information regarding state and local regulations governing stormwater pollution prevention, refer to the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g). Compliance with these state and local regulations would reduce construction related impacts to stormwater drainage facilities. Therefore, a less than significant impact would occur related to stormwater drainage facilities.

Electric Power

Construction of Alternative 6 has no potential to require new or expanded electric power facilities. Minimal electricity would be used to power field offices for the construction contractor. Temporary lighting or some electrically powered pieces of construction equipment may temporarily consume electricity. Electric power would also be required for powering the TBM, but would be a temporary use and would cease upon completion of tunneling activities. Therefore, construction of Alternative 6 would result in a less than significant impact related to electric power facilities.

Natural gas

Construction of Alternative 6 has no potential to require new or expanded natural gas or oil facilities. Minimal natural gas would be required. Therefore, construction of Alternative 6 would result in a less than significant impact related to natural gas and oil infrastructure.

Telecommunication Facilities

Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. It is anticipated that existing telecommunication facilities would still be able to adequately serve construction crews and RSA. Therefore, a less than significant impact would occur related to telecommunication facilities.

10.3.4.3 Maintenance and Storage Facility

During operation water use would be required for washing trains and the MSF restroom facilities. These activities would also result in the generation of wastewater. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. These activities would also result in the generation of wastewater. The MSF would employ approximately 260 to 350 persons who would work in shifts at the facility. Generation of wastewater and water by this limited number of staff would be minimal. This minimal water consumption and wastewater generation in combination with water saving features would not interfere with the existing and planned capacity of water or wastewater facilities. The proposed MSF would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. Electricity would be utilized at the MSF to power its various facilities, maintenance shops, and lighting over its 24-hour operation cycle, 7 days a week. The anticipated electricity usage would represent a small percent of the 21,400 (GWh) LADWP supplied in Fiscal Year 2021 to 2022. MSF Electricity usage would therefore not require new or expanded electricity generation facilities. It is not anticipated that natural gas would be utilized to maintain or store trains at the MSF. Operation of the MSF would have no potential to interfere with telecommunication facilities. Therefore, operation of the proposed HRT MSF would result

in a less than significant impact related to the necessity to relocate or construction new or expanded wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

Part of the HRT MSF would be located on a portion of LADWP property which is currently planned for 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. The HRT MSF would conflict with implementation of this project. Due to this land use conflict, the MSF could necessitate relocating or constructing the LADWP facility elsewhere. 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. However, because no alternative site has been identified and the conflict remains unresolved, this analysis assumes that a new LADWP facility would need to be constructed at a different location. If a new facility in a new location is required, an environmental review would be necessary to assess potential impacts.

A new LADWP facility would likely be situated on a similarly sized site (approximately 17 acres) within the San Fernando Valley, zoned for manufacturing or industrial use. While it cannot be assumed that the site would be vacant, any existing structures and vegetation would need to be cleared, potentially disturbing sensitive habitats and trees. Additionally, any existing structures would require evaluation for historical significance. Given the likely industrial zoning, there is also a possibility of encountering contaminated soil or groundwater, which could be disturbed during construction. Operation of the LADWP facility also has potential to result in significant environmental effects. The LADWP facility would include materials storage, fueling stations, various maintenance shops, valve testing facilities, wash facilities, several diesel generators (for both emergency power and testing), staff offices and associated parking facilities. These operations would require routine truck deliveries and employee commute trips which LADWP estimated to be approximately 1,453 daily trips in the 2020 IS/MND (LADWP, 2020). These operations would generate noise that, depending on the location of sensitive receptors, could be considered significant noise impacts. The use of diesel generators and routine truck trips would also produce pollutant emissions which may exceed SCAQMD thresholds for criteria pollutants such as NO_x and CO as well as potential localized health risks dependent on the location of any sensitive receptors. LADWP's 2020 IS/MND disclosed similar potential impacts to those described in this section and identified mitigation measures to reduce these impacts to a less-than-significant level. While it is likely that most of the impacts identified in this analysis could be mitigated similarly, given the unknown size and precise location of the new LADWP facility and the absence of control by the Metro Board over the future decision-making process, no more detailed analysis is possible at this time. In view of the known site requirements and operations proposed for the LADWP facility, it is anticipated that a new LADWP facility in a different location could cause significant environmental effects that may not be mitigated to a less-than-significant level. Therefore, the HRT MSF would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities.

Construction of the proposed MSF would require relocation of existing utilities. A significant portion of the proposed MSF is occupied by industrial uses. These utilities would likely be relocated near existing facilities, typically within a few feet of existing locations. The majority of utilities would be abandoned and new utilities installed in their place. The utility relocation efforts and installation of new utilities could potentially result in environmental effects related to construction and the temporary disruption of

services, including generating construction emissions, disrupting roadway circulation, and temporarily decreased capacity of the electrical, natural gas, water supply, water treatment system, and telecommunications systems. These potential impacts are included in the assessments of construction-related impact in the relevant resource sections of the Draft Environmental Impact Report. Pursuant to PM-US-1, Utility Identification and Coordination, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback and, pursuant to PM-US-2, Service Interruption Notification, the construction contractor would develop a construction plan that minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions would occur. Therefore, construction of the proposed MSF would result in a less than significant impact related to utilities and service systems.

10.3.5 Impact US-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

10.3.5.1 Operational Impacts

As discussed in Section 5.1.5.1, LADWP, Metropolitan Water District of Southern California, and City of Santa Monica have indicated that water supplies are adequate to meet demand in normal, single-dry year, and multiple dry years. Alternative 6 does not include a significant long-term, permanent source of water use. Alternative 6 would not construct station public restroom facilities, but would include staff restrooms. Water use would be needed to clean stations and to supply staff restroom facilities. Station perimeters would include drought tolerant landscaping requiring nominal amounts of water consumption. Metro is also implementing other water saving measures such as stormwater run-off infiltration zones, greywater use, and smart irrigation controllers with a goal to reduce potable water use by 22 percent from Business-as-Usual scenario in 2030 (Metro, 2020a). Alternative 6 would not interfere with the existing and planned capacity of water supplies, which as discussed in Section 5.1.5.1, are adequate to meet demand normal, single-dry year, and multiple dry years. There is no potential for Alternative 6 to interfere with regional water supply services. Therefore, operations of Alternative 6 would result in a less than significant impact related to water supplies.

10.3.5.2 Construction Impacts

Construction of Alternative 6 would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. However, a TBM would be used during construction of Alternative 6. Slurry would be used to apply fluid (hydraulic) pressure to the tunnel face and to transport soil cuttings from the tunneling machine's pressure chamber to the surface. The slurry would require water use since water is added to the bentonite to create the fluid mixture used in the TBM. Water from the discharge slurry would be recycled for further use in preparing slurry. Water would also be required for cooling the TBM motors. Typically, cooling water is recycled and cooled using cooling towers near the access shafts. Thus, cooling water will have little impact on water use or discharge into the sanitary or storm drain system. Water use for the cooling towers would be temporary during construction and would be approved during specific construction design. The short-term use of water requires minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of Alternative 6 would result in a less than significant impact related to water supplies.

10.3.5.3 Maintenance and Storage Facility

During operation, water use would be required for washing trains and the MSF restroom facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020a) goal to reduce water consumption, Metro has implemented pilot program low flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. Low-to-no flow sanitary fixtures in restroom facilities are also being installed across Metro facilities, which are anticipated to save approximately 3.1 million gallons of water per year (Metro, 2020a). These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. The proposed MSF would be designed with drought tolerant landscaping and stormwater runoff retention infrastructure. This minimal water consumption would not interfere with the existing and planned capacity of the water supply. There is no potential for the proposed MSF to interfere with regional water supply services. Therefore, operation of the proposed MSF would result in a less than significant impact related to water supplies.

Similar to construction of the transit line, the proposed MSF would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. The short-term use of water would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of proposed MSF would result in a less than significant impact related to water supplies.

10.3.6 Impact US-3: Would the project result in a determination by the wastewater treatment provider, who serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

10.3.6.1 Operational Impacts

Alternative 6 does not include a significant source of wastewater. Public restrooms would not be provided at the stations but would be included for staff. Wastewater would be generated by staff restrooms at stations and cleaning stations. This negligible wastewater generation would not interfere with the existing and planned capacity of wastewater facilities. Therefore, no impact would occur related to wastewater treatment capacity.

10.3.6.2 Construction Impacts

Alternative 6 would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. As discussed in Section 5.1.5.2, the RSA is serviced by the Joint Water Pollution Control Plant, Hyperion Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant, which have a combined capacity of 950 million gallons of wastewater per day. The City of Santa Monica has an additional 1 million gallons per day of wastewater treatment capacity from its sustainable Water Infrastructure Project wastewater treatment facility. Wastewater generated by temporary worker restrooms for construction of Alternative 6 would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plant and the facilities are anticipated to have adequate capacity to serve Alternative 6. Therefore, construction of Alternative 6 would result in a less than significant impact related to wastewater treatment capacity.

10.3.6.3 Maintenance and Storage Facility

During operation wastewater would be generated washing trains and the MSF restroom facilities. This wastewater generation would not interfere with the treatment capacity of wastewater facilities. There is

no potential for the proposed MSF to interfere with regional water supply services. Therefore, operation of the proposed MSF would result in a less than significant impact related to wastewater treatment capacity.

Similar to construction of the transit line, the proposed MSF would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. Wastewater generated by temporary worker restrooms for construction of the proposed MSF would represent a negligible proportion of the daily wastewater processed by the regional water reclamation plants and the facilities are anticipated to have adequate capacity. Therefore, construction of the proposed MSF would result in a less than significant impact related to wastewater treatment capacity.

10.3.7 Impact US-4: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

10.3.7.1 Operational Impacts

Alternative 6 does not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be managed by Metro. The solid waste from waste bins at each station would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

10.3.7.2 Construction Impacts

Construction of Alternative 6 would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 cubic yards (CY). Contaminated soils and hazardous building materials will be disposed of at permitted landfills. Landfills that accept contaminated soils include the Clean Harbors Button Willow Landfill located in Button Willow, California, the South Yuma County Landfill located in Yuma, Arizona, and the US Ecology Landfill located in Beatty, Nevada. The Clean Harbors Button Willow Landfill has a maximum permitted capacity of 10,500 tons per day and a maximum remaining capacity of 13,250,000 CY.

Based on the processing capacity of the Button Willow, California Landfill and the other two sites as a representative sample of contaminated soil processing capacity, landfills would be able to adequately process the small amount of contaminated soil anticipated to be generated by Alternative 6. Contaminated soil processing would not be limited to the identified landfills and could potentially occur at other permitted landfills. The TBM would also generate muck during the tunneling process that would be required to be disposed of at regional landfills. Alternative 6 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 6 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor would comply with Assembly Bill 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. Therefore, construction of Alternative 6 would result in a less than significant impact related to compliance with solid waste standards and capacity.

10.3.7.3 Maintenance and Storage Facility

Operation of the proposed MSF would generate solid waste from MSF employees and maintenance of trains. The solid waste from waste bins and maintenance of trains at the MSF would have no potential to affect landfill capacity or solid waste reduction goals. Therefore, no impact would occur related to compliance with solid waste standards and capacity.

Construction of the proposed MSF would generate solid waste related to discarded construction material. Solid waste would be hauled to regional landfills that have a remaining approximate capacity of 256,156,907 CY. Due to the industrial nature of the existing uses, contaminated soils would also be encountered during construction. Contaminated soils would be transported to the Clean Harbors Button Willow Landfill, the South Yuma County Landfill, the US Ecology Landfill, or other permitted hazardous materials landfills. The proposed MSF would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of the MSF would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal, including AB939. Therefore, construction of the MSF would result in a less than significant impact related to compliance with solid waste standards and capacity.

10.3.8 Impact US-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

10.3.8.1 Operational Impacts

Solid waste generated during operational activities associated with Alternative 6 would comply with AB 939 and AB 1327. Alternative 6 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. There is no element of operational activities that would be outside of compliance. Therefore, no impact would occur.

10.3.8.2 Construction Impacts

Alternative 6 would generate typical construction waste such as wood, concrete, and asphalt. Additionally, because Alternative 6 would be constructed within an urban built out environment, Alternative 6 is anticipated to encounter contaminated soil. As described previously, regional permitted facilities are anticipated to have the capacity to process all contaminated and non-contaminated construction related solid waste. Alternative 6 would fully comply with all federal, state, and local statutes and regulations regarding proper disposal, including AB 939 and AB 1327. Additionally, California Green Building Standards requires construction projects to recycle and/or salvage for reuse a minimum 65 percent of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. There is no element of construction activities that would be outside of compliance. Therefore, no impact would occur related to compliance with solid waste regulations.

10.3.8.3 Maintenance and Storage Facility

Solid waste generated during construction and operational activities associated with the proposed MSF would comply with AB 939, AB 1327 and all federal, state, and local statutes and regulations regarding proper disposal. Therefore, no impact would occur related to compliance with solid waste regulations.

10.4 Mitigation Measures

10.4.1 Operational Impact

No mitigation measures are required.

10.4.2 Construction Impact

As discussed in Section 10.3, construction of Alternative 6 would have a less than significant impact. Construction of Alternative 6 would require implementation of MM TRA-4 (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025f]) to reduce disruption caused by construction work zones.

10.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 6 would result in less than significant impacts with mitigation.

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