

Figure 5-16. Santa Monica/San Vicente 1/4-Mile Station Area

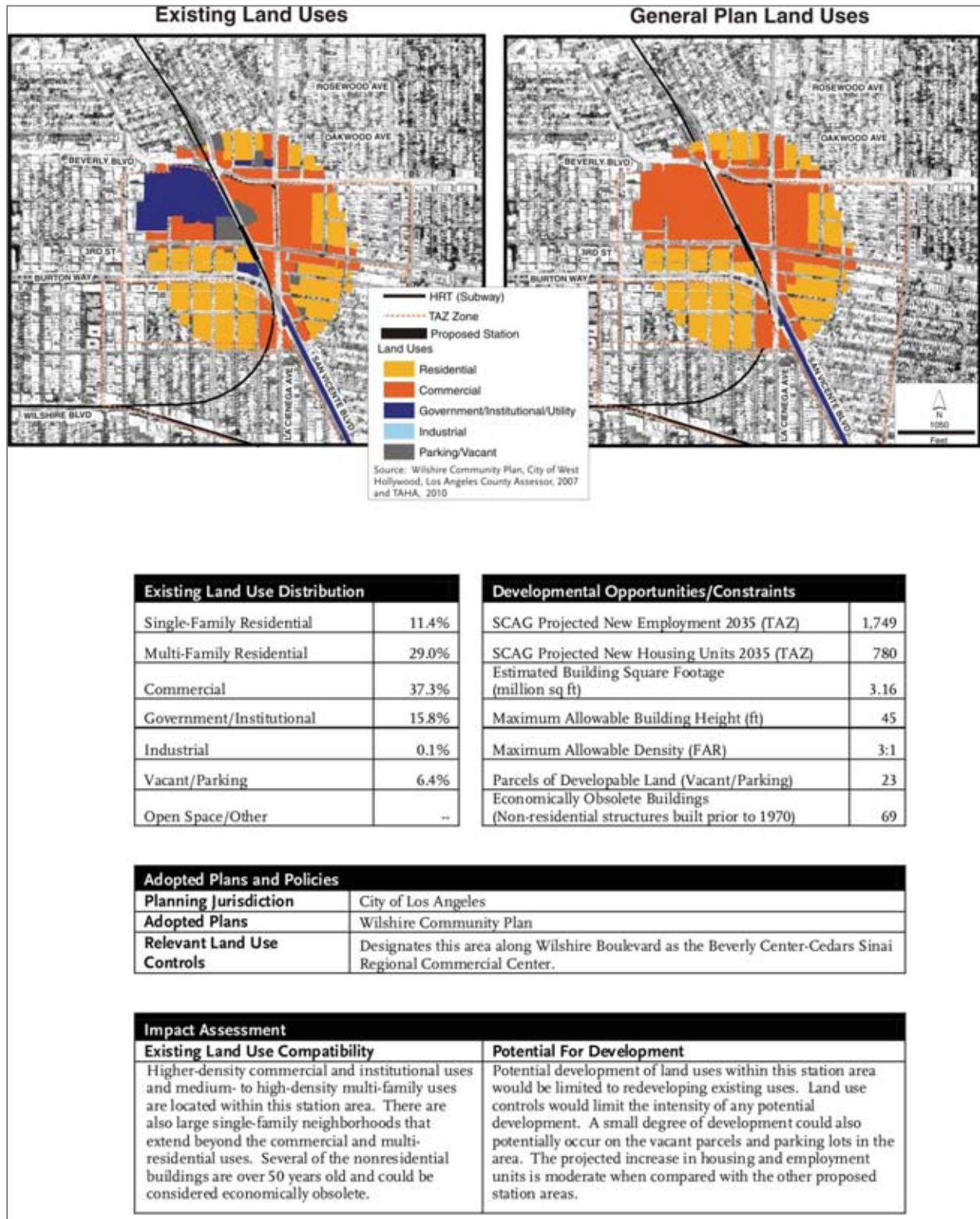


Figure 5-17. Beverly Center 1/4-Mile Station Area



## **5.8 Alternative 5—Santa Monica Extension Plus West Hollywood Extension**

This 17.49-mile alternative is the combination of Alternative 3 (Santa Monica Extension), plus the West Hollywood Extension described in Alternative 4 (see descriptions above). This alternative \ extends from the existing Metro Purple Line Wilshire/Western Station to Wilshire Boulevard/4<sup>th</sup> Street in the City of Santa Monica, and from the existing Metro Red Line Hollywood/Highland Station to the Wilshire/La Cienega Station. All optional stations along Alternatives 3 and 4 could be used for this alternative as well.

### **5.8.1 Regional Land Use and Development**

Similar to Alternatives 1 through 4, the Santa Monica Extension Plus West Hollywood Extension Alternative could have an indirect role in the pattern of growth and development within the study area by making those areas around the stations attractive as transit-oriented type development. In general, growth is constrained by access and circulation as well as land use controls within the Westside Corridor. The existing transportation network is constrained by the high volume of automobiles that are attracted to this job rich area. Alternative 5 would provide an alternative mode of access and circulation. As a result future development in the Westside Corridor could occur in the form of transit-supportive land uses along the Wilshire and Santa Monica Boulevard Corridors, and in particular, within a 1/4-mile radius from stations. SCAG forecasts 18,173 new housing units and 59,997 new jobs for the proposed station areas (1/4-mile radius) identified under Alternative 5. This represents 12 percent of the new housing units and 21 percent of the new jobs within the Westside Corridor. SCAG forecasts 3,273 new housing units and 3,933 new jobs for the proposed station areas (1/4-mile radius) identified under Alternative 5. This represents two percent of the new housing units and one percent of the new jobs within the Westside Corridor. The proposed project would serve the corridor by providing a linkage to the larger regional transportation network and expanded travel options and reduced congestion. The project would not affect land use compatibility at the regional level. Therefore, no direct or indirect adverse effects associated with regional land use would result.

### **5.8.2 Local Land Use and Development**

#### **5.8.2.1 Division of an Established Community**

Similar to Alternatives 1 through 4, Alternative 5 would not introduce any new barriers which could divide the community. Stations and station area development would enhance circulation and connectivity resulting in more unification of the existing community. The alignment in Alternative 5 would connect all communities along the Santa Monica and Wilshire Corridors. Thus, Alternative 5 would not result in direct or indirect adverse effects related to the division of an established community.



**5.8.2.2 Applicable Land Use Policies**

Alternative 5 would contain all policies listed in Table 5-2 through Table 5-5. Alternative 5 would be consistent with the goals and policies of the applicable jurisdictions along the alignment. Alternative 5 would reduce automobile usage, provide opportunity for joint development and cooperation, enhance regional connectivity, minimize environmental impacts, and maximize transit ridership. Therefore, Alternative 5 would be consistent with applicable local land use policies and no adverse effects would result.

**5.8.3 Adjacent or Surrounding Land Uses**

Alternative 5 would contain all stations listed in Alternatives 1 through 4. Impacts would be the same as those discussed above.

**5.8.4 Mitigation Measures**

Alternative 5 would not result in an adverse effects related to land use, and no mitigation measures are necessary.

**5.9 MOS-1—Fairfax Station Terminus**

**5.9.1 Regional Land Use and Development**

This alternative follows the same alignment as Alternative 1, but terminates at the Wilshire/Fairfax Station rather than extending to the Westwood/UCLA Station. The regional land use impacts from the shortening of this alignment would result in lower ridership, connectivity, and service compared to Alternative 1. The lack of transit service to Century City and Westwood would result in a lower level of achievement of the following SCAG goals when compared to Alternative 1.

Maximizing mobility and accessibility for all people and goods

Ensuring travel safety and reliability

Preserving and ensuring a sustainable transportation system

Maximizing the productivity of our transportation system

Protecting the environment, improving air quality and promoting energy efficiency

Encouraging land use and growth patterns that complement our transportation investments

Because of the shortened alignment, MOS-1, when compared to Alternative 1, would play a lesser role in expanding regional transportation choices and in improving regional quality of life, image, and overall mobility. However, no adverse effects associated with regional land use would result under MOS-1.

**5.9.2 Local Land Use and Development**

This alternative follows the same alignment as Alternative 1, but terminates at the Wilshire/Fairfax Station rather than extending to the Westwood/UCLA Station. Local land use impacts for the proposed project were analyzed at potential station locations. No additional local land use impacts from this alternative would occur.

**5.9.3 Mitigation Measures**

MOS-1 would not result in adverse effects related to land use, and no mitigation measures are necessary.

**5.10 MOS-2—Century City Station Terminus****5.10.1 Regional Land Use and Development**

This alternative follows the same alignment as Alternative 1, but terminates at the Century City Station rather than extending to the Westwood/UCLA Station. Local land use impacts for the proposed project were analyzed at potential station locations. The regional land use impacts from the shortening of this alignment would result in lower ridership, connectivity, and service compared to Alternative 1. The lack of transit service to Westwood would result in a lower level of achievement of the following SCAG goals when compared to MOS-1 and Alternative 1.

Maximizing mobility and accessibility for all people and goods

Ensuring travel safety and reliability

Preserving and ensuring a sustainable transportation system

Maximizing the productivity of our transportation system

Protecting the environment, improving air quality and promoting energy efficiency

Encouraging land use and growth patterns that complement our transportation investments

MOS 2 would provide additional transit service to Century City that is not provided under MOS 1, and would result in a higher level of achievement in expanding regional transportation choices and in improving regional quality of life, image, and overall mobility when compared to MOS 1. No adverse effects associated with regional land use would result under MOS-2.

**5.10.2 Local Land Use and Development**

This alternative follows the same alignment as Alternative 1, but terminates at the Century City Station rather than extending to the Westwood/UCLA Station. Local land use impacts for the proposed project were analyzed at potential station locations. No additional local land use impacts from this alternative would occur.

**5.10.3 Mitigation Measures**

MOS-2 would not result in adverse effects related to land use, and no mitigation measures are necessary.

**5.11 Build Options 1-5****5.11.1 Regional Land Use and Development**

Options 1-5 provide minor changes to Alternatives 1 through 5 and would not change the role in shaping regional land use development stated in Alternatives 1 through 5. Therefore, no adverse effects associated with regional land use would result for any of the build options.

**5.11.2 Local Land Use and Development****5.11.2.1 Option 1**

Option 1 would remove the Crenshaw Station; however, there would still be a vent shaft in the area. Removal of the Crenshaw Station would not increase the potential to divide a community over what was stated for Alternative 1. The removal of the Crenshaw Station would not directly conflict with any of the policies listed in Table 5-2. While some of these goals and policies would not be as fulfilled compared to if a station were sited at Crenshaw, the proposed project would still be consistent with the overall of the applicable plans and policies. The removal of a station at Crenshaw would not affect land use compatibility near Crenshaw Boulevard. Therefore, Option 1 would not result in an adverse effect related to land use.

**5.11.2.2 Option 2**

Option 2 would locate the Wilshire/Fairfax Station farther east of Fairfax Avenue, with the station underneath the Wilshire/Fairfax intersection. The relocation of this station would not increase the potential to divide a community over what was stated for Alternative 1. The relocation of the station would not conflict with any of the policies listed in Table 5-2. The relocation of the station would not alter the compatibility with surrounding land uses as depicted under Alternative 1. Therefore, Option 2 would not result in an adverse effect related to land use.

**5.11.2.3 Option 3**

Option 3 would move the Wilshire/La Cienega Station from the east side of La Cienega to the west side of La Cienega, west of Le Doux Road. The location of this station farther west of the Wilshire/La Cienega intersection would allow it to be a future transfer station with the West Hollywood alignment. The relocation of this station would not increase the potential to divide a community over what was stated for Alternative 1. The relocation of the station would not conflict with any of the policies listed in Table 5-2. The relocation of the station portal would result in differing adjacent land uses, but would be similar in compatibility to those described under Alternative 1.

The relocation of the station would not alter the compatibility with surrounding land uses as depicted under Alternative 1. Therefore, Option 3 would not result in an adverse effect related to land use.

**5.11.2.4 Option 4**

Under Option 4, three routes are considered for connecting the Century City and Westwood stations. These would be East, Central and West. Each of these three segments would be accessed from both Century City Stations and both Westwood/UCLA stations. The relocation of these stations would not increase the potential to divide a community over what was stated for Alternative 1. The relocation of the stations would not conflict with any of the policies listed in Table 5-2. The relocation of the stations would result in differing adjacent land uses, but would be similar in compatibility to those described under Alternative 1. Therefore, Option 4 would not result in adverse effects related to land use.

**5.11.2.5 Option 5**

Option 5 would result in changes to the alignment but would not affect the location of stations as described under Alternative 1. Changes to the alignment would not divide a



community, alter the consistency with applicable plans and policies, or affect the compatibility with surrounding land uses. Therefore, Options would not result in an adverse effect related to land use.

**5.11.2.6 Options 6**

Option 6 would move the Westwood/VA Hospital Station from the south side of Wilshire Boulevard to the north side of Wilshire Boulevard. The placement of the Westwood/VA Hospital Station on the north side of Wilshire Boulevard would not increase the potential to divide a community over what was stated for Alternative 2. The relocation of the Westwood/VA Hospital Station would not conflict with any of the policies listed in Table 5-3. Option F would be consistent with the applicable plans and policies. The new station location would not alter the adjacent or surrounding land uses as described under Alternative 2, and would not alter land use compatibility from what was described under Alternative 2. Therefore, Option 6 would not result in an adverse effect related to land use.

**5.11.3 Mitigation Measures**

The Build Options for the proposed project would not result in adverse effects related to land use, and no mitigation measures are necessary.





## 6.0 CEQA DETERMINATION

According to California Environmental Quality Act (CEQA), land use impacts would be considered significant if the proposed project has the potential to result in:

Physical division of an established community;

Inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project; or

Incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use.

This criterion was used to evaluate land use impacts for Alternatives 1 through 5 in Chapter 5. As described previously, Alternatives 1 through 5 would not result in the physical division of an established community, would be consistent with the applicable local and regional adopted plans and policies, and would be compatible with the surrounding land uses. Therefore, Alternatives 1 through 5 would not result in a significant land use impact.