

3.10 Land Use and Planning

This section is based on the *Sepulveda Transit Corridor Project Land Use and Development Technical Report*, incorporated into this DEIR as Appendix N.

3.10.1 Regulatory and Policy Framework

3.10.1.1 Federal

United States Department of Veterans Affairs – Greater Los Angeles Healthcare System West Los Angeles Campus Master Plan 2022

The United States (U.S.) Department of Veterans Affairs (VA), *Greater Los Angeles Healthcare System, West Los Angeles Campus Master Plan 2022* (U.S. Department of Veterans Affairs, 2022) is a framework that assists the VA in determining and implementing the most effective use of the campus for veterans. The West LA Campus Master Plan was developed in 2016 and updated in 2022, to expand needed services to veterans including homelessness and housing; to guide the land use development and the environment and historic due diligence; and to support the veterans in the region. The West LA Campus Master Plan includes the following four zoning zones, which are based on the existing and future development patterns:

1. Healthcare
2. Long term and Auxiliary Services
3. Veteran Housing, Services and Amenities (including the Town Center)
4. Veteran Community and Engagementkj

Goals of the plan also include revitalizing the Veterans Affairs Greater Los Angeles campus facilities and improving connectivity to area resources and communities.

United States Department of Veterans Affairs – West Los Angeles Veterans Affairs North Campus Community Plan

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

United States Army Corps of Engineers – Master Plan and Draft Environmental Assessment for Sepulveda Dam Basin

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

The master plan provides direction and guidance for land development and utilization in the Basin pursuant to applicable Federal laws, regulations, and policies.

United States Department of Interior, National Park Services – Santa Monica Mountains National Recreation Area General Management Plan

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

3.10.1.2 State

California Government Code “Authority for and Scope of General Plans” [Section (§) 65300-65303.4] requires that each city adopt a general plan with eight mandatory elements to guide the city’s long-term growth. The code states:

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

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

Sustainable Communities and Climate Protection Act of 2008

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

California Planning and Zoning Law

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

California Conservation Easement Law

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

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

University of California, Los Angeles – Long Range Development Plan

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

University of California, Los Angeles – Physical Design Framework

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

California Green Building Standards Code (CCR, Title 24 Part 11)

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

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

Santa Monica Mountain Conservancy Comprehensive Plan

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

Santa Monica Mountains National Recreation Area Action Plan

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

park's impact towards climate change. The plan presents emission reduction goals and associated reduction actions (NPS, 2009).

Eastern Santa Monica Mountains Natural Resource Protection Plan

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

3.10.1.3 Regional

Southern California Association of Governments

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

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

Sustainable Communities Program

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

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

Los Angeles County Metropolitan Transportation Authority

Metro Countywide Sustainability Planning Policy & Implementation Plan

The *Metro Countywide Sustainability Planning Policy & Implementation Plan* (Metro, 2012), adopted in December 2012, provides leadership for the implementation of a regional transportation system that supports mobility, a thriving economy, and presents a strategic framework to guide sustainable, cost-effective, and efficient energy use throughout Los Angeles County Metropolitan Transportation Authority's (Metro) operations and facilities. In addition, the plan is intended to define outcomes and

establish measurements related to developing a Sustainable Regional Transportation System that is safe and accessible to all users, stimulates economic development, reduces trip lengths, and supports opportunities for TOD.

Metro Sustainability Strategic Plan 2020 – Moving Beyond Sustainability

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

2020 Long Range Transportation Plan

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

Short Range Transportation Plan

The Metro Board adopted the most recent *Short Range Transportation Plan* (SRTP) in 2014 (Metro, 2014a). The SRTP is a 10-year action plan that guides Metro’s programs and projects through 2024, toward the long-range vision outlined in the LRTP. The Interstate 405 (I-405) northbound carpool lane project is listed on Figure 4.5 (Highway Projects Map) and Figure 4.5a (Highway Projects List).

Complete Streets Policy

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

First/Last Mile Strategic Plan

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

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

The *First/Last Mile Plan for the East San Fernando Valley Light Rail Transit Corridor* (Metro, 2020c) analyzed FLM connections for the rail project's 14 stations by executing Metro's FLM planning methodology. The East San Fernando Valley Light Rail Transit Project necessitates changes to Van Nuys Boulevard and San Fernando Road to accommodate the light rail transit (LRT). There are ramifications of these changes for the pedestrian and wheel mode conditions along the corridor. This plan identifies FLM improvements to create the best possible walking and wheel conditions to access the stations given the constraints of the width of Van Nuys Boulevard and the multi-modal vision for the corridor that includes LRT.

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

The *G Line (Orange) First/Last Mile Plan for the Metro G Line Sepulveda Station* (Metro, 2021a) analyzed FLM connections for the bus rapid transit (BRT) station by executing Metro's FLM planning methodology. This plan responds to FLM policy (Board Motion 14.1, May 2016). The plan identifies pedestrian-focused and bike/rolling mode-focused (bicycle, scooter, skateboard, etc.) projects that improve access to the station along specified routes called the "Pathway." The pedestrian projects are located within the 0.5-mile radius of the station, and bike projects are within the 3-mile radius of the station. The impetus for this plan is the Metro G Line Bus Rapid Transit Improvements Project, which will improve the operating speeds, capacity, and safety of the Metro G Line by implementing grade separations on major streets, minor street closures, better signal priority technology, electronic bus connectivity and a four-quadrant gating system. As part of the Sepulveda Transit Corridor Project (Project), the Metro G Line Station would be rebuilt as an elevated station.

Metro Expo/Crenshaw First Last Mile Plan

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

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

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

Transit Oriented Communities and Joint Development Policies

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

defined in existing Metro policies or guidelines, the Metro Board of Directors must make a finding that the activity has a transportation nexus.

The Metro Joint Development (JD) Policy (Metro, 2024b) was recently updated to focus on the accelerated delivery of affordable housing on Metro-owned land. The JD Policy prioritizes joint development sites for income-restricted housing projects with the goal to deliver as much housing as possible as quickly as possible for those who need it most. The JD Policy also includes a provision to reinvest revenue generated from Metro ground leases in TOC activities including funds to ensure that properties acquired for the construction of new mobility corridors may be suitable for development in the long term. By prioritizing affordable housing, enhancing connectivity, and supporting community development, the JD program complements TOC initiatives to deliver walkable, transit-supportive neighborhoods that benefit diverse populations, reduce reliance on automobiles, and contribute to a sustainable future. Together, the TOC and JD policies prioritize the integration of land use and transportation planning to create walkable, transit-supportive neighborhoods that benefit diverse populations, reduce reliance on automobiles, and contribute to a sustainable future. By leveraging its land assets, Metro seeks to deliver transit-supportive uses that align with its Vision 2028 Strategic Plan (Metro, 2018a), which encourages the development of affordable housing near transit.

Active Transportation Strategic Plan

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

County of Los Angeles

OurCounty Sustainability Plan

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

Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County Planning, 2024), adopted in October 2015, provides the policy framework as well as the overall conditions for land use planning decisions and community development within their respective jurisdictions. The plan establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The *Los Angeles County General Plan 2035* includes the Land Use Element, Mobility Element, Air Quality Element, Conservation and Natural Resources Element, Parks and Recreation Element, Noise Element, Safety Element, Public Services and Facilities Element, Economic Development Element and Housing Element.

The plan 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 would traverse through the unincorporated Veteran Administration Center land. The applicable land use policies are as follows:

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

Los Angeles County General Plan Land Use Element

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

Los Angeles County General Plan Conservation and Natural Resources Element

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

Los Angeles County General Plan Mobility Element

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

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

- Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians, and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.
- Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
- Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.
- Goal M 4.0: An efficient multimodal transportation system that serves the needs of all residents.
 - Policy M 4.1: Expand transportation options that reduce automobile dependence.
 - Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.
 - Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities.
 - Policy M 4.6: Support alternatives to level of service standards that account for a multimodal transportation system.
 - Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks.
 - Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.
 - Policy M 4.13: Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.
 - Policy M 4.14: Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
 - Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.
- Goal M 5.0: Land use planning and transportation management that facilitates the use of transit.
 - Policy M 5.1: Facilitate transit-oriented land uses and pedestrian oriented design, particularly in the FLM connections to transit, to encourage transit ridership.
 - Policy M 5.3: Maintain transportation right-of-way (ROW) corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
- Goal M 6.0: The safe and efficient movement of goods.
 - Policy M 6.6: Preserve property for planned roadway and railroad ROWs, marine and air terminals, and other needed transportation facilities.
- Goal M 7.0: Transportation networks that minimizes negative impacts to the environment and communities.

- Policy N 1.8: Minimize noise impacts to pedestrians and transit-riders in the design of transportation facilities and mobility networks.
- Policy N 1.12: Decisions on land adjacent to transportation facilities, such as the airports, freeways, and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.

3.10.1.4 Local

City of Los Angeles

General Plan Framework Element

The *Citywide General Plan Framework Element* (DCP, 2001a), adopted in December 1996 and amended in August 2001, establishes the broad overall policy and direction for the entire City of Los Angeles’s General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the *City of Los Angeles General Plan’s* (DCP, 2001b) other elements. The Citywide General Plan Framework Element’s “smart growth” strategy generally seeks to accommodate growth near transit and other existing infrastructure to assure a sustainable, economically viable future for the City of Los Angeles. The *Citywide General Plan Framework Element’s* transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Together, the *Citywide General Plan Framework Element’s* land use and transportation policies encourage development in these “targeted growth areas” by allowing TOD and calling for streamlined transportation analysis and mitigation procedures.

Los Angeles General Plan

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

Table 3.10-1. lists the community plans applicable to the Project and the corresponding neighborhoods.

Table 3.10-1. City of Los Angeles Community Plans

Community Plan	Neighborhoods
Palms-Mar Vista-Del Rey Community Plan (DCP, 1997a) – currently being updated	Palms-Mar Vista-Del Rey and Playa Vista
West Los Angeles Community Plan, City of Los Angeles (DCP, 1999a) – currently being updated	West Los Angeles, Century City, Pico-Robertson, Cheviot Hills, Rancho Park and Sawtelle
Westwood Community Plan, City of Los Angeles (DCP, 1999b)	Westwood, Westwood Village, North Westwood Village and the University of California, Los Angeles (UCLA) campus
Brentwood-Pacific Palisades Community Plan, City of Los Angeles (DCP, 1998a)	Brentwood and Pacific Palisades
Bel Air-Beverly Crest Community Plan, City of Los Angeles (DCP, 1996)	Laurel Canyon, Laurel Hills, Lookout Mountain, Wonderland Park, Coldwater Canyon, Franklin Canyon, Benedict Canyon, Beverly Glen, Casiano Estates, Glenridge, Roscomare Valley, Bel Air Crest and Summitridge

Community Plan	Neighborhoods
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, City of Los Angeles (DCP, 1998b) – currently being updated	Sherman Oaks, Studio City, Toluca Lake, and Cahuenga Pass
Encino-Tarzana Community Plan, City of Los Angeles (DCP, 1998c) – currently being updated	Encino and Tarzana
Reseda - West Van Nuys Community Plan, City of Los Angeles (DCP, 1999c) – currently being updated	Lake Balboa, Reseda, and West Van Nuys
Van Nuys - North Sherman Oaks Community Plan, City of Los Angeles (DCP, 1998d) – currently being updated	Van Nuys, North Sherman Oaks, and Valley Glen
Mission Hills-Panorama City - North Hills Community Plan, City of Los Angeles (DCP, 1999d)	Mission Hills, Panorama City and North Hills

Source: HTA, 2024

Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) provides the set of detailed requirements that implement General Plan policies at the level of the individual parcel. Chapter 1 of the LAMC is the Zoning Code that presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. The California Building Code 2022 (Volumes 1 and 2) regulates and controls the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures built or to be built throughout California.

Mobility Plan 2035

The *Mobility Plan 2035* (DCP, 2016), adopted in September 2016, is the *City of Los Angeles' General Plan Transportation Element*. The *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 focusing growth in proximity to public transit.

Land Use/Transportation Policy

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

Transit Neighborhood Plans

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

Exposition Corridor Transit Neighborhood Plan

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

Orange Line Transit Neighborhood Plan

The *Orange Line Transit Neighborhood Plan* (DCP, 2021b) is currently being developed by the City of Los Angeles and is expected to be completed in 2027. The plan will consist of regulatory tools and strategies to encourage transit ridership, enhance the urban built environment, and focus new growth and housing in proximity to the North Hollywood, Van Nuys, Sepulveda, Reseda, and Sherman Way Stations along the Metro G Line. The Metro G Line is a BRT line that operates in the San Fernando Valley (Valley) and serves North Hollywood-Valley Village, Van Nuys-North Sherman Oaks, Reseda-West Van Nuys, Encino-Tarzana, and Canoga Park and Winnetka-Woodland Hills-West Hills CPAs. The plan will include improvements that promote walkable streets and multiple land uses.

Livable Boulevards Streetscape Plan

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

Ventura Cahuenga Boulevard Specific Plan

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

Westside Cities Council of Governments Mobility Study

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

Specific Plans and Overlay Zones

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

Westwood Village Specific Plan

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

Mulholland Scenic Parkway Specific Plan

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

Sepulveda Corridor Specific Plan

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

Van Nuys Central Business District Community Design Overlay

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

Van Nuys Central Business District Streetscape Plan

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

West Los Angeles Transportation Improvement and Mitigation Specific Plan

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

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

The 2022 *Strategic Long-Term Resource Plan* (SLTRP) (LADWP, 2022) will provide a comprehensive roadmap to meeting the City of Los Angeles's future energy needs, regulatory mandates, and clean energy goals, while maintaining reliable and affordable power to customer communities. The study prioritizes the core objectives of power reliability, regulatory compliance, and reduction of GHG emissions. The SLTRP will also help to identify the optimal resource combination to meet the utility's core mission in providing low cost, reliable, equitable, and clean electric power service to the 4 million residents of Los Angeles and its businesses. Additionally, the City of Los Angeles Department of Water and Power (LADWP) has plans to construct a new Water System District Yard that will consolidate and provide critical functions in support of water system operations throughout the San Fernando Valley as outlined in the Urban Water Management Plan (LADWP, 2020). The Mid-Valley Water Facility project includes 246,000 gross square feet of structures, 216,000 square feet of staff and fleet parking, and 170,500 square feet of exterior laydown yard space. The multi-purpose, water facility project includes an emergency response command center, administration offices, warehouse space, a refueling station, and yard storage for construction materials and equipment. Construction is anticipated to begin in fall 2027 and complete in winter 2029.

City of Santa Monica

General Plan – Land Use and Circulation Element

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

City of Santa Monica Green Code

The City of Santa Monica Green Code is a set of policies and ordinances aimed to reduce the carbon footprint of new construction. Policies and ordinances include the Zero Emissions Building Code, which mandates all-electric buildings, prohibiting gas infrastructure for new constructions, demolitions, alterations, and additions. The City of Santa Monica Green Code aims to improve health, enhance safety, contribute to environmental goals, and achieve cost savings, aligning with the city's broader aim of reducing carbon emissions and reaching carbon neutrality by 2050. Despite temporarily pausing enforcement of the Zero Emissions Building Code since September 2022, the city advises new construction to eliminate gas usage for health, environmental, and cost benefit reasons. The City of Santa Monica Green Building Solar Ordinance provides planning and zoning requirements for solar. The

ordinance requires energy reach code and solar requirements for all new construction projects in which an entirely new structure is constructed or involves demolition in which 50 percent or more of the exterior wall elements are removed or are no longer a necessary and integral structural component of the overall building.

3.10.2 Methodology

3.10.2.1 Operation and Construction

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

CEQA Guidelines § 15125(d) requires that an Environmental Impact Report (EIR) discusses if the Project would physically divide an established community. A physical division would occur if construction or operation of the Project results in the creation of physical barriers within an established community or neighborhood or the disruption of access to community assets, which includes community activity centers, residential neighborhoods, churches, schools, hospitals, libraries, and recreation centers. Additionally, the impact analysis addressed the compatibility of land uses identified for the proposed Project with existing and planned land uses adjacent to the Project site. The Resource Study Areas (RSA) are considered the geographical areas of analysis for each alternative. For the No Project Alternative, the RSA encompasses the entirety of the Project Study Area as described in Section 1.3, and the No Project Alternative evaluates land use impacts at the affected community level. For Alternatives 1 through 6, the RSA consists of a 0.5-mile buffer area (i.e., 0.5 mile on each side of the alignment and the proposed maintenance and storage facility [MSF] site options) where potential secondary or indirect impacts would occur. In addition, the existing land uses within a 1-mile radius were evaluated for the proposed stations as shown in the existing land use figures under the impact evaluation sections for each alternative. The 0.5-mile buffer for the alignments and MSF site options is consistent with the methodology used for other Metro rail projects to identify potential impacts to parcels located immediately adjacent to and one parcel out from the Project footprint. The 1-mile radius is used for the proposed stations, which is consistent with Metro's First/Last Mile Policy.

Existing land use data was collected from the 2024-2050 RTP/SCS (SCAG, 2024a), and data for planned land uses were collected from local plans, including the *City of Los Angeles General Plan* (DCP, 2001b) and *City of Santa Monica General Plan* (City of Santa Monica, 2023a).

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

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

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

The identification of existing land use and zoning designations relied on aerial photographs, maps of land use and zoning designations from local general plans, and the City of Los Angeles Zone Information and Map Access System (ZIMAS) (City of Los Angeles, 2023), and site reconnaissance. Consistency with applicable policies pertaining to land use would be addressed during operational and construction activities of the Project.

3.10.2.2 CEQA Thresholds of Significance

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

- Physically divide an established community.
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.10.3 Project Measures

The Alternative 4 aerial guideway structural elements (i.e. center column and straddle bent supports) would require installation of a raised median or similar barrier along the length of Sepulveda Boulevard as well as sidewalk alterations. As a result, coordination with the Los Angeles Department of Transportation and urban design strategies would be required in later phases of design to address the altered circulation pattern of the street. The following project measures would be implemented for Alternative 4:

- PM LU-1:** ***Circulation Improvement.*** *To address changes in circulation along Sepulveda Boulevard, the Project shall develop a circulation improvement strategy in coordination with the Los Angeles Department of Transportation. The circulation improvement strategy shall include any combination of the following design features:*
- *Midblock straddle bents in preference to median support columns.*
 - *Median breaks to allow left-turn movements where safe and effective.*

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

- *Midblock, signalized pedestrian crossings.*
- *Curb bump outs around straddle bent supports.*
- *Pursuit of new or innovative technologies for guideway support that allow for longer spans.*

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

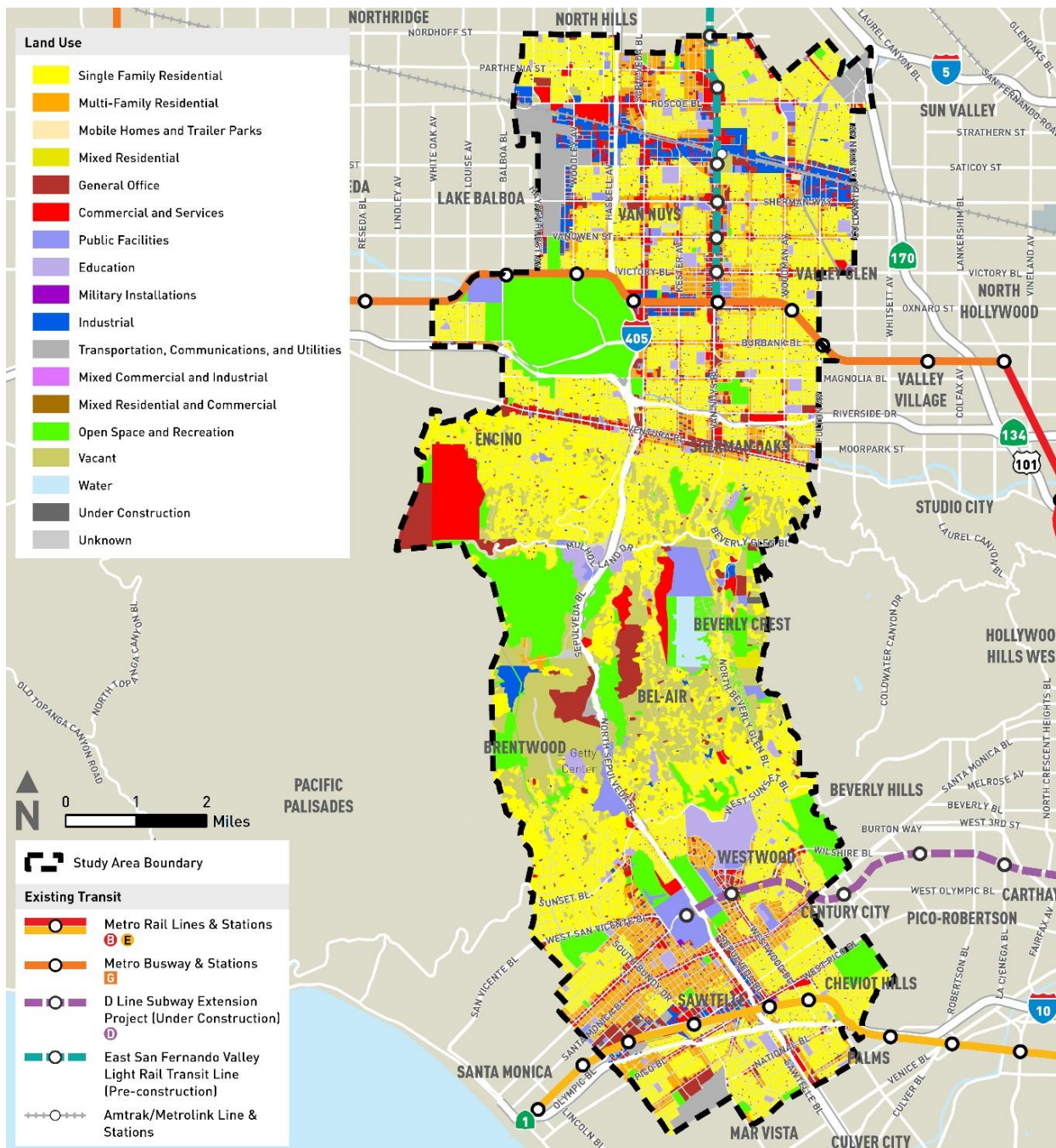
- *Median design shall reduce the height of the median barrier between columns to the greatest extent practicable.*
- *Median design shall include landscaping consistent with the applicable City of Los Angeles landscape design guidance.*
- *A lighting plan inclusive of decorative lighting along the proposed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

3.10.4 Existing Conditions

3.10.4.1 Project Study Area

Existing land uses are shown on Figure 3.10-1. While residential land uses are spread throughout the Study Area, commercial land uses (both retail and office) that support high levels of employment tend to be clustered in a limited number of geographic areas, primarily in the Westside area. This type of land use pattern can result in frequent travel by residents outside of their communities for work, leisure, or educational purposes. Patterns of population and employment density follow from the distribution of land uses: areas with high concentrations of residential land uses, particularly multi-family residential uses, have high population densities; similarly, areas with high concentrations of commercial land uses, particularly office uses, have high employment densities. Existing land uses within the Study Area include single-family and multi-family residential, commercial and services, industrial, open space and recreation, facilities, general office, mixed commercial and industrial, and mixed residential and commercial. Without improved connections to the regional transit network, the opportunities for transit-supportive and pedestrian oriented development would be limited in the Project Study Area.

Figure 3.10-1. Existing Land Use within the Study Area



Source: SCAG, 2024a; HTA, 2024

3.10.4.2 Alternative 1 Resource Study Area

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

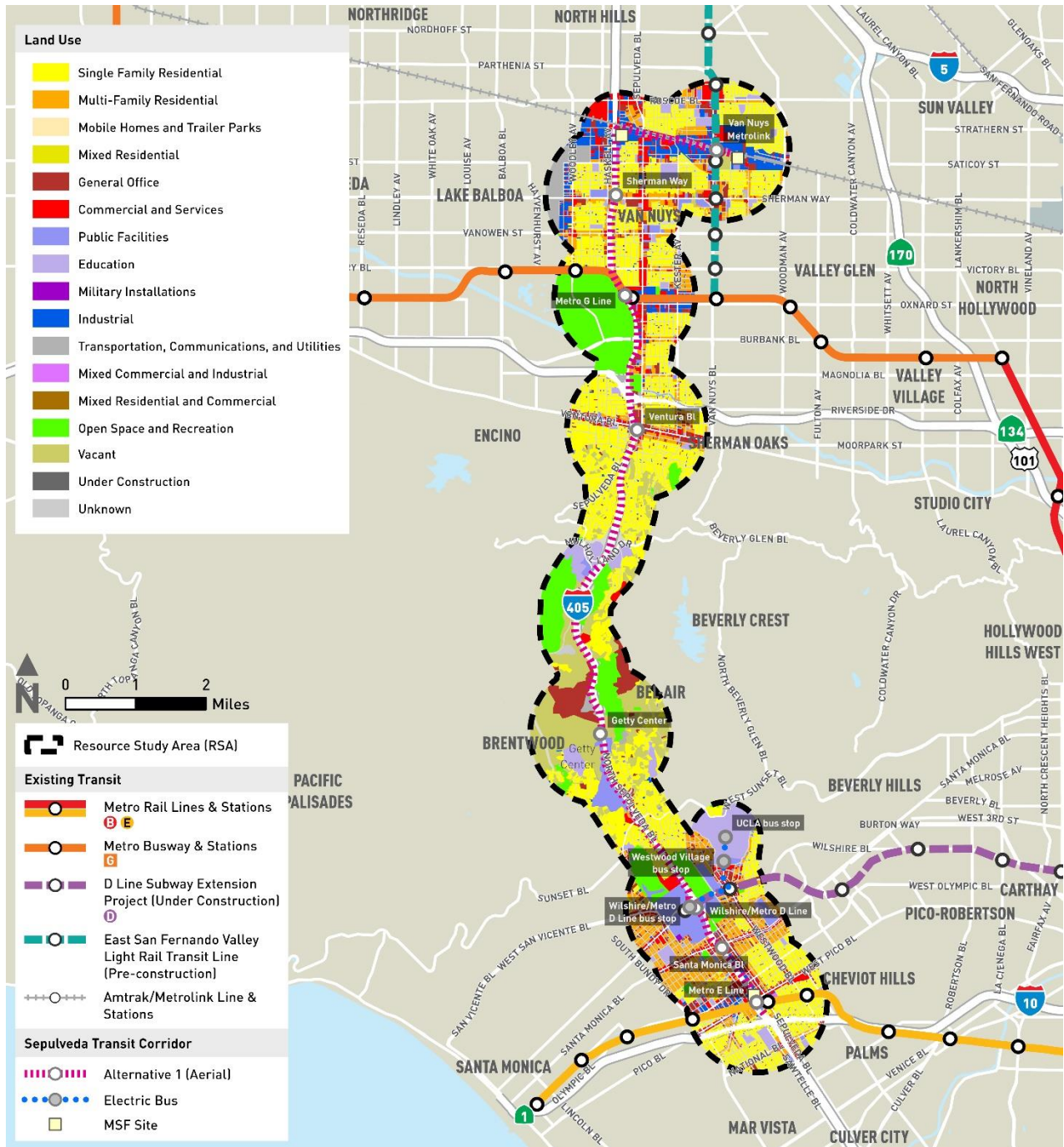
in the northwest portion of the RSA) and Westridge-Canyonback Wilderness Park (located in the western portion of the RSA) are the two largest areas of open space and recreation lands in the RSA. Businesses and industrial parks are also concentrated within Van Nuys along Van Nuys Boulevard and Victory Boulevard. Commercial uses within the RSA range from local neighborhood/commercial main street retails to large regional malls and shopping centers within West Los Angeles, Westwood, Santa Monica, and Sherman Oaks.

In addition, the Project site is not located within the City of Santa Monica; however, the RSA falls within the City of Santa Monica in the southern portion of Alternative 1. The City of Santa Monica is an urban community located west and south of the City of Los Angeles. Almost all of the land in the City of Santa Monica is developed with established residential neighborhoods, commercial corridors, light industrial and creative office uses, a civic center, parks, schools and other community-serving facilities, public services, and utilities.

Project Site Characteristics and Land Uses

Existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, general office, commercial, public facilities, industrial, education, open space/recreation, and vacant land uses. Figure 3.10-2 identifies the existing land uses and Table 3.10-2 summarizes the distribution of land types within Alternative 1-6 RSAs. The greatest percentages of land uses are single-family residential (27 percent) and open space and recreation (10 percent), with vacant (8 percent) and multi-family residential (7 percent) being the next prevalent land uses (SCAG, 2024a). This map provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 1 and existing land uses.

Figure 3.10-2. Alternative 1: Existing Land Use within the Resource Study Area



Source: SCAG, 2024a; HTA, 2024

Table 3.10-2. Land Use Distribution by Alternative

Land Use Types	Alternative 1 Percentage of Total Acres (16,489 Acres)	Alternative 3 Percentage of Total Acres (17,014 Acres)	Alternative 4 Percentage of Total Acres (15,196 Acres)	Alternative 5 Percentage of Total Acres (15,311 Acres)	Alternative 6 Percentage of Total Acres (14,068 Acres)
Single-Family Residential	27	29	34	33	29
Multi-Family Residential	7	7	7	8	11
Mixed Residential	<1	<1	<1	<1	<1
Mixed Residential and Commercial	<1	<1	<1	<1	<1
Commercial and Services	5	5	6	6	6
Education	5	5	5	5	5
Public Facilities	4	4	4	4	6
General Office	5	5	4	4	5
Industrial	4	4	4	4	4
Open Space and Recreation	10	10	7	7	6
Transportation, Communications, and Utilities	2	2	<1	1	1
Military Installations	<1	<1	<1	<1	<1
Vacant	8	8	6	6	5

Source: HTA, 2024

Stations

Metro E Line Expo/Sepulveda Station

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

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

Santa Monica Boulevard Station

The proposed Santa Monica Boulevard Station would be located on land zoned for public facilities and manufacturing (City of Los Angeles, 2023) and on land designated for commercial, industrial, and public facilities (SCAG, 2024a). The proposed Station is located largely within the Caltrans ROW adjacent to the I-405 and within the southeast corner of Santa Monica Boulevard and Cotner Avenue. Other land use within the RSA of the proposed Santa Monica Boulevard Station includes single-family residential, multi-family residential, commercial, facilities, industrial, and open space, and recreation land uses (SCAG, 2024a). Sawtelle Japantown is home to various Japanese restaurants and other businesses. Also located within the proposed station RSA is Nora Sterry Elementary School, the VCA West Los Angeles Animal Hospital, and the VCA Animal Specialty and Emergency Center (ASEC).

There are a few open space and recreation facilities within the proposed station RSA, including the Westwood Recreation Center and the Bad News Bear Field House.

Wilshire Boulevard/Metro D Line Station

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

There are a few open space and recreation facilities within the proposed station RSA, including the Westwood Recreation Center, and the Bad News Bear Field House. With an enrollment of over 47,000 students, UCLA is a major destination within the proposed station RSA (UCLA, 2023). Located within the proposed station RSA is the Ronald Reagan UCLA Medical Center and the Hammer Museum. Saint Paul

the Apostle School, Ralph Waldo Emerson Community Charter Middle School, and Fairburn Elementary School are also located within the proposed station RSA.

Getty Center Station

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

Ventura Boulevard/Sepulveda Boulevard Station

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

Metro G Line Sepulveda Station

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

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

Sherman Way Station

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

Within the proposed station RSA include the Valley Presbyterian Hospital, Vons grocery store, Beverly Manor Convalescent Center, Valerio Street Elementary School, Basset Street Elementary School, Fulton Middle School, and Van Nuys High School.

Van Nuys Metrolink Station

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

Electric Bus Connection

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

Maintenance and Storage Facilities

MSF Base Design

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

MSF Design Option 1

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

Electric Bus MSF

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

3.10.4.3 Alternative 3 Resource Study Area

The description of the Alternative 3 RSA is the same as that provided for Alternative 1 in Section 3.10.4.2.

Project Site Characteristics and Land Uses

Existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Figure 3.10-3 identifies the existing land uses and summarizes the distribution of land types with the RSA. As identified in Table 3.10-2, the greatest percentages of land uses are single-family residential (29 percent) and open space and recreation

(10 percent), with multi-family residential and vacant (8 percent) being the next prevalent land uses. This map provides a basis for understanding a community’s land use plan and the spatial relationship between the alignment and proposed stations of Alternative 3 and existing land uses.

Figure 3.10-3. Alternative 3: Existing Land Use within the Resource Study Area



Source: SCAG, 2024a; HTA, 2024

Stations

The land use characteristics of proposed Alternative 3 stations would be the same as those described for Alternative 1 in Section 3.10.4.2. The one exception is Alternative 3 includes the proposed UCLA Gateway Plaza Station.

UCLA Gateway Plaza Station

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

Activity Centers adjacent to the proposed UCLA Gateway Plaza Station include the Ronald Regan Medical Center, UCLA Specialty Centers, Mildred E. Mathias Botanical Garden, and campus-related facilities. Land uses surrounding the proposed station are adjacent to commercial, open space, public facilities, suburban agriculture, single-family residential and multi-family residential land uses (DCP, 1993).

Maintenance and Storage Facilities

The land use characteristics for the proposed MSF Base Design and MSF Design Option 1 would be the same as those described for Alternative 1 in Section 3.10.4.2.

3.10.4.4 Alternative 4 Resource Study Area

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

In addition, the Project site is not located within the City of Santa Monica; however, the RSA falls within the City of Santa Monica in the southern portion of Alternative 4. The City of Santa Monica is an urban community located west and south of the City of Los Angeles. Almost all of the land in the City of Santa Monica is developed with established residential neighborhoods, commercial corridors, light industrial and creative office uses, a civic center, parks, schools and other community-serving facilities, public services, and utilities.

Project Site Characteristics and Land Uses

Existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Figure 3.10-4 identifies the existing land uses and summarizes the distribution of land types with the RSA. As identified in Table 3.10-2, the greatest percentages of land uses are single-family residential (34 percent), with multi-family residential and open space and recreation (7 percent) being the next prevalent land uses. This map provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 4 and existing land uses.

Figure 3.10-4. Alternative 4: Existing Land Use within the Resource Study Area



Source: SCAG, 2024a; HTA, 2024

Stations

Metro E Line Expo/Sepulveda Station

The proposed Metro E Line Expo/Sepulveda Station would be located on land zoned for industrial (City of Los Angeles, 2023) and on land uses designated for industrial, general office, commercial, and public facilities land use within the proposed station RSA (SCAG, 2024a). Sawtelle Japantown is home to various Japanese-restaurants and other commercial businesses. Commercial uses are also located along

Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard. Within this commercial strip is the former Westside Pavilion shopping mall, now known as One Westside, and slated to be home to a Google Office in 2023 (Schindler, 2024).

Schools located within the proposed station RSA include Richland Avenue Elementary School, Daniel Webster Middle School, Magnolia Science Academy, Clover Avenue Elementary School, and Overland Elementary School.

The proposed Metro E Line Station would be located west of the existing Metro E Line Station and provide access to the City of Santa Monica to the west and to the Metro A Line, Metro D Line, and Metro K Line to the east; and to various communities, including the City of Culver City and downtown Los Angeles to the east.

Santa Monica Boulevard Station

The proposed Santa Monica Boulevard Station would be located on land zoned for public facilities, commercial, and multi-family (City of Los Angeles, 2023) and on land designated for commercial, general office use, public facility, and multi-family residential (SCAG, 2024a). The proposed Station is located largely within the Caltrans ROW adjacent to the I-405 and within the southeast corner of Santa Monica Boulevard and Cotner Avenue. Other land uses within the proposed station RSA include single-family and multi-family residential, commercial, public facilities, general office, industrial and open space/recreation (SCAG, 2024a). Sawtelle Japantown is home to various Japanese restaurants and other businesses. Also located within the RSA of the proposed station is Nora Sterry Elementary School, the VCA West Los Angeles Animal Hospital, and the VCA ASEC.

There are a few open space and recreation facilities within the RSA of the proposed station, including the Westwood Recreation Center and the Bad News Bear Field House.

Wilshire Boulevard/Metro D Line Station

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

Open space facilities within the RSA include the Bad News Bears Park and the Westwood Recreational Center. Located northwest of the proposed station are the Hammer Museum, UCLA, Ronald Regan Medical Center, UCLA Specialty Medical Centers, the Los Angeles Passport Agency, and places of worship, which all serve as major destinations within the proposed station RSA. With an enrollment of over 47,000 students, UCLA is a major destination within the proposed station RSA (UCLA, 2023). Other schools located within the proposed station RSA include Saint Paul the Apostle School, Ralph Waldo Emerson Community Charter Middle School, Geffen Academy, and Fairburn Elementary School.

UCLA Gateway Plaza Station

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

Activity Centers adjacent to the proposed UCLA Gateway Plaza Station include the UCLA Ronald Regan Medical Center, UCLA Medical Plazas, Mildred E. Mathias Botanical Garden, and campus-related facilities. Land uses within the proposed station include commercial, open space, public facilities, suburban agriculture, single-family residential and multi-family residential land uses (DCP, 1993).

Ventura Boulevard/Sepulveda Boulevard Station

The proposed Ventura Boulevard/Sepulveda Boulevard Station would be located on land zoned for public facilities and commercial uses (City of Los Angeles, 2023) and on land designated as public facilities, general office, commercial, and mixed residential and commercial (SCAG, 2024a). Other land uses within the RSA of the proposed station include single-family and multi-family residential, commercial, general office, public facilities, and education (SCAG, 2024a).

Within the RSA of the proposed station is the Sherman Oaks Galleria and the Sepulveda Basin Recreation Area, Maha Montessori, and Helsby Oaks Elementary school.

Metro G Line Sepulveda Station

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

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

Sherman Way Station

The RSA of the proposed Sherman Way Station would be located on land zoned for commercial land uses (City of Los Angeles, 2023), and on land designated for public facilities (SCAG, 2020a). Other land uses within the RSA of the proposed Sherman Way Station include single-family and multi-family residential, commercial, and general office (SCAG, 2020a).

Within the RSA of the proposed station include the Valley Presbyterian Hospital, Vons grocery store, Beverly Manor Convalescent Center, Valerio Street Elementary School, Basset Street Elementary School, Fulton Middle School, and Van Nuys High School.

Van Nuys Metrolink Station

The proposed Van Nuys Metrolink Station is located on land zoned for public facilities and commercial uses (City of Los Angeles, 2023) and on land designated as commercial, transportation/communications/utilities, and vacant (SCAG, 2024a). Other land uses surrounding the RSA of the proposed Van Nuys Metrolink Station include single-family and multi-family residential, commercial, public facilities, and industrial (SCAG, 2024a).

Within the RSA of the proposed station is the Van Nuys Boulevard commercial corridor home to the Plant Shopping Center, Panorama High School, Valley Medical Center, and Panorama Mall.

Maintenance and Storage Facilities

The proposed MSF is located on land zoned for manufacturing (City of Los Angeles, 2023) and on land designated for industrial uses (SCAG, 2024a). Other land uses within the MSF RSA include single-family

residential, multi-family residential, commercial, public facilities, and general office land use (SCAG, 2024a). Within the MSF RSA is the Van Nuys Boulevard commercial corridor, home to the Plant Shopping Center, Panorama High School, Valley Medical Center, and Panorama Mall.

3.10.4.5 Alternative 5 Resource Study Area

The description of the Alternative 5 RSA is the same as that provided for Alternative 4 in Section 3.10.4.4.

Project Site Characteristics and Land Uses

Existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. As identified in the General Plan for the City of Los Angeles, land uses along Van Nuys Boulevard are composed of commercial, public facilities, and multi-family residences (DCP, 2001b). Figure 3.10-5 identifies the existing land uses and summarizes the distribution of land types with the RSA. As identified in Table 3.10-2, the greatest percentages of land uses are single-family residential (33 percent), and multi-family residential (8 percent) and open space and recreation (7 percent) being the next prevalent land uses. This map provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 5 and existing land uses.

Figure 3.10-5. Alternative 5: Existing Land Use within the Resource Study Area



Source: SCAG, 2024a; HTA, 2024

Stations

The land use characteristics of proposed Alternative 5 stations would be the same as those described for Alternative 4 in Section 3.10.4.4.

Maintenance and Storage Facilities

The land use characteristics for the proposed MSF for Alternative 5 would be the same as those described for Alternative 4 in Section 3.10.4.4.

3.10.4.6 Alternative 6 Resource Study Area

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

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

Project Site Characteristics and Land Uses

Existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Figure 3.10-6 identifies the existing land uses and summarizes the distribution of land types with the RSA. As identified in Table 3.10-2, the greatest percentages of land uses are single-family residential (29 percent) and multi-family residential (11 percent), with open space and recreation, public facilities, and commercial and services (6 percent) being the next prevalent land uses. This map provides a basis for understanding a community's land use plan and the spatial relationship between the alignment and proposed stations of Alternative 6 and existing land uses.

Figure 3.10-6. Alternative 6: Existing Land Use within the Resource Study Area



Source: SCAG, 2024a; HTA, 2024

Stations

Metro E Line Expo/Bundy Station

The RSA of the proposed Metro E Line Expo/Bundy Station is primarily zoned as multi-family residential, commercial, and public facilities (DCP, 1993) and would be located on land uses designated as commercial, general office, and transportation/communications/utilities. Other land uses within the RSA

of the proposed station include single-family and multi-family residential, industrial, commercial, general office, and open space/recreation (SCAG, 2024a).

Adjacent properties to the proposed station include ACE Hardware, Staples, and the Anawalt Lumbar Company, Stoner Recreational Park and Center, the Department of Water and Power West Los Angeles, Fox 11 Media Center, and institutional/public facilities (i.e., places of worship, public/private schools) located north of the existing Metro E Line Station.

Vacant and underutilized parcels are distributed along Bundy Drive and Pico Boulevard. The majority of vacant and underutilized parcels are commercial that are situated southwest of the existing station.

Santa Monica Boulevard Station

The proposed Santa Monica Boulevard Station would be located on land zoned for commercial uses (City of Los Angeles, 2023) and on land designated for commercial, general office, and public facility use (SCAG, 2024a). Other land uses surrounding the RSA of the proposed Santa Monica Boulevard Station include single-family and multi-family residential, commercial, public facilities, education, and open space/recreation (SCAG, 2024a).

Sawtelle Japantown is home to various Japanese-restaurants and other businesses. Also located within the RSA of the proposed station is Nora Sterry Elementary School, the VCA West Los Angeles Animal Hospital, and the VCA ASEC.

There are a few open space and recreation facilities within the RSA of the proposed station, including the Westwood Recreation Center and the Bad News Bear Field House.

Wilshire Boulevard/Metro D Line Station

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

Open space facilities within the RSA include the Bad News Bears Park and the Westwood Recreational Center. Also located within the RSA for the proposed station include the Hammer Museum, UCLA, Ronald Regan Medical Center, UCLA Specialty Medical Centers, the Los Angeles Passport Agency, and places of worship which serve as major destinations. With an enrollment of over 47,000 students, UCLA is a major destination within the RSA of the proposed station (UCLA, 2023). Other schools located within the RSA for the proposed station include Saint Paul the Apostle School, Ralph Waldo Emerson Community Charter Middle School, Geffen Academy, and Fairburn Elementary School.

UCLA Gateway Plaza Station

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

Activity centers adjacent to the proposed UCLA Gateway Plaza Station include the Ronald Regan Medical Center, UCLA Specialty Centers, Mildred E. Mathias Botanical Garden, and campus-related land use

facilities. Land uses within the RSA for the proposed station include commercial, open space, public facilities, suburban agriculture, single-family residential and multi-family residential land uses (DCP, 1993).

Ventura Boulevard/Van Nuys Boulevard Station

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

Within the RSA of the proposed station is the Sherman Oaks Galleria and the Sepulveda Basin Recreation Area, Maha Montessori, and Helsby Oaks Elementary school.

Metro G Line Van Nuys Station

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

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

Van Nuys Metrolink Station

The proposed Van Nuys Metrolink Station is located on land zoned for public facilities and commercial uses (City of Los Angeles, 2023) and on land designated as commercial, transportation/communications/utilities, and vacant (SCAG, 2024a). Other land uses within the RSA of the proposed Van Nuys Metrolink Station include single-family and multi-family residential, commercial, public facilities, and industrial (SCAG, 2024a).

Within the RSA of the proposed station is the Van Nuys Boulevard commercial corridor home to the Plant Shopping Center, Panorama High School, Valley Medical Center, and Panorama Mall.

Maintenance and Storage Facilities

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

Ventilation Facilities

A mid-mountain ventilation shaft for the extraction of air would be located on LADWP property east of Stone Canyon Reservoir in the Santa Monica Mountains. An access road from the Stone Canyon Reservoir access road would be constructed to the location of the shaft, requiring grading of the hillside along its route. The land uses identified for the proposed access road and ventilation shaft located east of the Stone Canyon Reservoir are designated as restricted public open space (Santa Monica Mountains

Comprehensive Plan [Santa Monica Mountains Comprehensive Commission, 1979]) and open space (SCAG, 2024a).

3.10.5 Environmental Impacts

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

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

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

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

Construction Impacts

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

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

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

Alternative 1 is currently surrounded by a mix of land uses as previously identified on Figure 3.10-2 and in Table 3.10-2. The RSA for Alternative 1 is currently developed with land uses typically found in mature urban and suburban communities such as residential, general office, commercial, public facilities, industrial, education, open space/recreation, and vacant land uses. Alternative 1 would not conflict with the predominant uses present in the surrounding areas within the RSA.

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

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

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

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

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

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

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

Construction Impacts

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

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

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

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

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

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Alternative 3 would have the same Project elements as Alternative 1 north of the proposed Getty Center Station and south of Ohio Avenue. Accordingly, all impact discussion provided for Alternative 1 is

applicable to Alternative 3. The following discussion describes impacts related to the underground portions of Alternative 3.

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

As previously described, communities would maintain access to surrounding land uses and would continue to be accessible to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections located along Sepulveda Boulevard and Van Nuys Boulevard. The height of the proposed aerial guideway and stations would be sufficient to maintain access to surrounding uses at pedestrian and vehicle crossings and nearby intersections, thereby maintaining connection and access to existing land uses.

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

Construction Impacts

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

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

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

Similar to Alternative 1, construction easements for implementation of Alternative 3 would not permanently limit or restrict access to existing communities to the extent that they would be disrupted or isolated. However, during construction, these easements could temporarily disrupt access to and from established communities, which could result in significant impacts without mitigation.

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

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

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

Alternative 4 is currently surrounded by a mix of land uses as previously identified on Figure 3.10-4 and in Table 3.10-2.

Existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Alternative 4 would not conflict with the predominant uses present in the surrounding areas within the RSA.

The Alternative 4 alignment would be located underground south of the San Fernando Valley and would therefore have no potential to result in physical divisions of any established communities south of Del Gado Drive. Alternative 4 would introduce aerial stations and an aerial guideway on columns and straddle bents along Sepulveda Boulevard between Del Gado Drive and the Metrolink ROW. Established communities within this portion of the RSA include the Sherman Oaks and Van Nuys communities. I-405 currently separates adjacent land uses and acts as a western boundary of these communities based on the City of Los Angeles' Neighborhood Council boundaries. As such, this assessment of potential community division focuses on the Van Nuys community and more specifically, the portion of the community located north of Oxnard Street where there is a development pattern of established, low density residential neighborhoods situated west and east of the proposed aerial guideway structures along Sepulveda Boulevard for Alternative 4. At least 85 percent of the households within these neighborhoods have a tenure greater than 5 years, and all neighborhoods, other than the portion of Van Nuys south of Vanowen Street and west of Sepulveda Boulevard, are identified as Equity Focused Communities based on the Metro Equity Need Index (Metro, 2022).

At the northern end of the Alternative 4 alignment, the aerial guideway would be located within and adjacent to the LOSSAN rail corridor ROW, which serves as an existing physical division between the northern boundary of the Van Nuys community and Panorama City. The height of the proposed aerial guideway and stations would be sufficient to maintain access to surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections located along Sepulveda Boulevard,

thereby maintaining connection and access to existing land uses. Additionally, communities located north and south of the proposed aerial segment would continue to be accessible to the existing Metrolink Van Nuys station, and the proposed Metrolink Van Nuys Station would continue to be accessible to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections located along Van Nuys Boulevard. Thus, communities located north and south of the alignment where it is parallel to the LOSSAN rail corridor ROW would continue to be accessible to vehicle and non-vehicle users, and the addition of the proposed aerial guideway would not result in a new division of an established community.

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

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

Portions of the proposed Alternative 4 aerial guideway would be placed along the center median lane of Sepulveda Boulevard, which is currently a two-way left-turn lane. In addition, the aerial guideway would require installation of a raised median or similar barrier along the length of Sepulveda Boulevard to provide protection for the aerial guideway support columns and limit vehicle movements across the center of the roadway due to sight distance conflicts. As a result, all midblock left-turn movements along Sepulveda Boulevard would be eliminated thus diminishing access to businesses and residential development with driveway access from Sepulveda Boulevard. In addition, proposed straddle bents would be situated within existing sidewalks affecting pedestrian circulation and affecting driveway access. Approximately 50 commercial driveways and 22 residential driveways would be affected by the physical presence of the aerial guideway and associated median/column protection, by restricting left-turn in/left-turn out movements. The restriction on left turns along Sepulveda Boulevard would result in inconvenient vehicle circulation, particularly for local residents seeking access to community-serving business and residences along Sepulveda Boulevard.

However, the proposed aerial guideway and stations would provide sufficient clearance between the support columns to maintain access to surrounding uses for motor vehicles. While the center left-turn lane along Sepulveda Boulevard would be removed to accommodate the columns, motorists would still be able to make left turns at major intersections, thereby ensuring access to surrounding land uses. Additionally, pedestrian access would be maintained via the sidewalk network through crossings at signalized intersections located along Sepulveda Boulevard.

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

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

Construction Impacts

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

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

Construction of Alternative 4 would require partial and full construction easements on properties designated as public facilities, heavy manufacturing, residential, industrial, open space, and commercial uses. In Sherman Oaks, construction easements would also be required for multi-family and single-family properties located east of I-405 on Del Gado Drive to support the underground tunnel transition structure and proposed Ventura Station. South of Sherman Oaks, construction easements and encroachment permits would be needed for aerial guideway installation, straddle bents, street reconstruction, demolition, and utility relocation. While the properties under these easements and permits would retain their original land use designation and zoning classifications, the temporary use of

these properties for construction activities could cause access disruptions that represent a significant impact without mitigation.

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

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

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

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

Alternative 5 is currently surrounded by a mix of land uses as previously identified on Figure 3.10-5 and in Table 3.10-2. The RSA for Alternative 5 is currently developed with existing land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. Alternative 5 would not conflict with the predominant uses present in the surrounding areas within the RSA.

Alternative 5 would operate belowground between the proposed Metro E Line Expo/Sepulveda Station and the Sherman Way Station and would transition to an aerial configuration near the intersection of Raymer Street and Burnet Avenue within and adjacent to the LOSSAN rail corridor ROW. The I-405 and the LOSSAN rail corridor currently separate adjacent land uses and act as physical boundaries for established communities with the RSA. Alternative 5 would operate belowground between the proposed Metro E Line Expo/Sepulveda Station and Sherman Way Station and would transition to an aerial configuration near the intersection of Raymer Street and Burnet Avenue within the Metrolink ROW. Additionally, the proposed aerial guideway and stations would provide sufficient clearance between the straddle bents to maintain access to surrounding uses for motor vehicle and pedestrian traffic. At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be maintained.

The approximately 1 mile east-west aerial segment of the proposed alignment and station located in the Van Nuys Community would be located within the LOSSAN rail corridor ROW and City of Los Angeles ROW at Raymer Street. Communities located north and south of the proposed aerial guideway parallel to the LOSSAN rail corridor ROW would continue to be accessible to the existing Metrolink Van Nuys station. Additionally, the height of the aerial guideway and proposed Metrolink Van Nuys Station would be sufficient to maintain access for vehicle and non-vehicle users to access to the surrounding communities at the undercrossing at Van Nuys Boulevard. Permanent access disruptions to existing communities located on both sides of the alignment of Alternative 5 would not occur.

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

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

Construction Impacts

Construction of Alternative 5 would not result in permanent physical divisions of established communities; however, construction easements (i.e., the areas needed during construction), and encroachment permits would be needed for the underground and aerial guideway and station installations, staging areas, street reconstruction, demolition, cut-and-cover construction for the proposed stations, and utility relocation. The construction easements and encroachment permits would consist of properties designated as commercial, public facilities, residential, open space and recreation, industrial, and vacant uses. Located south of the Metrolink ROW near the intersection of Raymer Street and Burnet Avenue in the Van Nuys community, construction easements would be needed for the proposed tunnel portal footprint where the alignment would transition from an underground to an aerial configuration. While the properties under these easements and permits would retain their original land use designation and zoning classifications, the temporary use of these properties for construction activities could cause access disruptions that represent a significant impact without mitigation.

The underground alignment would be constructed via a bored tunneling machine underneath residential communities located in West Los Angeles, Westwood, and Bel Air-Beverly Crest, and within the roadway ROW along Bentley Avenue, Westwood Boulevard, and Sepulveda Boulevard. The aerial guideway would be constructed within the Metrolink ROW. Alternative 5 would require the closure of Cabrito Road and at-grade LOSSAN rail corridor near Extra Space Storage off of Raymer Street for the aerial guideway. Street detours would be required to accommodate aerial guideway and stations construction. Street and sidewalk closures during construction would temporarily limit property access between established

communities. Without mitigation, these temporary closures could still result in significant impacts on community access.

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

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

Alternative 6

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

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

Alternative 6 is currently surrounded by a mix of land uses as previously identified on Figure 3.10-6 and in Table 3.10-2.

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

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

The proposed station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. Communities would maintain access to surrounding land uses and would continue to be accessible to vehicle and non-vehicle users via the surrounding roadway,

bicycle, and sidewalk network through crossings at signalized intersections, left-turning traffic would be maintained located along Bundy Avenue and Van Nuys Boulevard.

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

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

Construction Impacts

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

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

The proposed alignment and stations would be constructed underneath residential communities located in West Los Angeles, Westwood, Bel Air-Beverly Crest, Sherman Oaks, and Van Nuys within the roadway ROW along Bentley Avenue, Westwood Boulevard, and Sepulveda Boulevard. Street and sidewalk closures during construction would temporarily limit property access between established communities. Without mitigation, the temporary street detours and access restrictions during construction could represent a significant impact due to potential access disruptions.

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

Maintenance and Storage Facilities

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

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

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

Construction Impacts

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

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

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

Metro and the contractor would notify and work with surrounding communities regarding the construction schedule and would use wayfinding signage to inform the public of reroutes due to closed

pedestrian areas and roadways. Therefore, construction of the proposed MSF Base Design would not physically divide an established community and would result in a less than significant impact.

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

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

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

Construction Impacts

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

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

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

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

The proposed Electric Bus MSF would require acquiring properties west of Cotner Avenue and north of the Pico Boulevard that are adjacent to I-405. However, the proposed Electric Bus MSF would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and it would be located primarily on existing parcels designated for public facilities, general office, and commercial and services. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, location and/or operation of the proposed Electric Bus MSF would not physically divide an established community and no impact would occur.

Construction Impacts

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

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

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

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

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

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

Construction Impacts

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

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

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

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant with Mitigation

Operational Impacts

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

Construction Impacts

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

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

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

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

The consistency of Alternatives 1 through 6 with adopted land use plans, policies, or regulations is summarized in Table 3.10-3 and discussed further in each Alternative impact discussion. For further detail on land use consistency, refer to the *Sepulveda Transit Corridor Project Land Use and Development Technical Report* (Metro, 2025c).

Table 3.10-3. Consistency with Relevant Plans and Policies

Planning Jurisdiction	Adopted Plans	Alternative 1 Consistency	Alternative 3 Consistency	Alternative 4 Consistency	Alternative 5 Consistency	Alternative 6 Consistency
SCAG	2024-2050 RTP/SCS (SCAG, 2024a)	<ul style="list-style-type: none"> • Consistent 	<ul style="list-style-type: none"> • Consistent 	<ul style="list-style-type: none"> • Consistent 	<ul style="list-style-type: none"> • Consistent 	<ul style="list-style-type: none"> • Consistent
Los Angeles	City of Los Angeles Mobility Plan 2035 (DCP, 2016)	<ul style="list-style-type: none"> • Policy 3.3: Consistent • Policy 3.7: Consistent • Policy 5.1: Consistent 	<ul style="list-style-type: none"> • Policy 3.3: Consistent • Policy 3.7: Consistent • Policy 5.1: Consistent 	<ul style="list-style-type: none"> • Policy 3.3: Consistent • Policy 3.7: Consistent • Policy 5.1: Consistent 	<ul style="list-style-type: none"> • Policy 3.3: Consistent • Policy 3.7: Consistent. • Policy 5.1: Consistent 	<ul style="list-style-type: none"> • Policy 3.3: Consistent • Policy 3.7: Consistent • Policy 5.1: Consistent
Los Angeles	Urban Water Management Plan (LADWP, 2020)	<ul style="list-style-type: none"> • Alternative 1 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF Base Design 	<ul style="list-style-type: none"> • Alternative 3 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF Base Design. 	<ul style="list-style-type: none"> • Alternative 4 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF. 	<ul style="list-style-type: none"> • Alternative 5 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF. 	<ul style="list-style-type: none"> • Alternative 6 is inconsistent with this plan which has identified and approved the location of the Mid-Valley Water Facility Project to be on the same site that is being proposed for the MSF.

Planning Jurisdiction	Adopted Plans	Alternative 1 Consistency	Alternative 3 Consistency	Alternative 4 Consistency	Alternative 5 Consistency	Alternative 6 Consistency
Santa Monica Mountains Conservancy	Santa Monica Mountains Comprehensive Plan (Santa Monica Mountains Comprehensive Commission, 1979)	<ul style="list-style-type: none"> • Priority for Resource Protection Policy: Alternative 1 is inconsistent with policies that would protect the natural resources of the Santa Monica Mountains as development would convert land use designated as open space to public facilities. 	<ul style="list-style-type: none"> • Priority for Resource Protection Policy: Alternative 3 is inconsistent with policies that would protect the natural resources of the Santa Monica Mountains as development would convert land use designated as open space to public facilities. 	<ul style="list-style-type: none"> • Priority for Resource Protection Policy: Consistent 	<ul style="list-style-type: none"> • Priority for Resource Protection Policy: Consistent 	<ul style="list-style-type: none"> • Priority for Resource Protection Policy: Consistent
U.S. Department of Veterans Affairs	U.S. Department of Veterans Affairs Greater Los Angeles Health Care System West Los Angeles Campus Master Plan 2022 (United States Department of Veterans Affairs, 2022)	<ul style="list-style-type: none"> • Consistent 	<ul style="list-style-type: none"> • Consistent 	<ul style="list-style-type: none"> • Not Applicable 	<ul style="list-style-type: none"> • Not Applicable 	<ul style="list-style-type: none"> • Not Applicable
Los Angeles	West Los Angeles Community Plan (DCP, 1999a)	<ul style="list-style-type: none"> • Goal 11: Consistent • Objective 10-1: Consistent • Objective 11-1: Consistent 	<ul style="list-style-type: none"> • Goal 11: Consistent • Objective 10-1: Consistent • Objective 11-1: Consistent 	<ul style="list-style-type: none"> • Goal 11: Consistent • Objective 11-1: Consistent • Policy 11-1.4: Consistent 	<ul style="list-style-type: none"> • Goal 11: Consistent • Objective 11-1: Consistent • Policy 11-1.4: Consistent 	<ul style="list-style-type: none"> • Goal 11: Consistent • Objective 11-1: Consistent • Policy 11-1.4: Consistent
Los Angeles	Brentwood-Pacific Palisades Community Plan (DCP, 1998a)	<ul style="list-style-type: none"> • Policy 4-1.1: Alternative 1 is inconsistent with this policy since 	<ul style="list-style-type: none"> • Policy 4-1.1: Alternative 3 is inconsistent with this policy since 	<ul style="list-style-type: none"> • Not Applicable 	<ul style="list-style-type: none"> • Not Applicable 	<ul style="list-style-type: none"> • Not Applicable

Planning Jurisdiction	Adopted Plans	Alternative 1 Consistency	Alternative 3 Consistency	Alternative 4 Consistency	Alternative 5 Consistency	Alternative 6 Consistency
		<p>state parkland would be converted to public facilities along the alignment between the I-405 northbound Getty on- and off-ramps and I-405 southbound Skirball on- and off-ramps.</p> <ul style="list-style-type: none"> • Goal 10: Consistent • Objective 4: Alternative 1 is inconsistent with this objective since state parkland would be converted to public facilities along the alignment between the I-405 northbound Getty on- and off-ramps and I-405 southbound Skirball on- and off-ramps. • Objective 10-2: Consistent 	<p>state parkland would be converted to public facilities along the alignment between the I-405 northbound Getty on- and off-ramps and I-405 southbound Skirball on- and off-ramps.</p> <ul style="list-style-type: none"> • Goal 10: Consistent • Objective 4: Alternative 3 is inconsistent with this objective since state parkland would be converted to public facilities along the alignment between the I-405 northbound Getty on- and off-ramps and I-405 southbound Skirball on- and off-ramps. • Objective 10-2: Consistent 			

Planning Jurisdiction	Adopted Plans	Alternative 1 Consistency	Alternative 3 Consistency	Alternative 4 Consistency	Alternative 5 Consistency	Alternative 6 Consistency
		<ul style="list-style-type: none"> • Goal 11: Consistent • Policy 1-3.3: Consistent • Policy 1-6.5: Consistent 	<ul style="list-style-type: none"> • Goal 11: Consistent • Policy 1-3.3: Consistent • Policy 1-6.5: Consistent 			
Los Angeles	Bel Air-Beverly Crest Community Plan (DCP, 1996)	<ul style="list-style-type: none"> • Alternative 1 is inconsistent with policies concerning open space and state parkland as land designated with these uses would be converted at the I-405 northbound Getty on-ramp. 	<ul style="list-style-type: none"> • Alternative 3 is inconsistent with policies concerning open space and state parkland as land designated with these uses would be converted at the I-405 northbound Getty on-ramp. 	<ul style="list-style-type: none"> • Consistent 	<ul style="list-style-type: none"> • Consistent 	<ul style="list-style-type: none"> • Consistent
Los Angeles	Sherman Oaks – Studio City -Toluca Lake – Cahuenga Pass Community Plan (DCP, 1998b)	<ul style="list-style-type: none"> • Goal 10: Consistent • Objective 10-1.2: Consistent • Objective 10-2: Consistent 	<ul style="list-style-type: none"> • Goal 10: Consistent • Objective 10-1.2: Consistent • Objective 10-2: Consistent 	<ul style="list-style-type: none"> • Goal 10: Consistent • Objective 10-1.2: Consistent • Objective 10-2: Consistent 	<ul style="list-style-type: none"> • Goal 10: Consistent • Objective 10-1.2: Consistent • Objective 10-2: Consistent 	<ul style="list-style-type: none"> • Goal 10: Consistent • Objective 10-1.2: Consistent • Objective 10-2: Consistent
Los Angeles	Van Nuys-North Sherman Oaks Community Plan (DCP, 1998d)	<ul style="list-style-type: none"> • Objective 5-1: Alternative 1 is inconsistent with this policy since existing open space resources would be converted to public facilities. 	<ul style="list-style-type: none"> • Objective 5-1: Alternative 3 is inconsistent this objective since existing open space resources would be converted to public facilities. 	<ul style="list-style-type: none"> • Objective 5-1: Consistent • Objective 11-1: Consistent • Objective 11-1.3: Consistent • Policy 11-2.1: Consistent. 	<ul style="list-style-type: none"> • Objective 5-1: Consistent • Objective 11-1: Consistent • Objective 11-1.3: Consistent • Policy 11-2.1: Consistent 	<ul style="list-style-type: none"> • Objective 5-1: Consistent • Objective 11-1: Consistent • Objective 11-1.3: Consistent • Policy 11-2.1: Consistent

Planning Jurisdiction	Adopted Plans	Alternative 1 Consistency	Alternative 3 Consistency	Alternative 4 Consistency	Alternative 5 Consistency	Alternative 6 Consistency
		<ul style="list-style-type: none"> Objective 11-1: Consistent Objective 11-1.3: Consistent Policy 11-2.1: Consistent 	<ul style="list-style-type: none"> Objective 11-1: Consistent Objective 11-1.3: Consistent Policy 11-2.1: Consistent. 			
UCLA	UCLA Long Range Development Plan (UCLA, 2017)	<ul style="list-style-type: none"> Consistent 	<ul style="list-style-type: none"> Consistent 	<ul style="list-style-type: none"> Consistent 	<ul style="list-style-type: none"> Consistent 	<ul style="list-style-type: none"> Consistent

HTA, 2024

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Significant and Unavoidable

Construction Impact: Significant and Unavoidable

Operational Impacts

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

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

Construction Impacts

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

Alternative 1

Impact Statement

Operational Impact: Significant and Unavoidable

Construction Impact: Less than Significant

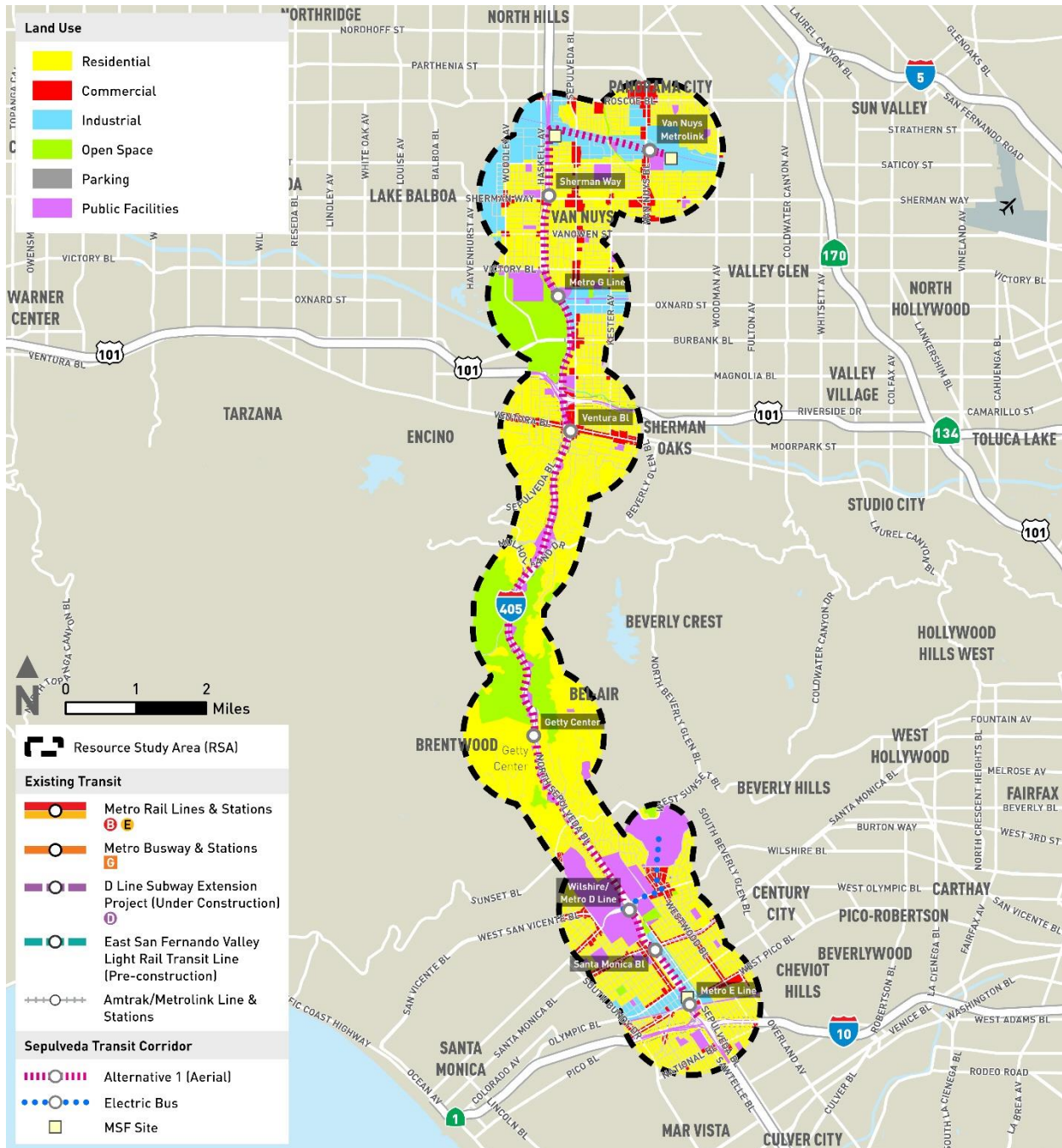
Operational Impacts

Alternative 1 would be supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA. The elements of Alternative 1 would be generally consistent with future commercial, industrial, residential, government-owned/institutional, and public facilities, land uses as shown on Figure 3.10-7. Some areas of the proposed alignment and stations would acquire residential properties located in the Brentwood and Van Nuys-North Sherman Oaks communities, and open space

areas located in the Santa Monica Mountains would be acquired for the proposed alignment, stations, and TPSS sites. Alternative 1 would support land use plan, policy and/or regulations that prioritize public transportation improvements and reductions of vehicle trips, as summarized in Table 3.10-3.

The Project is identified in SCAG's 2024 RTP/SCS Project List (SCAG, 2024c). Alternative 1 would support the goal of the 2024-2050 RTP/SCS to provide a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Figure 3.10-7. Alternative 1: Planned Land Use within the Resource Study Area

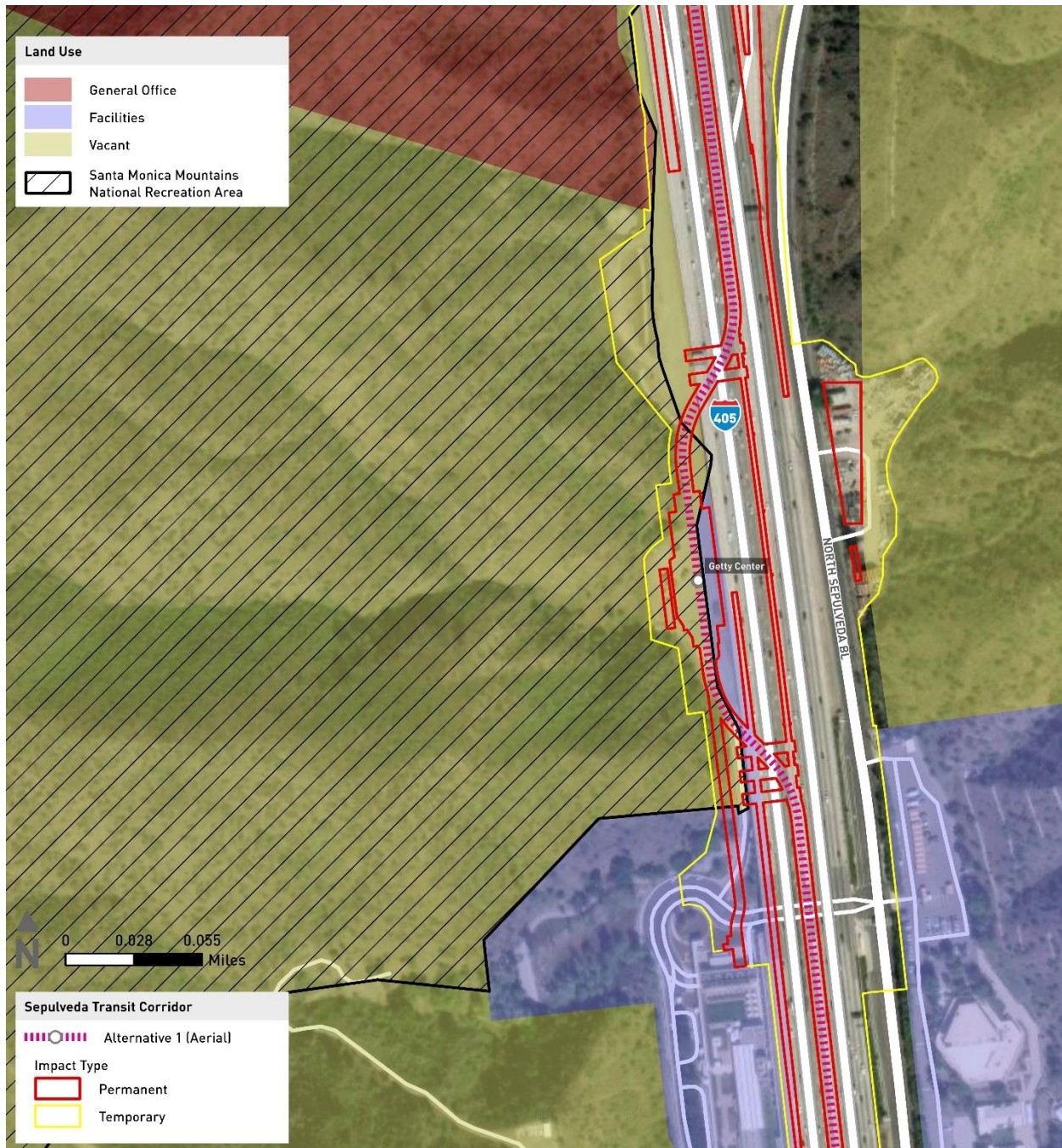


Source: DCP, 2001b; HTA, 2024

Operations of Alternative 1 would also support the public transportation Goal 10 to “develop a public transit system that improves mobility with convenient alternatives to automobile travel” and Objective 10-2 to “increase the work trips and non-work trips made on public transit” in accordance with the Brentwood-Pacific Palisades Community Plan (DCP, 1998a). Furthermore, Alternative 1 would support Objective 11-1 in the Van Nuys-North Sherman Oaks Community Plan (DCP, 1998d), which is “to

encourage...rail facilities.” Additionally, Policy 11-2.1 intends to “develop an intermodal mass transportation plan to implement linkages to future rail service.”

However, implementation of Alternative 1 would conflict with plans that prioritize the preservation of open space such as the *Santa Monica Mountains Conservancy Comprehensive Plan* (Santa Monica Mountains Conservancy, 1979), and the *Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a and 1998d, respectively). Figure 3.10-8 shows the Open Space Acquired for Getty Center Station for Alternative 1.

Figure 3.10-8 Alternative 1: Open Space Acquired for Getty Center Station


Source: SCAG, 2024a; HTA, 2024

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

Conservation Authority. Additionally, a portion of the Santa Monica Mountains is designated as a National Recreation Area and is part of the National Park System (NPS, 2002). These acquisitions inherently conflict with local land use plans, policies, and regulations designed to protect and preserve open space, and would result in a significant impact if not mitigated. The proposed alignment of Alternative 1 would travel east of Sepulveda Boulevard for approximately 1,450 feet between the I-405 southbound Getty Drive off-ramp and Promontory Road. This portion of the proposed alignment of Alternative 1 would require partial acquisition of the Mission Canyon Recreation Site to accommodate the aerial guideway and stations, TPCS site locations, and soundwalls, which the City of Los Angeles designates as open space. As outlined in the *Eastern Santa Monica Mountain Natural Resource Protection Plan*, most undeveloped and underdeveloped parcels in the eastern Santa Monica Mountains are not included in any adopted natural resource protection plan that identifies lands for conservation and are regionally significant resources that warrant the best available natural resource protection plan (SMMC, 2021). Therefore, the acquisition of open space would result in a significant impact.

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

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

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

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

conversion of land uses proposed by Alternative 1 would conflict with the applicable LAMC requirements and would result in a significant impact.

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

Construction Impacts

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

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

As summarized in Table 3.10-3, Alternative 1 would be consistent with regional plans and policies prioritizing alternative modes of travel to reduce single-occupancy vehicle trips, encouraging rail facilities in the community, and expanding land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Although construction activities associated with Alternative 1 would result in construction easements, they would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the construction of Alternative 1 would result in a less than significant impact.

Alternative 3

Impact Statement

Operational Impact: Significant and Unavoidable

Construction Impact: Less than Significant

Operational Impacts

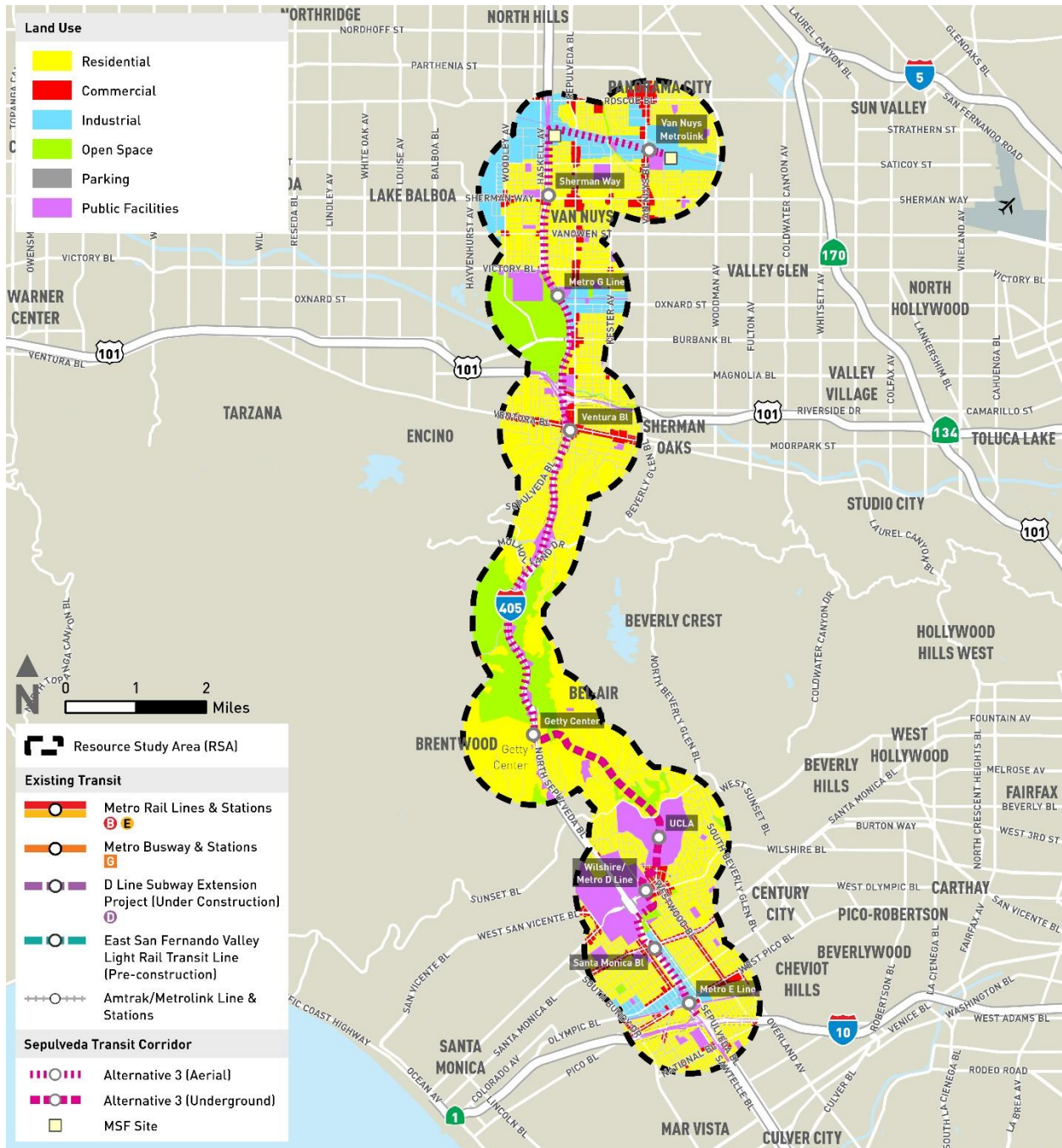
Alternative 3 would be supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA that prioritize public transportation improvements and reductions of vehicle trips as summarized in Table 3.10-3.

The Project is identified in SCAG's 2024 RTP/SCS Project List (SCAG, 2024c). Alternative 3 would support the goal of the 2024-2050 RTP/SCS to provide a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

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

However, implementation of Alternative 3 would conflict with the *Santa Monica Mountains Conservancy Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979), and the *Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a, 1998d, respectively). While the elements of Alternative 3 would be generally consistent with future commercial, industrial, government-owned/institutional, and public facilities land uses as shown on Figure 3.10-9, some areas located in the Santa Monica Mountains would be acquired for the proposed alignment, stations, and TPSS sites.

Figure 3.10-9. Alternative 3: Planned Land Use within the Resource Study Area



Source: DCP, 2001b; HTA, 2024

Alternative 3 would require the conversion of land uses designated from residential as identified in the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a), to public facilities in order to accommodate the proposed aerial guideway and stations. Widening of the highway corridor would require the full acquisition properties located west of the I-405 along Church Lane, consisting of single-family residential properties. Additionally, a proposed TPSS site located north of Sunset Boulevard and east of Church Lane would require the full acquisition of a vacant site designated as multi-family residential.

Conversion of these land uses would require permitting under LAMC Sections 11.5.7 and 12.32. Approval of zoning code amendments and permitting are determined based on city approval. Therefore, conversion of land uses proposed by Alternative 3 would conflict with the applicable LAMC requirements and result in significant and unavoidable impacts.

Alternative 3 would also require partial property acquisition of land uses designated as open space in the Sepulveda Pass corridor, which is owned by the State of California and maintained by the Santa Monica Mountains Conservancy and Mountain Recreation and Conservation Authority. Additionally, the Santa Monica Mountains are designated as a National Recreation Area and are part of the National Park System (NPS, 2002). The proposed alignment of Alternative 3 would travel east of Sepulveda Boulevard for approximately 1,450 feet between the I-405 southbound Getty Drive off-ramp and Promontory Road. This portion of the proposed alignment of Alternative 3 would partially acquire the Mission Canyon Recreation Site to accommodate the aerial guideway and stations, TPSS site locations, and soundwalls, which the City of Los Angeles designates as open space. As outlined in the *Eastern Santa Monica Mountain Natural Resource Protection Plan*, most undeveloped and underdeveloped parcels in the eastern Santa Monica Mountains are not included in any adopted natural resource protection plan that identifies lands for conservation and are regionally significant resources that warrant the best available natural resource protection plan (SMMC, 2021). Therefore, the acquisition of open space would result in a significant impact.

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

Similar to Alternative 1, implementation of Alternative 3 would not be consistent with the *Brentwood-Pacific Palisades Community* and *Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a, 1998d, respectively), which prioritize the preservations of open space. Alternative 3 would acquire open space properties within the Santa Monica Mountains, which would conflict with Policy 4-1.1, which states that “*natural resources should be preserved... on state parkland*” as presented in the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a), and would result in a significant impact. The conversion of land uses proposed by Alternative 3 would conflict with the applicable LAMC requirements and result in significant and unavoidable impacts. Figure 3.10-10 shows the Open Space Acquired for Getty Center Station for Alternative 3.

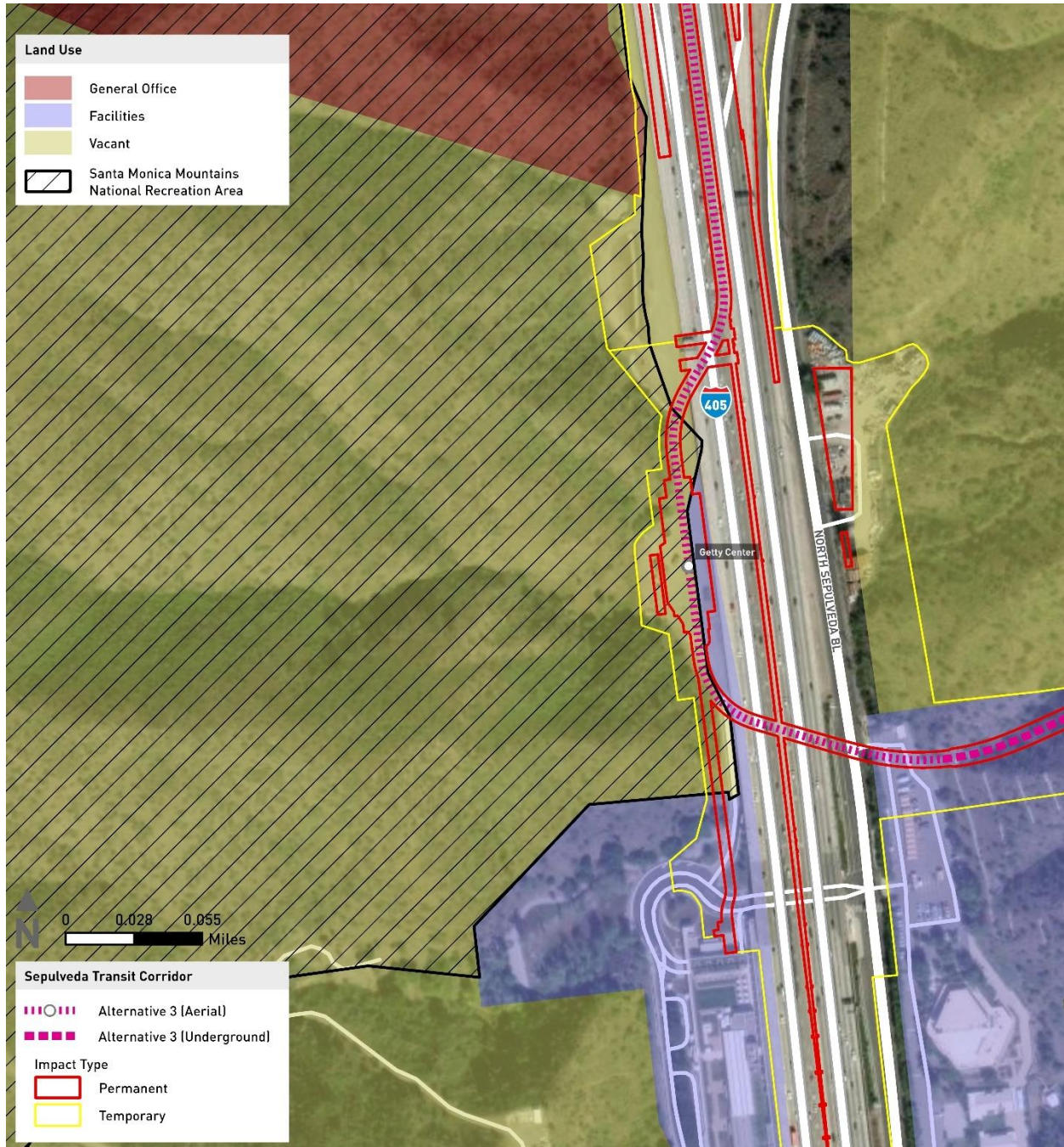
The proposed belowground UCLA Gateway Plaza Station would be consistent with the *UCLA Long Range Development Plan* (UCLA, 2017) in providing better pedestrian access for its students, staff, and visitors, including closer access to the hospital facilities.

In summary, while Alternative 3 would be consistent with regional and local transportation goals and policies of providing enhanced transportation access and reducing GHG emissions, Alternative 3 would conflict with the *Brentwood-Pacific Palisades and Van Nuys-North Sherman Oaks Community Plans*, and

the *Santa Monica Mountains Comprehensive Plan*, which prioritize protecting natural resources and open space. The property acquisitions located within the Santa Monica Mountains for the proposed alignment, stations, and TPSS sites in Alternative 3 would not be consistent with applicable land use plans, policies, or regulations. The conversion of land uses proposed by Alternative 3 would conflict with the applicable LAMC requirements and would result in a significant impact.

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

Figure 3.10-10. Alternative 3: Open Space Acquired for Getty Center Station



Source: SCAG, 2024a; HTA, 2024

Construction Impacts

The construction impacts associated with Alternative 3 encompass various elements, including those stemming from tunneling, underground maintenance access, and the utilization of the tunnel boring machine (TBM) and cut-and-cover construction for the proposed stations. In addition, the construction of Alternative 3 would require construction easements and encroachment permits for construction, including aerial and underground guideway and station installation, soundwall installation, I-405

widening for Alternative 3, street reconstruction, demolition, and utility relocation. Construction easements and encroachment permits would vary along the Alternative 3 guideway alignment and stations, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications. The temporary construction easements would consist of properties with land use designated as commercial, public facilities, residential, industrial, vacant, and institutions. Construction activities impacts would be temporary and would not alter the distinct residential character and integrity of the community as a whole.

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

As summarized in Table 3.10-3, Alternative 3 would be consistent with regional plans and policies prioritizing alternative modes of travel to reduce single-occupancy vehicle trips, encouraging rail facilities in the community, and expanding land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Although construction activities associated with Alternative 3 would result in construction easements, they would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the construction of Alternative 3 would result in a less than significant impact.

Alternative 4

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant

Operational Impacts

Alternative 4 would be supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA that prioritize public transportation improvements and reductions of vehicle trips as summarized in Table 3.10-3.

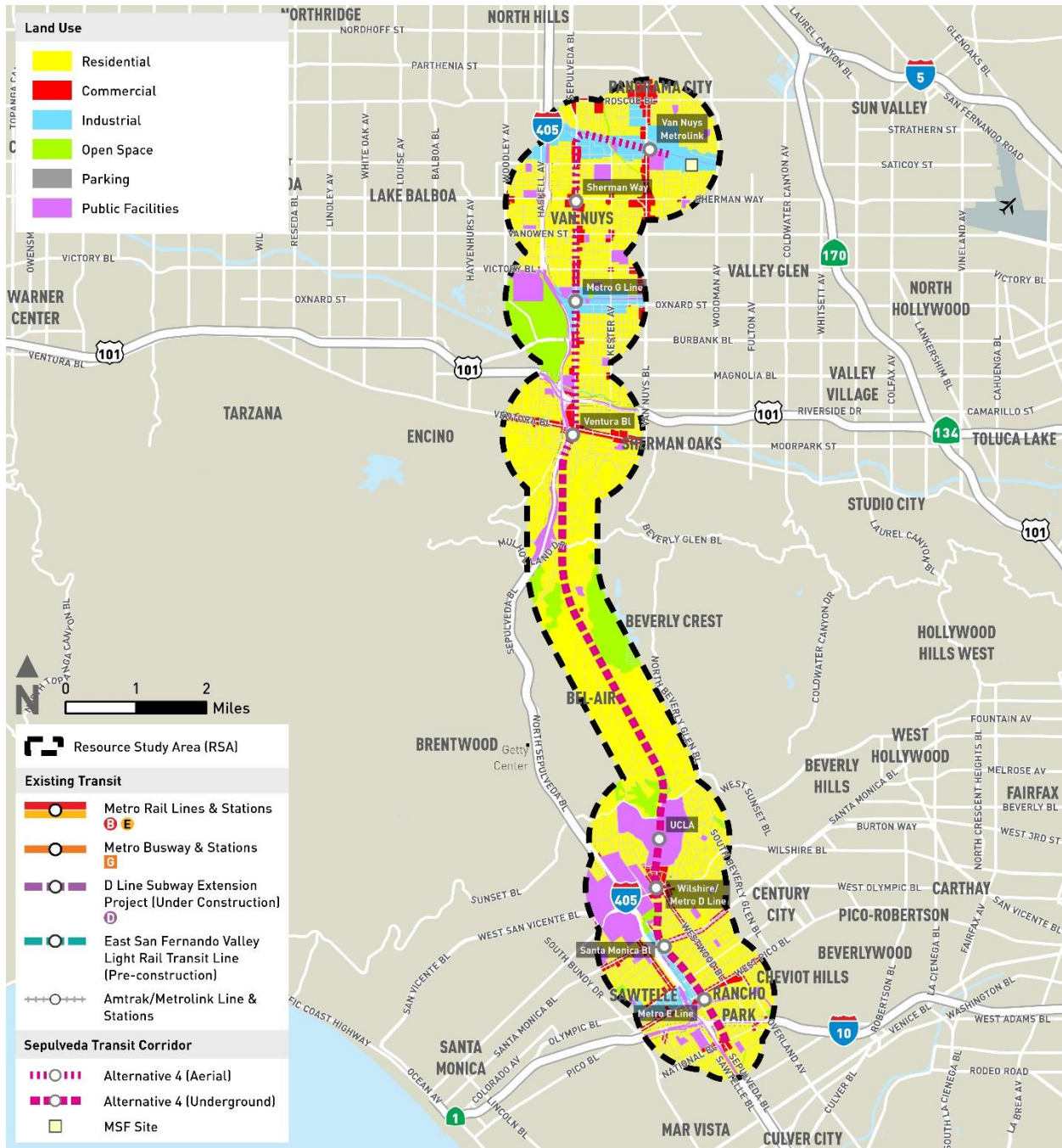
The Project is identified in SCAG’s 2024 RTP/SCS Project List (SCAG, 2024c). Alternative 4 would support the goal of the 2024-2050 RTP/SCS to provide a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

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

There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation.”

The elements of Alternative 4 would be generally consistent with future commercial, industrial, mixed residential and commercial, and public facilities land uses as shown on Figure 3.10-11. Some areas of the alignment of Alternative 4 would acquire land designated as open space located along Sepulveda Boulevard between U.S. Highway 101 and Magnolia Boulevard, one of which is the bridge over the Los Angeles River. Although Alternative 4 would require permanent underground easements for open space property within the Santa Monica Mountains for the underground alignment, existing land uses would not change due to the depth of the tunnel. Therefore, impacts on land use in these areas would be less than significant.

Figure 3.10-11. Alternative 4: Planned Land Use within the Resource Study Area



Source: DCP, 2001b; HTA, 2024

The alignment of Alternative 4 would travel west of Sepulveda Boulevard for approximately 1,680 feet between Del Gado Drive just south of the I-405 northbound Sepulveda Boulevard off-ramp and Greenleaf Street. This portion of the alignment of Alternative 4 would acquire single-family residences and the Highland at Sherman Oaks apartment building that the City of Los Angeles designates as single-family and multi-family residential, and public facilities to accommodate the proposed footprint where the underground tunnel transitions to an aerial guideway and straddle bents to support the Ventura

Boulevard Station. As previously stated, Alternative 4 would support Objective 11-1 in the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d), which is “to encourage...rail facilities,” and Policy 11-2.1, which seeks to “develop an intermodal mass transportation plan to implement linkages to future rail service.” Therefore, these impacts would be less than significant.

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

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

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

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

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

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

Construction Impacts

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

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

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

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

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

As summarized in Table 3.10-3, Alternative 4 would be consistent with the regional plans and policies prioritizing alternative modes of travel to reduce single-occupancy vehicle trips, encouraging rail facilities in the community, and expanding land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Construction easements to support the tunnel portal construction at Del Gado Drive and construction of the aerial alignment and stations for the proposed Ventura Boulevard Station in Sherman Oaks would not conflict with applicable land use plans, policies, or regulations of the *Van Nuys-North Sherman Oaks Community Plan* or *Santa Monica Mountains Comprehensive Plan*. Impacts would be temporary, and properties under construction easements would retain their original land use designation and zoning classifications. As such, construction activities associated with Alternative 4 would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the construction of Alternative 4 would result in a less than significant impact.

Alternative 5

Impact Statement

Operational Impact: Less than Significant with Mitigation

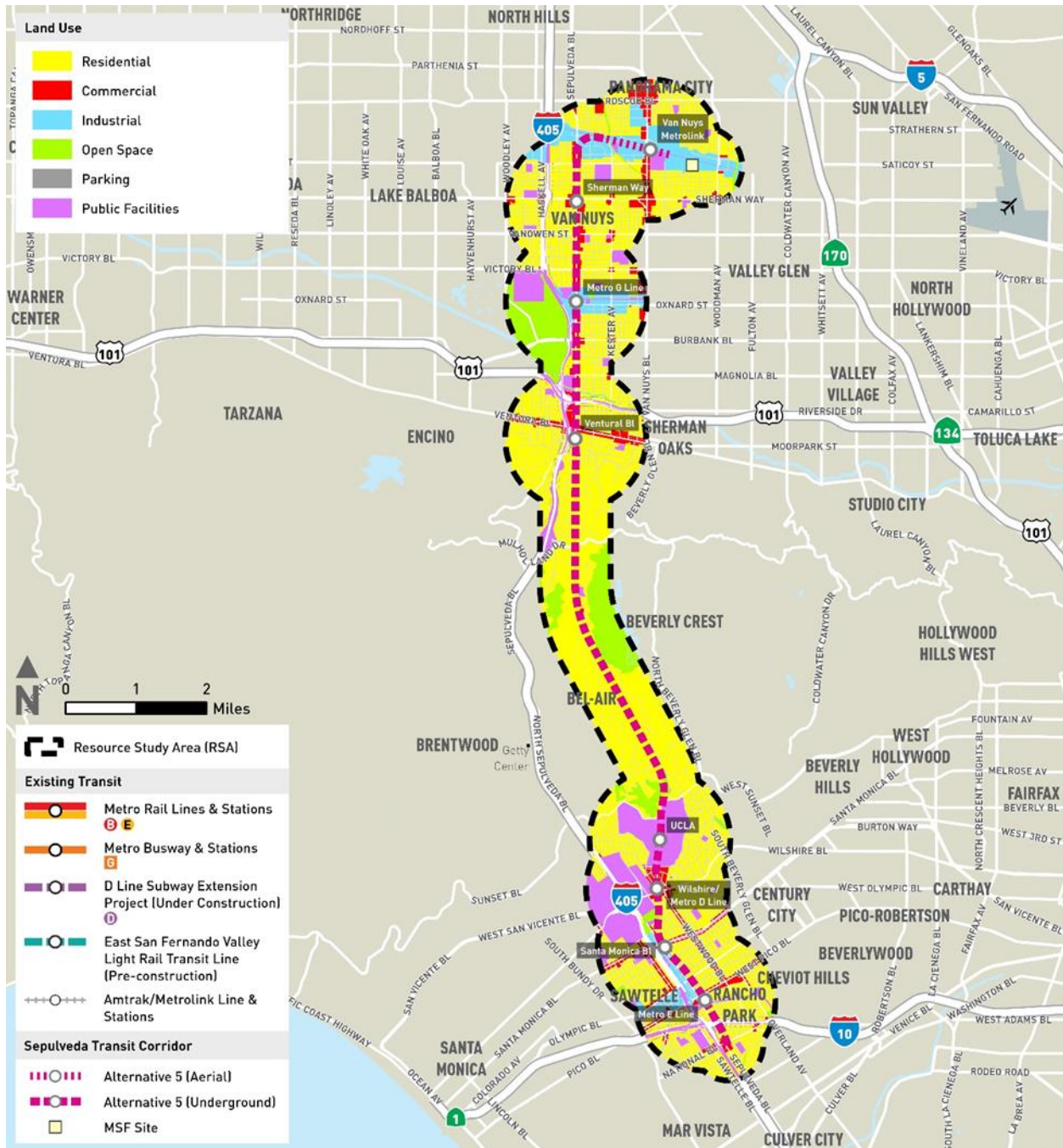
Construction Impact: Less than Significant

Operational Impacts

Like Alternative 4, Alternative 5 would be supportive of goals and policies identified in land use plans of the jurisdictions located along the within the RSA that prioritize public transportation improvements and reductions of vehicle trips as summarized in Table 3.10-3. Alternative 5 would be supportive of the same land use plans described for Alternative 4, including SCAG's 2020 RTP/SCS, *Brentwood-Pacific Palisades Community Plan* (City of Los Angeles. 1998a), *Van Nuys-North Sherman Oaks Community Plan* (City of Los Angeles. 1998d), *Bel Air Beverly Crest Community Plan* (DCP, 1996), and the *West Los Angeles Community Plan* (DCP, 1999a).

The elements of Alternative 5 would be generally consistent with future commercial, industrial, mixed residential and commercial, and public facilities land uses as shown on Figure 3.10-12. Some areas of the Alternative 5 alignment would acquire land uses designated as industrial and public facility located along Bentley Avenue between Santa Monica Boulevard and Missouri Avenue. This portion of the Alternative 5 alignment would acquire the Bentley Monica Apartments that the City of Los Angeles designates as multi-family residential, to accommodate the proposed Santa Monica Boulevard Station. Although Alternative 5 would require acquisition of the Bentley Monica Apartments, the Project would advance the goals of promoting public transit use, reducing dependence on private vehicles and encouraging sustainable development patterns. Furthermore, Metro would comply with the California Relocation Assistance Act, which requires relocation assistance to displaced persons.

Figure 3.10-12. Alternative 5: Planned Land Use within the Resource Study Area



Source: DCP, 2001b; HTA, 2024

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

The existing pedestrian bridge (the “Willis Avenue Pedestrian Overhead”, FRA crossing ID 921721T) is west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. As described in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025a), the removal of the pedestrian

bridge would conflict with *City of Los Angeles Mobility Plan 2035*, the state-mandated circulation element of the *City of Los Angeles General Plan (DCP, 2016)*. The plan includes a Neighborhood Enhanced Network (NEN), which highlights a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow-speed motorized means of travel. The Willis Avenue Pedestrian Bridge directly connects Willis Avenue and Raymer Street, which are identified as part of the NEN. Due to this conflict, there would be a significant impact.

To address this significant impact, Alternative 5 would be required to implement MM-TRA-7, which would require replacing the existing pedestrian bridge with a new pedestrian bridge or pedestrian undercrossing. With implementation of MM TRA-7, land use impacts associated with the Willis Avenue Pedestrian Overhead Bridge would be reduced to less than significant.

To accommodate the proposed tunnel portal footprint, properties located in land uses designated as industrial and public facility near the intersection of Raymer Street and Burnet Avenue in the Van Nuys Community would be utilized, facilitating the alignment's transition from an underground to an aerial configuration. However, development of acquisitions is not part of this Project and would be subject to local jurisdiction development plans.

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

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

Construction Impacts

Construction of Alternative 5 would require construction easements and encroachment permits for construction activities, including underground and aerial guideway and station installation, street reconstruction, demolition, construction staging, cut-and-cover construction for the proposed stations, and utility relocation. The construction easements would vary along the Alternative 5 guideway alignment and proposed stations, depending on the type of construction and adjacent land use. The

properties under construction easements and encroachment permits would retain their original land use designation and zoning classifications.

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

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

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

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 6 would be supportive of goals and policies identified in land use plans of the jurisdictions located within the RSA that prioritize public transportation improvements and reductions of vehicle trips as summarized in Table 3.10-3.

The Project is identified in SCAG’s 2024 RTP/SCS Project List (SCAG, 2024c). Alternative 6 would support the goal of the 2024-2050 RTP/SCS to provide a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Operations of Alternative 6 would also support the public transportation Goal 10 to “develop a public transit system that improves mobility with convenient alternatives to automobile travel” and Objective 10-2 to “increase the work trips and non-work trips made on public transit” in accordance with the *Brentwood-Pacific Palisades Community Plan* (DCP, 1998a). Furthermore, Alternative 6 would support Objective 11-1 in the *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d), which is “to

encourage...rail facilities.” Additionally, Policy 11-2.1 seeks to “develop an intermodal mass transportation plan to implement linkages to future rail service.”

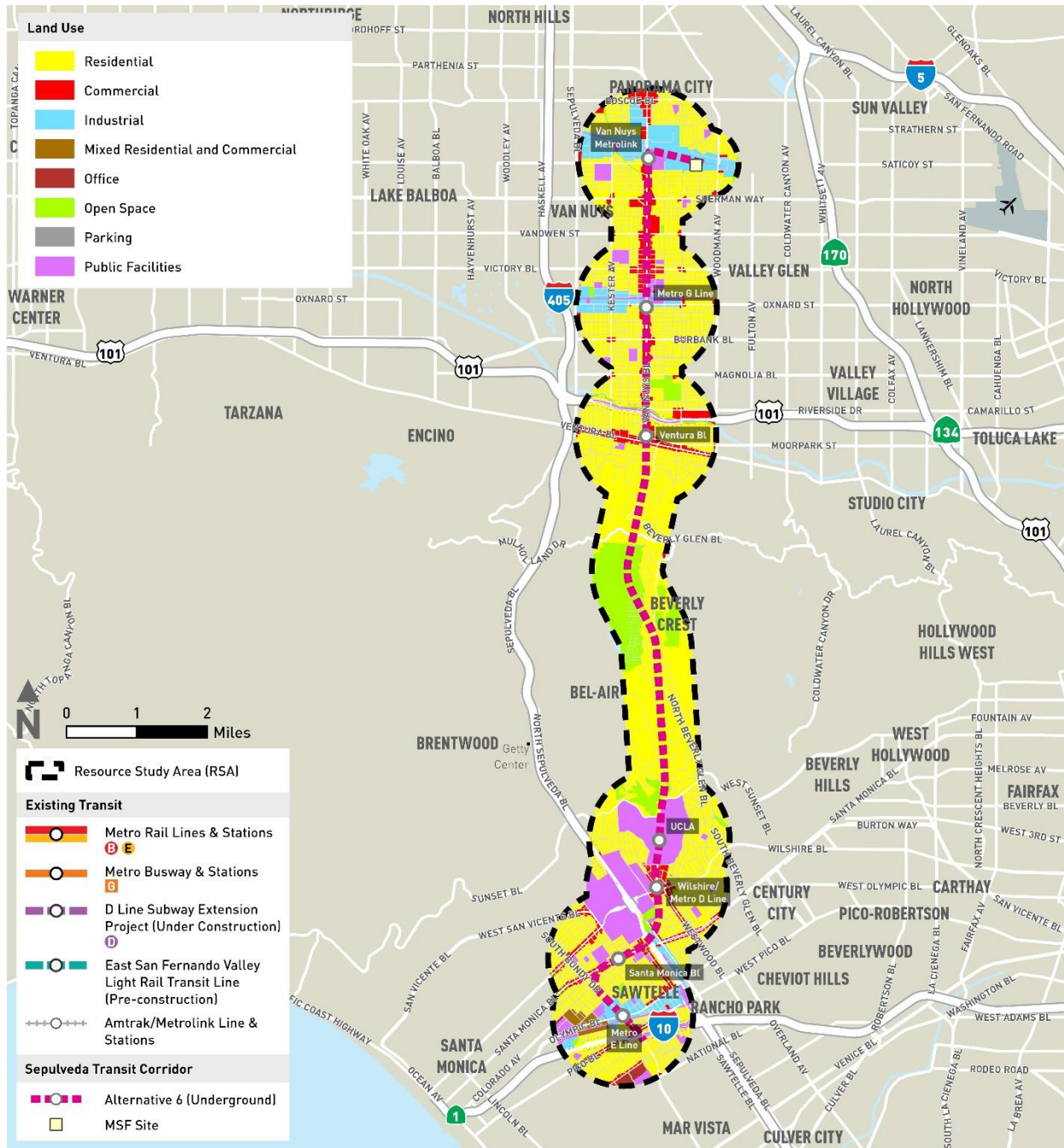
In the *Bel Air-Beverly Crest Community Plan’s* (DCP, 1996) Public Transportation section, Alternative 6 would be supportive of the community’s objective to “*proposed a public transportation corridor in the vicinity of the San Diego Freeway and Sepulveda Boulevard. This corridor should be utilized for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

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

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

The land use identified for the proposed access road and ventilation shaft located east of the Stone Canyon Reservoir is designated as restricted public open space (Santa Monica Mountains Comprehensive Plan, 1979) and open space (SCAG, 2024a). However, the areas surrounding the Stone Canyon Reservoir include built up features including the access road and supporting building, therefore, Alternative 6 would not conflict with existing land uses or policies for preserving open space resources located within the Santa Monica Mountains. The elements of Alternative 6 would be generally consistent with future commercial, industrial, mixed residential and commercial, and public facilities land uses as shown on Figure 3.10-13.

Figure 3.10-13. Alternative 6: Planned Land Use within the Resource Study Area



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

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

For these reasons, operation of Alternative 6 would not conflict with the goals and policies of the applicable jurisdictions as outlined in Table 3.10-3. Therefore, operation of Alternative 6 would not

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

Construction Impacts

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

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

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

As summarized in Table 3.10-3, Alternative 6 would be consistent with the regional plans and policies prioritizing alternative modes of travel to reduce single-occupancy vehicle trips, encouraging rail facilities in the community, and expanding land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Construction activities associated with Alternative 6 would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the construction of Alternative 6 would result in a less than significant impact.

Maintenance and Storage Facilities

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

Impact Statement

Operational Impact: Significant and Unavoidable

Construction Impact: Less than Significant

Operational and Construction Impacts

The proposed MSF Base Design would require construction easements and acquisition of properties with industrial uses. The parcels within the proposed MSF Base Design and in the vicinity are designated as Light Industrial and Public Facilities Zone under the City of Los Angeles zoning code (City of Los

Angeles, 2023). A significant portion of the proposed MSF Base Design is occupied by the industrial uses owned by the LADWP Valley Center. The construction easements would be temporary, and the properties would retain their original land use designation and zoning classifications. Given the existing industrial uses of the parcels to be acquired and of the parcels in the surrounding area, operation and construction of the proposed MSF Base Design would not be considered a change in land use type and would not conflict with adjacent land uses.

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

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

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

Operational and Construction Impacts

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

The proposed MSF Design Option 1 would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations;

therefore, impacts would be less than significant during construction, and no impact would occur during operation.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

Operational and Construction Impacts

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

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

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

Impact Statement

Operational Impact: Significant and Unavoidable

Construction Impact: Less Than Significant

Operational and Construction Impacts

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

The proposed MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; therefore, impacts would be less than significant during construction. Operation of the proposed MSF would conflict with the LADWP Urban Water Management Plan (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. The proposed facility is intended to improve efficiencies across LADWP divisions, support LADWP's mainline replacement program, and ensure infrastructure resiliency. LADWP's Board of Water and Power Commissioners approved a Mitigated Negative Declaration for the project on February 11, 2020 and

construction is anticipated to begin in 2027. Due to the conflict with the proposed LADWP facility, the proposed MSF may result in the need to relocate or construct the LADWP facility in a different location which may result in new significant environmental effects. If it is determined that a new facility in a new location is needed, environmental review of the proposal would be required to determine potential environmental effects and identify feasible mitigation measures to address those effects. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, operation of the proposed MSF would result in a significant and unavoidable impact due to a conflict with local land use plans.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Significant and Unavoidable

Construction Impact: Less than Significant

Operational and Construction Impacts

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

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

3.10.6 Mitigation Measures

As stated under Impact LUP-1, Alternatives 1, 3, 4, 5, and 6 would all potentially result in street and sidewalk closures during construction which would temporarily limit property access between established communities. The following mitigation measure, identified in Section 3.15 Transportation, would be implemented to address the potential construction disruptions to circulation and access.

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

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

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

As stated under Impact LUP-2, Alternatives 1 and 3 would require the acquisition of open space, and Alternatives 1, 3, 4, 5, and 6 would require the acquisition of the DWP site. The following mitigation measure would be implemented to reduce impacts caused by conflicting with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect:

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

As stated under Impact LUP-2, Alternatives 4 and 5 would result in the removal of the Willis Avenue Pedestrian Overhead bridge. The following mitigation measure, identified in Section 3.15 Transportation, would be implemented to address the pedestrian bridge removal:

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

Impacts after Mitigation

Regarding Impact LUP-1, implementation of MM TRA-4 would require preparation and implementation of a TMP during construction to minimize disruptions caused by construction activities of each of the project alternatives. The TMP would facilitate the flow of traffic and transit service in and around construction zones, ensuring access to and from established communities is maintained. With implementation of MM TRA-4, construction impacts associated with Alternatives 1, 3, 4, 5, or 6 under Impact LUP-1 would be reduced to less than significant.

Under Impact LUP-2, operations of Alternatives 1 and 3 would result in a significant impact related to conflicts with land use plans, policies, or regulations, including the *Santa Monica Mountains Conservancy Comprehensive Plan* (Santa Monica Mountains Comprehensive Commission, 1979) and the *Brentwood-Pacific Palisades* and *Van Nuys-North Sherman Oaks Community Plans* (DCP, 1998a, 1998d, respectively). These plans prioritize the preservation of open space and natural resources, which are directly affected by the proposed alignment's requirement to acquire open space within the Santa Monica Mountains. Approval of amendments to these plans and the zoning code would be subject to approval by the Santa Monica Mountains Conservancy and the City of Los Angeles, as applicable. Further, even if such amendments were adopted, they would not eliminate the underlying conflict with the intent of these plans to protect open space. As such, conversion of land uses proposed by Alternatives 1 and 3 would conflict with the intent of these plans to protect open space. Additionally, the MSF Base Design for Alternatives 1 and 3, and the MSF for Alternatives 4, 5, and 6 would conflict with the *LADWP Urban Water Management Plan* (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. Operation of the proposed MSF Base Design for Alternatives 1 and 3, and the MSF for Alternatives 4, 5, and 6 would result in a significant and unavoidable impact. Therefore, operation of Alternatives 1, 3, 4, 5, and 6 would conflict with land use plans, policies and regulations adopted for the purpose of avoiding or mitigation environmental impacts, which would be a significant and unavoidable impact.

One potential measure to avoid or reduce this impact would be to place the segment between Church Lane and the intersection of Sherman Oaks Avenue/Sepulveda Boulevard (west of I-405) entirely within the I-405 ROW. However, this mitigation measure is not feasible due to engineering constraints, limitations on available space within the ROW to accommodate the aerial alignment, stations, and TPSS sites, and potential conflicts with the freeway's effective operation. Additionally, any alternative alignment within the I-405 ROW would likely introduce new significant impacts related to traffic, noise, and other environmental considerations. No other feasible mitigation exists if Alternatives 1 and 3 remain in their aerial configurations requiring the acquisition of open space located within the Santa Monica Mountains. Therefore, operation of Alternative 1 and Alternative 3 would result in a significant and unavoidable impact.

By contrast, with implementation of MM TRA-7, Alternatives 4 and 5 would replace the pedestrian bridge with a new pedestrian bridge or pedestrian undercrossing. This would maintain travel across Sepulveda Boulevard at major intersections and ensure access to all land uses within the Van Nuys community. As a result, the operational impacts of Alternatives 4 and 5 for Impact LUP-2 would be reduced to less than significant with mitigation.

Table 3.10-4. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
<i>Operational</i>							
Impact LUP-1: Would the project physically divide an established community?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Impacts Before Mitigation	NI	PS	PS	PS	PS	LTS
	Applicable Mitigation	NA	MM LUP-1	MM LUP-1	MM TRA-7	MM TRA-7	NA
	Impacts After Mitigation	NI	SU	SU	LTS	LTS	LTS
<i>Construction</i>							
Impact LUP-1: Would the project physically divide an established community?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

LTS = less than significant

LUP = land use and planning

MM = mitigation measure

NA = not applicable

NI = no impact

PS = potentially significant

SU = significant and unavoidable

TRA = transportation

Table 3.10-5. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
<i>Operational</i>						
Impact LUP-1: Would the project physically divide an established community?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI
Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Impacts Before Mitigation	SU	NI	NI	SU	SU
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	SU	NI	NI	SU	SU
<i>Construction</i>						
Impact LUP-1: Would the project physically divide an established community?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

LTS = less than significant
LUP = land use and planning
NA = not applicable
NI = no impact
PS = potentially significant
SU = significant and unavoidable
TRA = transportation