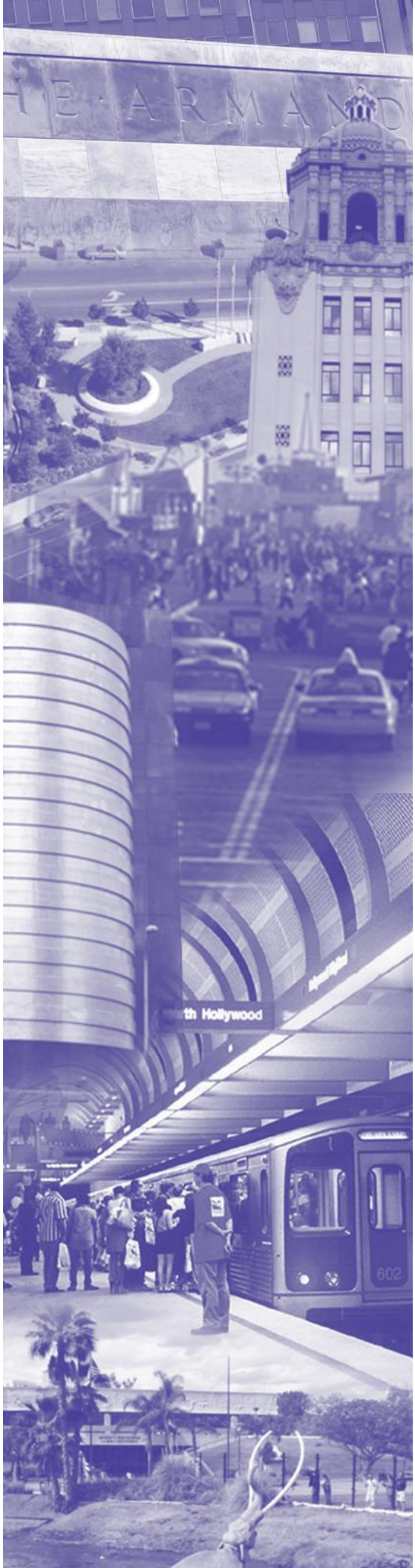

WESTSIDE SUBWAY EXTENSION

Land Use and Development Opportunities Report

Metro

August 2010

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Acronyms and Abbreviations

AA	Alternatives Analysis
ADA	*Americans with Disabilities Act* (42 USC 126)
APM	automated people mover
BRS	blast relief shafts
BRT	bus rapid transit
CATGP	cumulative automobile trip generation potential
CCNSP	*Century City North Specific Plan*
CCTV	closed-circuit television
CEQA	California Environmental Quality Act (PRC 21000-21177)
CSOP	control standard operating procedure
EIR	environmental impact report
EIS	environmental impact statement
Expo I	Exposition Boulevard Light Rail Phase I
Expo II	Exposition Boulevard Light Rail Phase II
FAI	fresh air intakes
Framework	*Citywide General Plan Framework*
GLAVA	Greater Los Angeles Veterans Administration
HOV	high-occupancy vehicle
HRT	heavy rail transit
HRV	heavy rail vehicles
I-10	Interstate 10 Freeway
I-405	Interstate 405 Freeway
LADOT	Los Angeles Department of Transportation
LACTC	Los Angeles County Transportation Commission
LAWA	Los Angeles World Airports
LAX	Los Angeles Airport
LPA	Locally Preferred Alternative
LRT	light rail transit
LRTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MOS	minimum operable segments
mph	miles per hour

MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act (42 USC 4321-4347)
OTE	over track exhaust
RAS	*Residential/Accessory Services*
RCPG	Regional Comprehensive Plan and Guide
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCRTD	Southern California Regional Transit District
SOP	standard operating procedure
SR 90	State Route 90
TDM	transportation demand management
TPIS	transit passenger information system
TPSS	traction power substation
TSM	transportation system management
TVM	ticket vending machines
UPE	under platform exhaust
UPRR	Union Pacific Railroad
VA	Veterans Administration
VMT	vehicle miles traveled
WTOD	Wilshire Boulevard transit oriented development

1.0 INTRODUCTION

This report examines the affected environment and potential impacts of the Project related to land use and development. Following a description of the proposed project is a discussion on the regulatory framework and the adopted plans and policies of the existing communities and jurisdictions that may be affected by the proposed Project alternatives. Lastly, the impacts of each project alternative and the design options are discussed. If applicable, mitigation measures are identified to reduce potential significant impacts.

Major transit projects can result in changes to the layout of the area, demographics, and land uses of local communities. As new development results in changes to land use patterns, the character of an area can be affected and adverse physical effects to the environment may potentially occur. As part of the National Environmental Policy Act (NEPA) process, the Metro has coordinated with local planning agencies and conducted public outreach to determine the scope of potential effects the proposed alternatives may have on land use and development within the corridor study area.

2.0 PROJECT DESCRIPTION

This chapter describes the alternatives that have been considered to best satisfy the Purpose and Need and have been carried forward for further study in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Details of the No Build, Transportation Systems Management (TSM), and the five Build Alternatives (including their station and alignment options and phasing options (or minimum operable segments [MOS]) are presented in this chapter.

2.1 No Build Alternative

The No Build Alternative provides a comparison of what future conditions would be like if the Project were not built. The No Build Alternative includes all existing highway and transit services and facilities, and the committed highway and transit projects in the Metro LRTP and the SCAG RTP. Under the No Build Alternative, no new transportation infrastructure would be built within the Study Area, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2035, and identified in the adopted Metro LRTP.

2.2 TSM Alternative

The TSM Alternative emphasizes more frequent bus service than the No Build Alternative to reduce delay and enhance mobility. The TSM Alternative contains all elements of the highway, transit, Metro Rail, and bus service described under the No Build Alternative. In addition, the TSM Alternative increases the frequency of service for Metro Bus Line 720 (Santa Monica–Commerce via Wilshire Boulevard and Whittier Boulevard) to between three and four minutes during the peak period.

In the TSM Alternative, Metro Purple Line rail service to the Wilshire/Western Station would operate in each direction at 10-minute headways during peak and off-peak periods. The Metro Red Line service to Hollywood/Highland Station would operate in each direction at five-minute headways during peak periods and at 10-minute headways during midday and off-peak periods.

2.3 Build Alternatives

The Build Alternatives are considered to be the "base" alternatives with "base" stations. Alignment (or segment) and station options were developed in response to public comment, design refinement, and to avoid and minimize impacts to the environment.

The Build Alternatives extend heavy rail transit (HRT) service in subway from the existing Metro Purple Line Wilshire/Western Station. HRT systems provide high speed (maximum of 70 mph), high capacity (high passenger-carrying capacity of up to 1,000 passengers per train and multiple unit trains with up to six cars per train), and reliable service since they operate in an exclusive grade-separated right-of-way. The subway will operate in a tunnel at least 30 to 70 feet below ground and will be electric powered.

Furthermore, the Build Alternatives include changes to the future bus services. Metro Bus Line 920 would be eliminated and a portion of Line 20 in the City of Santa Monica would be eliminated since it would be duplicated by the Santa Monica Blue Bus Line 2. Metro Rapid

Bus Line 720 would operate less frequently since its service route would be largely duplicated by the Westside Subway route. In the City of Los Angeles, headways (time between buses) for Line 720 are between 3 and 5 minutes under the existing network and will be between 5 and 11.5 minutes under the Build Alternatives, but no change in Line 720 would occur in the City of Santa Monica segment. Service frequencies on other Metro Rail lines and bus routes in the corridor would be the same as for the No Build Alternative.

2.3.1 Alternative 1—Westwood/UCLA Extension

This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/UCLA Station (Figure 2-1). From the Wilshire/Western Station, Alternative 1 travels westerly beneath Wilshire Boulevard to the Wilshire/Rodeo Station and then southwesterly toward a Century City Station. Alternative 1 then extends from Century City and terminates at a Westwood/UCLA Station. The alignment is approximately 8.60 miles in length.

Alternative 1 would operate in each direction at 3.3-minute headways during morning and evening peak periods and at 10-minute headways during midday. The estimated one-way running time is 12 minutes 39 seconds from the Wilshire/Western Station.

2.3.2 Alternative 2—Westwood/Veterans Administration (VA) Hospital Extension

This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/VA Hospital Station (Figure 2-2). Similar to Alternative 1, Alternative 2 extends the subway from the Wilshire/Western Station to a Westwood/UCLA Station. Alternative 2 then travels westerly under Veteran Avenue and continues west under the I-405 Freeway, terminating at a Westwood/VA Hospital Station. This alignment is 8.96 miles in length from the Wilshire/Western Station.

Alternative 2 would operate in each direction at 3.3-minute headways during the morning and evening peak periods and at 10-minute headways during the midday, off-peak period. The estimated one-way running time is 13 minutes 53 seconds from the Wilshire/Western Station.

2.3.3 Alternative 3—Santa Monica Extension

This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to the Wilshire/4th Station in Santa Monica (Figure 2-3). Similar to Alternative 2, Alternative 3 extends the subway from the Wilshire/Western Station to a Westwood/VA Hospital Station. Alternative 3 then continues westerly under Wilshire Boulevard and terminates at the Wilshire/4th Street Station between 4th and 5th Streets in Santa Monica. The alignment is 12.38 miles.

Alternative 3 would operate in each direction at 3.3-minute headways during the morning and evening peak periods and operate with 10-minute headways during the midday, off-peak period. The estimated one-way running time is 19 minutes 27 seconds from the Wilshire/Western Station.

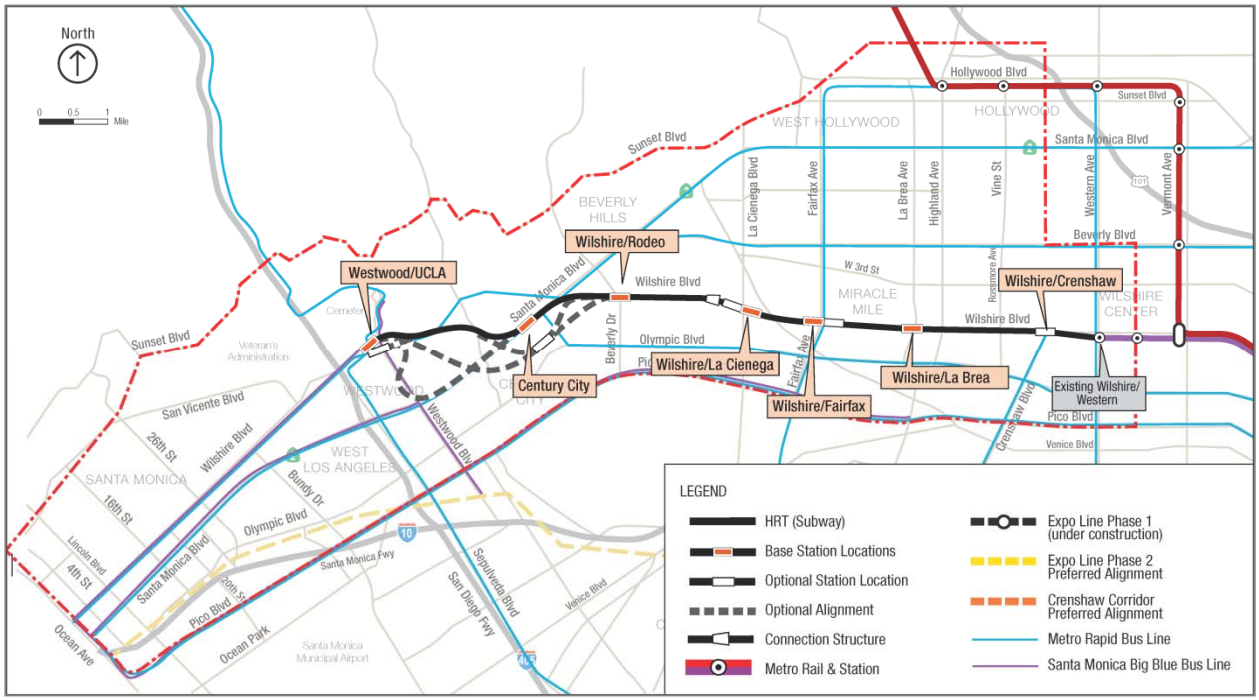


Figure 2-1. Alternative 1—Westwood/UCLA Extension

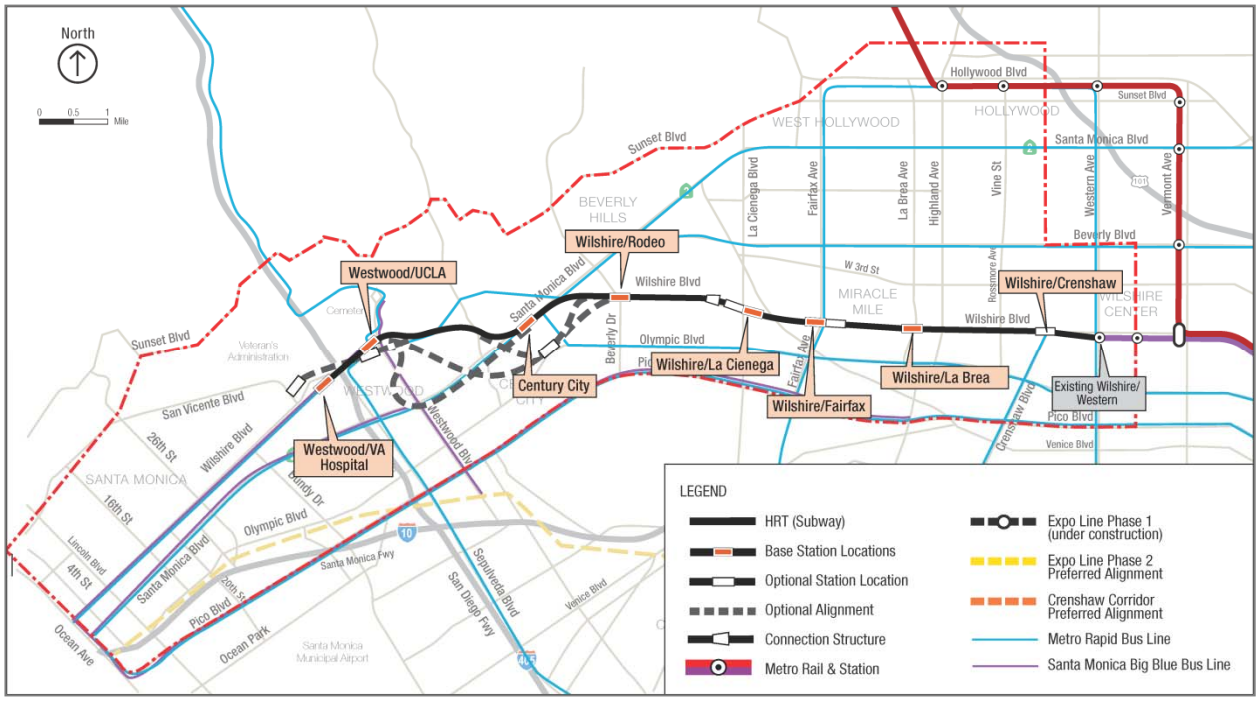


Figure 2-2. Alternative 2—Westwood/Veterans Administration (VA) Hospital Extension

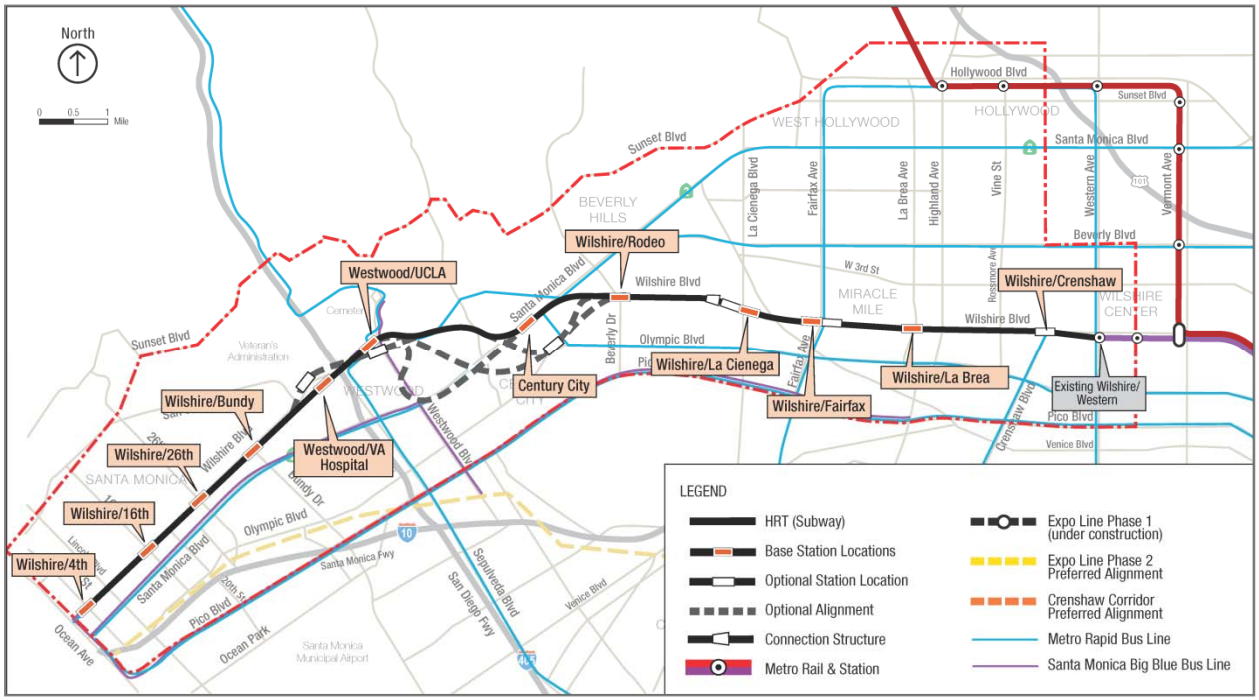


Figure 2-3. Alternative 3—Santa Monica Extension

2.3.4 Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension

Similar to Alternative 2, Alternative 4 extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/VA Hospital Station. Alternative 4 also includes a West Hollywood Extension that connects the existing Metro Red Line Hollywood/Highland Station to a track connection structure near Robertson and Wilshire Boulevards, west of the Wilshire/La Cienega Station (Figure 2-4). The alignment is 14.06 miles long.

Alternative 4 would operate from Wilshire/Western to a Westwood/VA Hospital Station in each direction at 3.3-minute headways during morning and evening peak periods and 10-minute headways during the midday off-peak period. The West Hollywood extension would operate at 5-minute headways during peak periods and 10-minute headways during the midday, off-peak period. The estimated one-way running time for the Metro Purple Line extension is 13 minutes 53 seconds, and the running time for the West Hollywood from Hollywood/Highland to Westwood/VA Hospital is 17 minutes and 2 seconds.

2.3.5 Alternative 5—Santa Monica Extension plus West Hollywood Extension

Similar to Alternative 3, Alternative 5 extends the existing Metro Purple Line from the Wilshire/Western Station to the Wilshire/4th Station and also adds a West Hollywood Extension similar to the extension described in Alternative 4 (Figure 2-5). The alignment is 17.49 miles in length. Alternative 5 would operate the Metro Purple Line extension in each direction at 3.3-minute headways during the morning and evening peak periods and 10-minute headways during the midday, off-peak period. The West Hollywood extension would operate in each direction at 5-minute headways during peak periods and 10-minute headways during the midday, off-peak period. The estimated one-way running time for the

Metro Purple Line extension is 19 minutes 27 seconds, and the running time from the Hollywood/Highland Station to the Wilshire/4th Station is 22 minutes 36 seconds.

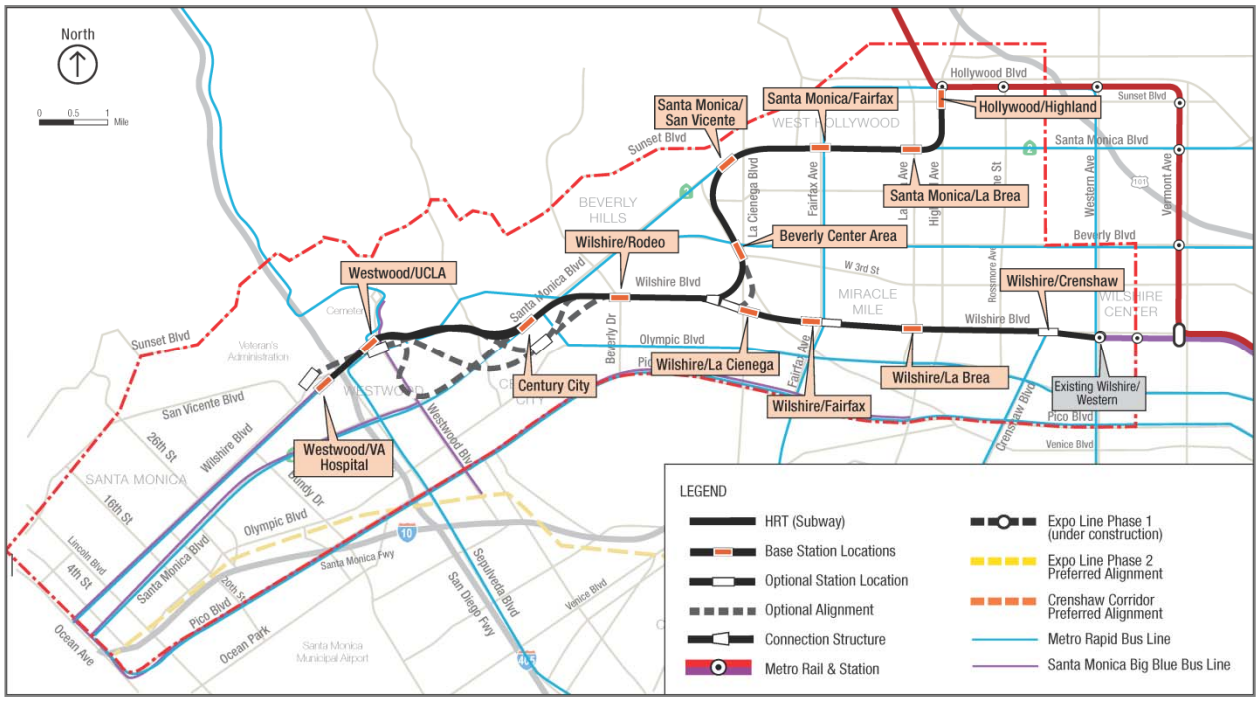


Figure 2-4. Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension

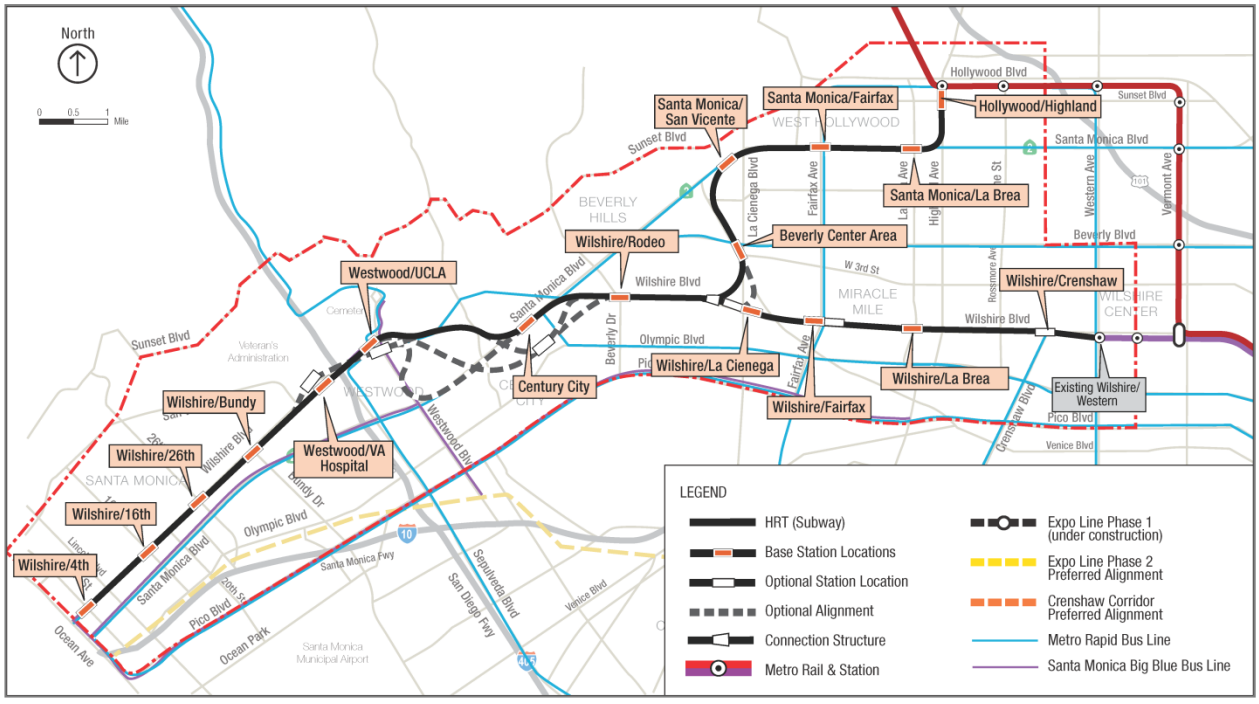


Figure 2-5. Alternative 5—Santa Monica Extension plus West Hollywood Extension

2.4 Stations and Segment Options

HRT stations consist of a station "box," or area in which the basic components are located. The station box can be accessed from street-level entrances by stairs, escalators, and elevators that would bring patrons to a mezzanine level where the ticketing functions are located. The 450-foot platforms are one level below the mezzanine level and allow level boarding (i.e., the train car floor is at the same level as the platform). Stations consist of a center or side platform. Each station is equipped with under-platform exhaust shafts, over-track exhaust shafts, blast relief shafts, and fresh air intakes. In most stations, it is anticipated that only one portal would be constructed as part of the Project, but additional portals could be developed as a part of station area development (by others). Stations and station entrances would comply with the *Americans with Disabilities Act of 1990*, Title 24 of the California Code of Regulations, the California Building Code, and the Department of Transportation Subpart C of Section 49 CFR Part 37.

Platforms would be well-lighted and include seating, trash receptacles, artwork, signage, safety and security equipment (closed-circuit television, public announcement system, passenger assistance telephones), and a transit passenger information system. The fare collection area includes ticket vending machines, fare gates, and map cases.

Table 2-1 lists the stations and station options evaluated and the alternatives to which they are applicable. Figure 2-6 shows the proposed station and alignment options. These include:

Option 1—Wilshire/Crenshaw Station Option

Option 2—Fairfax Station Option

Option 3—La Cienega Station Option

Option 4—Century City Station and Alignment Options

Option 5—Westwood/UCLA Station Option

Option 6—Westwood/VA Hospital Station Option

Table 2-1. Alternatives and Stations Considered

Stations	Alternatives				
	1	2	3	4	5
	Westwood/ UCLA Extension	Westwood/ VA Hospital Extension	Santa Monica Extension	Westwood/ VA Hospital Extension Plus West Hollywood Extension	Santa Monica Extension Plus West Hollywood Extension
Base Stations					
Wilshire/Crenshaw	●	●	●	●	●
Wilshire/La Brea	●	●	●	●	●
Wilshire/Fairfax	●	●	●	●	●
Wilshire/La Cienega	●	●	●	●	●
Wilshire/Rodeo	●	●	●	●	●
Century City (Santa Monica Blvd)	●	●	●	●	●
Westwood/UCLA (Off-street)	●	●	●	●	●
Westwood/VA Hospital		●	●	●	●
Wilshire/Bundy			●		●
Wilshire/26th			●		●
Wilshire/16th			●		●
Wilshire/4th			●		●
Hollywood/Highland				●	●
Santa Monica/La Brea				●	●
Santa Monica/Fairfax				●	●
Santa Monica/San Vicente				●	●
Beverly Center Area				●	●
Station Options					
1—No Wilshire/Crenshaw	●	●	●	●	●
2—Wilshire/Fairfax East	●	●	●	●	●
3—Wilshire/La Cienega (Transfer Station)	●	●	●	●	●
4—Century City (Constellation Blvd)	●	●	●	●	●
5—Westwood/UCLA (On-street)	●	●	●	●	●
6—Westwood/VA Hospital North		●	●	●	●

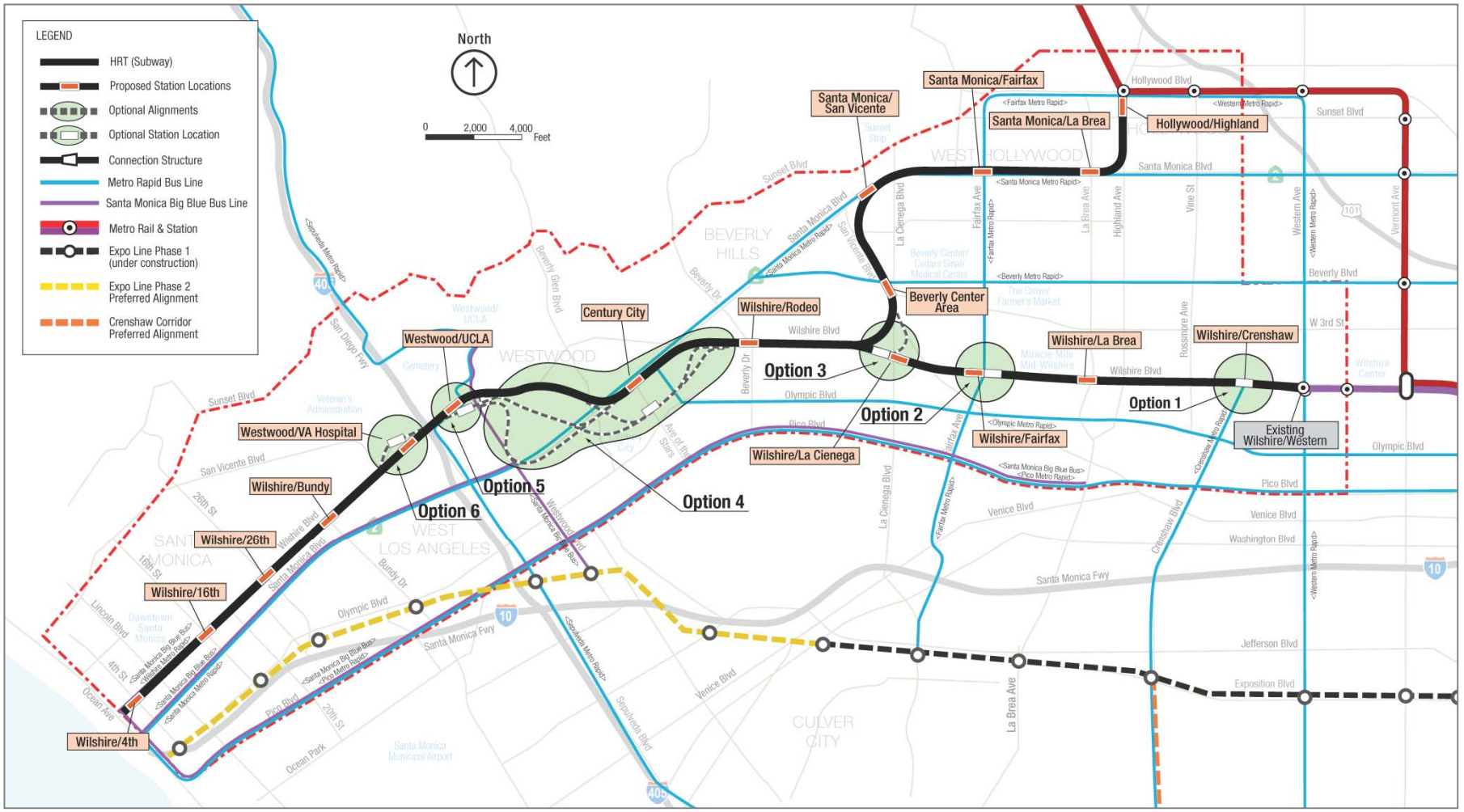


Figure 2-6. Station and Alignment Options

2.4.1 Option 1—Wilshire/Crenshaw Station Option

Base Station: Wilshire/Crenshaw Station—The base station straddles Crenshaw Boulevard, between Bronson Avenue and Lorraine Boulevard.

Station Option: Remove Wilshire/Crenshaw Station—This station option would delete the Wilshire/Crenshaw Station. Trains would run from the Wilshire/Western Station to the Wilshire/La Brea Station without stopping at Crenshaw. A vent shaft would be constructed at the intersection of Western Avenue and Wilshire Boulevard (Figure 2-7).

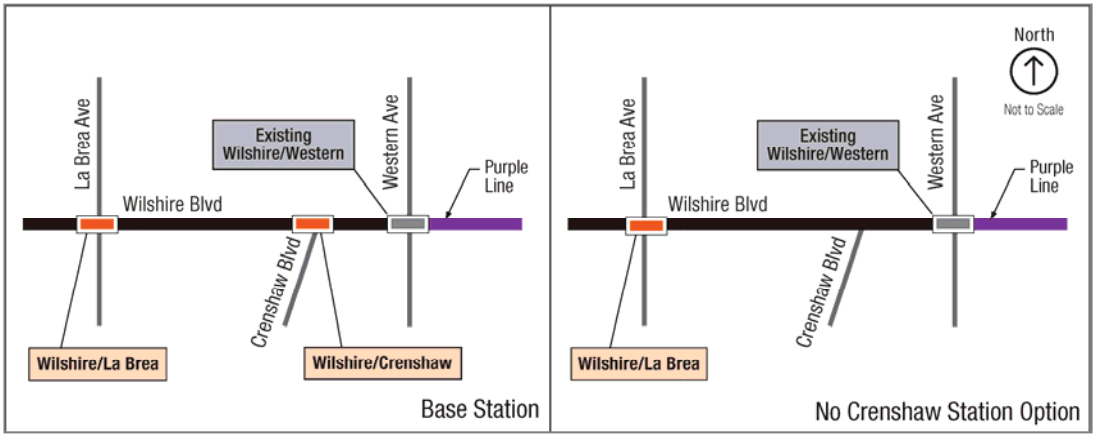


Figure 2-7. Option 1—No Wilshire/Crenshaw Station Option

2.4.2 Option 2—Wilshire/Fairfax Station East Option

Base Station: Wilshire/Fairfax Station—The base station is under the center of Wilshire Boulevard, immediately west of Fairfax Avenue.

Station Option: Wilshire/Fairfax Station East Station Option—This station option would locate the Wilshire/Fairfax Station farther east, with the station underneath the Wilshire/Fairfax intersection (Figure 2-8). The east end of the station box would be east of Orange Grove Avenue in front of LACMA, and the west end would be west of Fairfax Avenue.

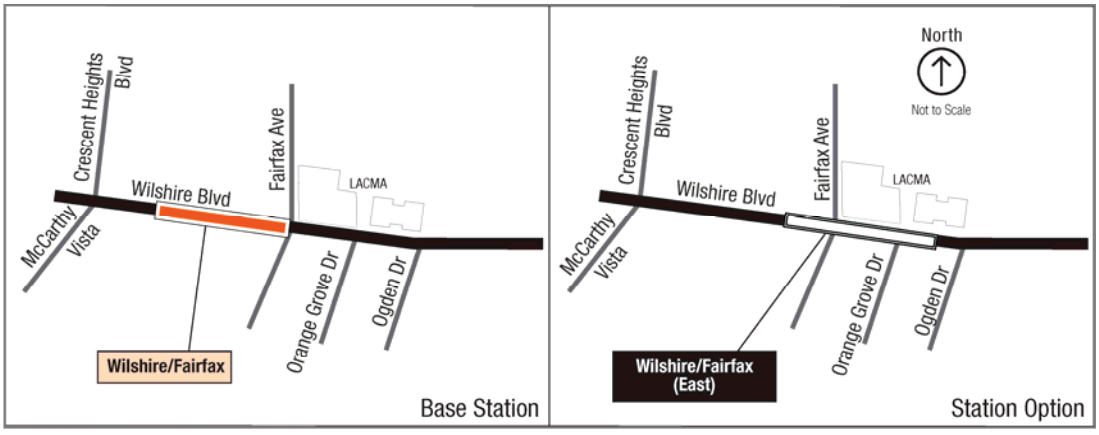


Figure 2-8. Option 2—Fairfax Station Option

2.4.3 Option 3—Wilshire/La Cienega Station Option

Base Station: Wilshire/La Cienega Station—The base station would be under the center of Wilshire Boulevard, immediately east of La Cienega Boulevard. A direct transfer between the Metro Purple Line and the potential future West Hollywood Line is not provided with this station. Instead, a connection structure is proposed west of Robertson Boulevard as a means to provide a future HRT connection to the West Hollywood Line.

Station Option: Wilshire/La Cienega Station West with Connection Structure—The station option would be located west of La Cienega Boulevard, with the station box extending from the Wilshire/Le Doux Road intersection to just west of the Wilshire/ Carson Road intersection (Figure 2-9). It also contains an alignment option that would provide an alternate HRT connection to the future West Hollywood Extension. This alignment portion of Option 3 is only applicable to Alternatives 4 and 5.

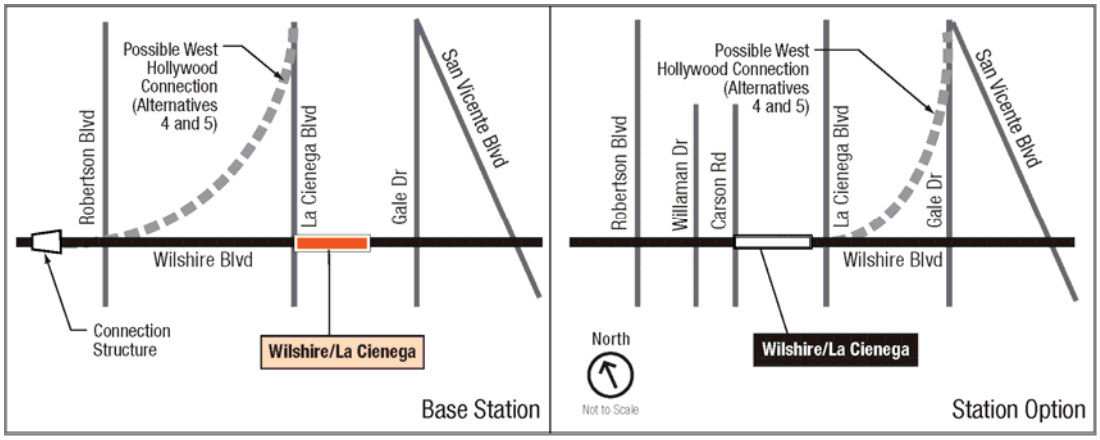


Figure 2-9. Option 3—La Cienega Station Option

2.4.4 Option 4—Century City Station and Segment Options

2.4.4.1 Century City Station and Beverly Hills to Century City Segment Options

Base Station: Century City (Santa Monica) Station—The base station would be under Santa Monica Boulevard, centered on Avenue of the Stars.

Station Option: Century City (Constellation) Station—With Option 4, the Century City Station has a location option on Constellation Boulevard (Figure 2-10), straddling Avenue of the Stars and extending westward to east of MGM Drive.

Segment Options: Three route options are proposed to connect the Wilshire/Rodeo Station to Century City (Constellation) Station: Constellation North and Constellation South. As shown in Figure 2-10, the base segment to the base Century City (Santa Monica) Station is shown in the solid black line and the segment options to Century City (Constellation) Station are shown in the dashed grey lines.

2.4.4.2 Century City to Westwood Segment Options

Three route options considered for connecting the Century City and Westwood stations include: East, Central, and West. As shown in Figure 2-10, each of these three segments would be accessed from both Century City Stations and both Westwood/UCLA Stations. The

base segment is shown in the solid black line and the options are shown in the dashed grey lines.

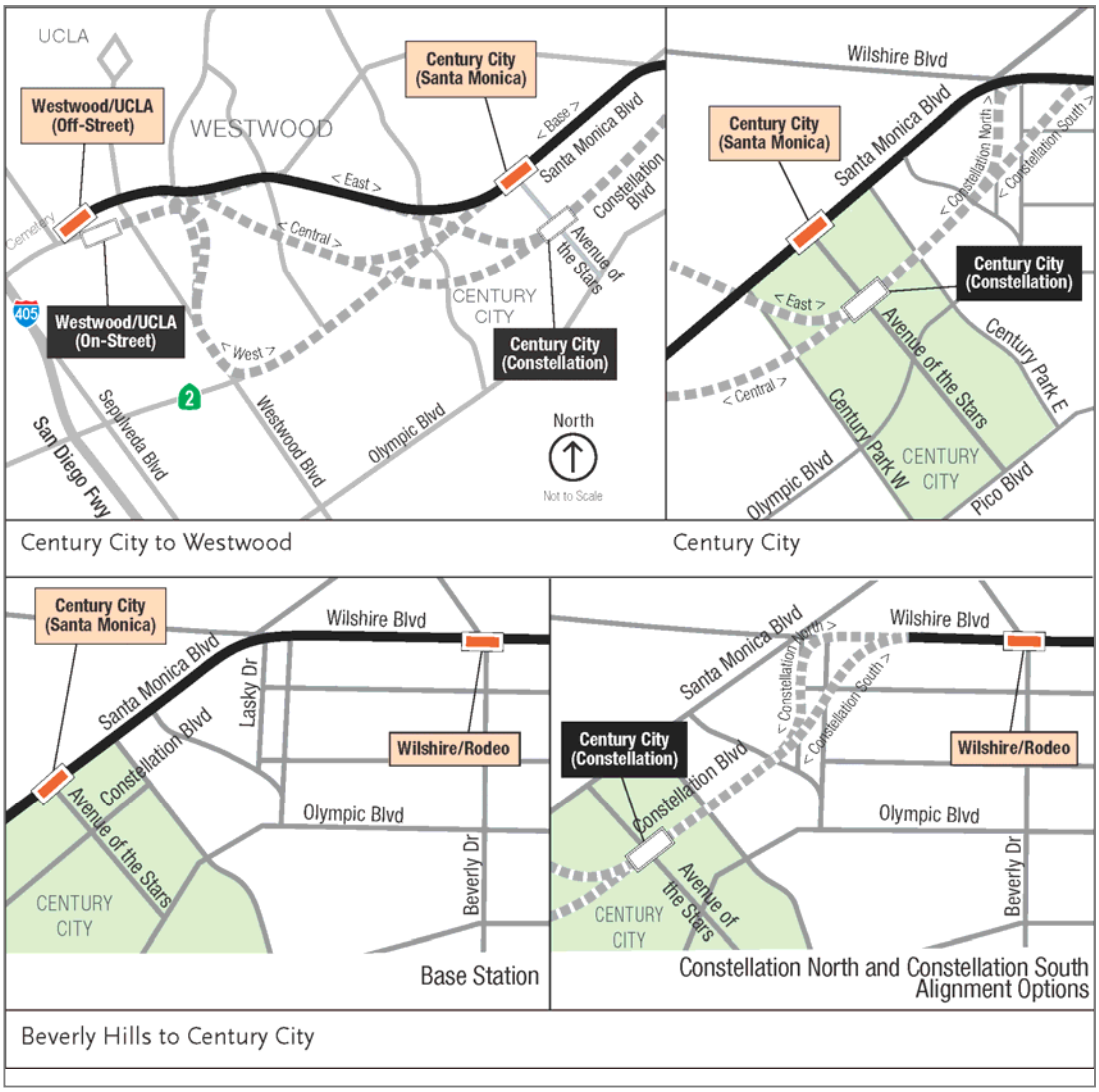


Figure 2-10. Century City Station Options

2.4.5 Option 5—Westwood/UCLA Station Options

Base Station: Westwood/UCLA Station Off-Street Station Option—The base station is located under the UCLA Lot 36 on the north side of Wilshire Boulevard between Gayley and Veteran Avenues.

Station Option: Westwood/UCLA On-Street Station Option—This station option would be located under the center of Wilshire Boulevard, immediately west of Westwood Boulevard (Figure 2-11).

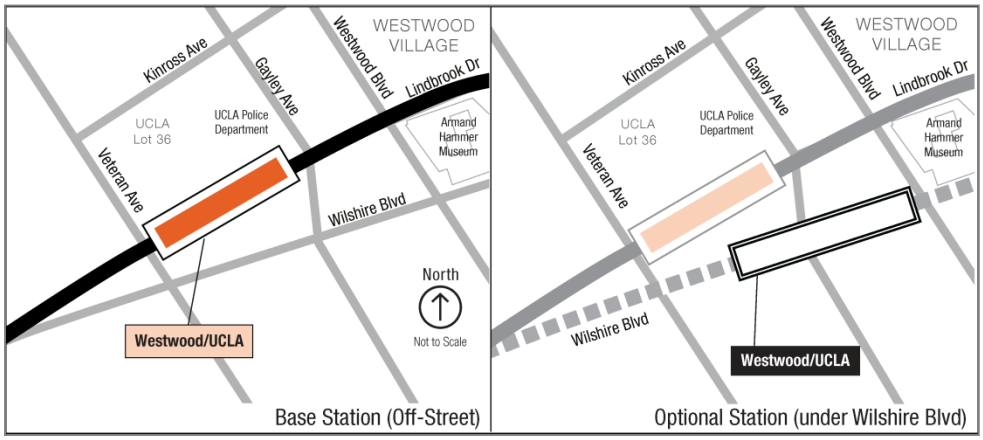


Figure 2-11. Option 5—Westwood/UCLA Station Options

2.4.6 Option 6—Westwood/VA Hospital Station Option

Base Station: Westwood/VA Hospital—The base station would be below the VA Hospital parking lot on the south side of Wilshire Boulevard in between the I-405 exit ramp and Bonsall Avenue.

Station Option: Westwood/VA Hospital North Station—This station option would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard between Bonsall Avenue and Wadsworth Theater. (Shown in Figure 2-12)

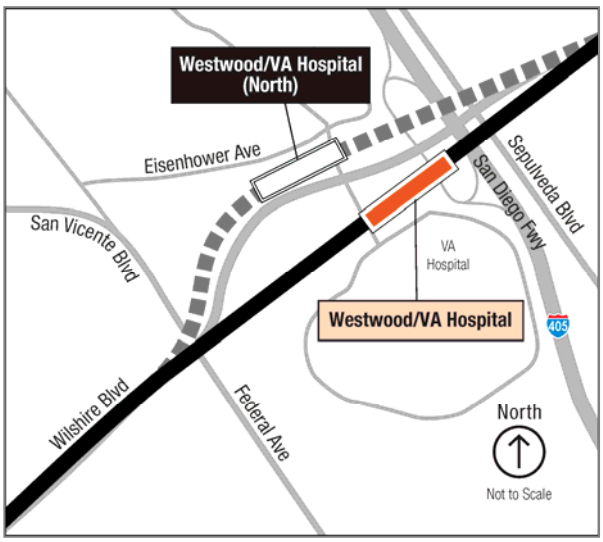


Figure 2-12. Option 6—Westwood/VA Hospital Station North

To access the Westwood/VA Hospital Station North, the alignment would extend westerly from the Westwood/UCLA Station under Veteran Avenue, the Federal Building property, the I-405 Freeway, and under the Veterans Administration property just east of Bonsall Avenue.

2.5 Base Stations

The remaining stations (those without options) are described below.

Wilshire/La Brea Station—This station would be located between La Brea and Cloverdale Avenues.

Wilshire/Rodeo Station—This station would be under the center of Wilshire Boulevard, beginning just west of South Canon Drive and extending to El Camino Drive.

Wilshire/Bundy Station—This station would be under Wilshire Boulevard, east of Bundy Drive, extending just east of Saltair Avenue.

Wilshire/26th Station—This station would be under Wilshire Boulevard, with the eastern end east of 26th Street and the western end west of 25th Street, midway between 25th Street and Chelsea Avenue.

Wilshire/16th Station—This station would be under Wilshire Boulevard with the eastern end just west of 16th Street and the western end west of 15th Street.

Wilshire/4th Station—This station would be under Wilshire Boulevard and 4th Street in Santa Monica.

Hollywood/Highland Station—This station would be located under Highland Avenue and would provide a transfer option to the existing Metro Red Line Hollywood/Highland Station under Hollywood Boulevard.

Santa Monica/La Brea Station—This station would be under Santa Monica Boulevard, just west of La Brea Avenue, and would extend westward to the center of the Santa Monica Boulevard/Formosa Avenue.

Santa Monica/Fairfax Station—This station is under Santa Monica Boulevard and would extend from just east of Fairfax Avenue to just east of Ogden Drive.

Santa Monica/San Vicente Station—This station would be under Santa Monica Boulevard and would extend from just west of Hancock Avenue on the west to just east of Westmount Drive on the east.

Beverly Center Area Station—This station would be under San Vicente Boulevard, extending from just south of Gracie Allen Drive to south of 3rd Street.

2.6 Other Components of the Build Alternatives

2.6.1 Traction Power Substations

Traction power substations (TPSS) are required to provide traction power for the HRT system. Substations would be located in the station box or in a box located with the crossover tracks and would be located in a room that is about 50 feet by 100 feet in a below grade structure.

2.6.2 Emergency Generators

Stations at which the emergency generators would be located are Wilshire/La Brea, Wilshire/La Cienega, Westwood/UCLA, Westwood/VA Hospital, Wilshire/26th, Highland/Hollywood, Santa Monica/La Brea, and Santa Monica/San Vicente. The emergency generators would require approximately 50 feet by 100 feet of property in an off-street location. All would require property acquisition, except for the one at the Wilshire/La Brea Station which uses Metro's property.

2.6.3 Mid-Tunnel Vent Shaft

Each alternative would require mid-tunnel ventilation shafts. The vent shafts are emergency ventilation shafts with dampers, fans, and sound attenuators generally placed at both ends of a station box to exhaust smoke. In addition, emergency vent shafts could be used for station

cooling and gas mitigation. The vent shafts are also required in tunnel segments with more than 6,000 feet between stations to meet fire/life safety requirements. There would be a connecting corridor between the two tunnels (one for each direction of train movement) to provide emergency egress and fire-fighting ingress. A vent shaft is approximately 150 square feet; with the opening of the shaft located in a sidewalk and covered with a grate about 200 square feet.

Table 2-2. Mid-Tunnel Vent Shaft Locations

Alternative/Option	Location
Alternatives 1 through 5, MOS 2	Part of the connection structure on Wilshire Boulevard, west of Robertson Boulevard
Alternatives 2 through 5	West of the Westwood/VA Hospital Station on Army Reserve property at Federal Avenue and Wilshire Boulevard
Option 4 via East route	At Wilshire Boulevard/Manning Avenue intersection
Option 4 to Westwood/UCLA Off-Street Station via Central route	On Santa Monica Boulevard just west of Beverly Glen Boulevard
Option 4 to Westwood/UCLA On-Street Station via Central route	At Santa Monica Boulevard/Beverly Glen Boulevard intersection
Options 4 via West route	At Santa Monica Boulevard/Glendon Avenue intersection
Options 4 from Constellation Station via Central route	On Santa Monica Boulevard between Thayer and Pandora Avenues
Option from Constellation Station via West route	On Santa Monica Boulevard just east of Glendon Avenue

2.6.4 Trackwork Options

Each Build Alternative requires special trackwork for operational efficiency and safety (Table 2-3):

Tail tracks—a track, or tracks, that extends beyond a terminal station (the last station on a line)

Pocket tracks—an additional track, or tracks, adjacent to the mainline tracks generally at terminal stations

Crossovers—a pair of turnouts that connect two parallel rail tracks, allowing a train on one track to cross over to the other

Double crossovers—when two sets of crossovers are installed with a diamond allowing trains to cross over to another track

Table 2-3. Special Trackwork Locations

Station	Alternative 1 Westwood/ UCLA Extension	Alternative 2 Westwood/ VA Hospital Extension	Alternative 3 Santa Monica Extension	Alternative 4 Westwood/VA Hospital Extension Plus West Hollywood Extension	Alternative 5 Santa Monica Extension Plus West Hollywood Extension
Special Trackwork Locations—Base Trackwork Alternatives					
Wilshire/Crenshaw	None	None	None	None	None
Wilshire/La Brea	Double Crossover	Double Crossover	Double Crossover	Double Crossover	Double Crossover
Wilshire/Fairfax	None *MOS 1 Only: Terminus Station with Tail tracks*	None *MOS 1 Only: Terminus Station with Tail tracks*	None *MOS 1 Only: Terminus Station with Tail tracks*	None *MOS 1 Only: Terminus Station with Tail tracks*	None *MOS 1 Only: Terminus Station with Tail tracks*
Wilshire/La Cienega	None	None	None	None	None
Station Option 3 - Wilshire/La Cienega West	Turnouts	Turnouts	Turnouts		
Wilshire/Robertson Connection Structure	Equilateral Turnouts—for future West Hollywood connection	Equilateral Turnouts—for future West Hollywood connection	Equilateral Turnouts—for future West Hollywood connection	Equilateral Turnouts	Equilateral Turnouts
Wilshire/Rodeo	None	None	None	None	None
Century City	Double Crossover *MOS2 Only: Terminus Station with Double Crossover and tail tracks*	Double Crossover *MOS2 Only: Terminus Station with Double Crossover and tail tracks*	Double Crossover *MOS2 Only: Terminus Station with Double Crossover and tail tracks*	Double Crossover *MOS2 Only: Terminus Station with Double Crossover and tail tracks*	Double Crossover *MOS2 Only: Terminus Station with Double Crossover and tail tracks*
Westwood/UCLA	End Terminal with Double Crossover and tail tracks	Double Crossover	Double Crossover	Double Crossover	Double Crossover
Westwood/VA Hospital	N/A	End Terminal with Turnouts and tail tracks	Turnouts	End Terminal with Turnouts and tail tracks	Turnouts
Wilshire/Bundy	N/A	N/A	None	N/A	None
Wilshire/26th	N/A	N/A	None	N/A	None
Wilshire/16th	N/A	N/A	None	N/A	None
Wilshire/4th	N/A	N/A	End Terminal with Double Crossover. Pocket Track with Double Crossover, Equilateral Turnouts and tail tracks	N/A	End Terminal with Double Crossover, Pocket Track with Double Crossover, Equilateral Turnouts and tail tracks
Hollywood/ Highland	N/A	N/A	N/A	Double Crossover and tail tracks	Double Crossover and tail tracks
Santa Monica/La Brea	N/A	N/A	N/A	None	None
Santa Monica/Fairfax	N/A	N/A	N/A	None	None
Santa Monica/ San Vicente	N/A	N/A	N/A	Double Crossover	Double Crossover
Beverly Center	N/A	N/A	N/A	None	None
Additional Special Trackwork Location (Optional Trackwork)					
Wilshire/Fairfax	Double Crossover	Double Crossover	Double Crossover	Double Crossover	Double Crossover
Wilshire/La Cienega	Double Crossover	Double Crossover	Double Crossover	Double Crossover	Double Crossover
Wilshire/ Rodeo	Pocket Track	Pocket Track	Pocket Track	Pocket Track	Pocket Track
Wilshire/26th	N/A	N/A	Double Crossover	N/A	Double Crossover

2.6.5 Rail Operations Center

The existing Rail Operations Center (ROC), shown on the figure below, located in Los Angeles near the intersection of Imperial Highway and the Metro Blue Line does not have sufficient room to accommodate the new transit corridors and line extensions in Metro's expansion program. The Build Alternatives assume an expanded ROC at this location.

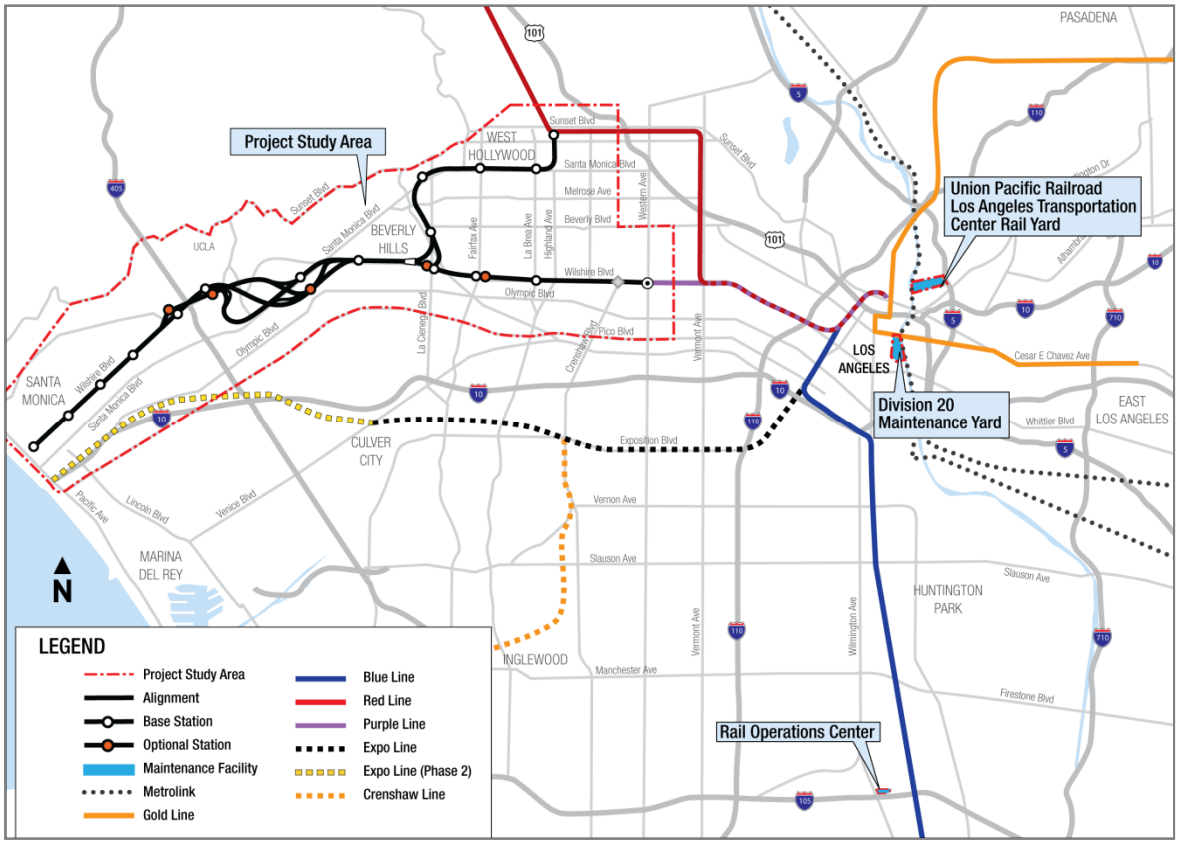


Figure 2-13. Location of the Rail Operations Center and Maintenance Yards

2.6.6 Maintenance Yards

If any of the Build Alternatives are chosen, additional storage capacity would be needed. Two options for providing this expanded capacity are as follows:

The first option requires purchasing 3.9 acres of vacant private property abutting the southern boundary of the Division 20 Maintenance and Storage Facility, which is located between the 4th and 6th Street Bridges. Additional maintenance and storage tracks would accommodate up to 102 vehicles, sufficient for Alternatives 1 and 2.

The second option is a satellite facility at the Union Pacific (UP) Los Angeles Transportation Center Rail Yard. This site would be sufficient to accommodate the vehicle fleet for all five Build Alternatives. An additional 1.3 miles of yard lead tracks from the Division 20 Maintenance and Storage Facility and a new bridge over the Los Angeles River would be constructed to reach this yard (Figure 2-14).

Figure 2-14. UP Railroad Rail Bridge

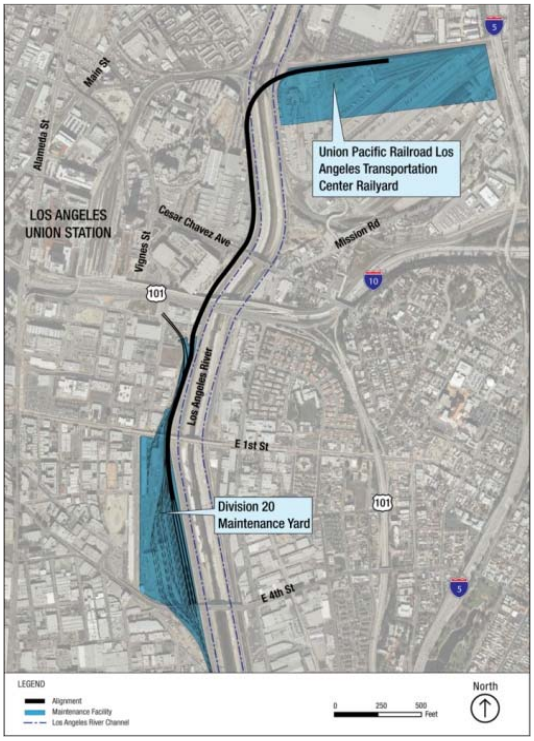


Figure 2-15. Maintenance Yard Options

2.7 Minimum Operable Segments

Due to funding constraints, it may be necessary to construct the Westside Subway Extension in shorter segments. A Minimum Operable Segment (MOS) is a phasing option that could be applied to any of the Build Alternatives.

2.7.1 MOS 1—Fairfax Extension

MOS 1 follows the same alignment as Alternative 1, but terminates at the Wilshire/Fairfax Station rather than extending to a Westwood/UCLA Station. A double crossover for MOS 1 is located on the west end of the Wilshire/La Brea Station box, west of Cloverdale Avenue. The alignment is 3.10 miles in length.

2.7.2 MOS 2—Century City Extension

MOS 2 follows the same alignment as Alternative 1, but terminates at a Century City Station rather than extending to a Westwood/UCLA Station. The alignment is 6.61 miles from the Wilshire/Western Station.

3.0 REGULATORY FRAMEWORK

Land use regulations are articulated in both regional and local plans. SCAG defines regional planning principles for the corridor while local municipalities define land uses for specific areas of the corridor.

3.1 Regional

SCAG serves as the Metropolitan Planning Organization (MPO) for the region. The SCAG *Regional Transportation Plan* (RTP) and the *Regional Comprehensive Plan and Guide* (RCPG) are tools used for identifying the transportation priorities of the Southern California region. The policies and goals of the RTP and RCPG focus on the need to coordinate land use and transportation decisions to manage travel demand within the region. RCPG and RTP policies that are applicable to the proposed alternatives include:

Promote transportation demand management (TDM) programs along with transit and ridesharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions;

Support the coordination of land use and transportation decisions with land use and transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand, if provided for, as part of the entire package;

Include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit, within urban form, land use, and site-design policies;

Encourage patterns of urban development and land use that reduce costs on infrastructure construction and make better use of existing facilities;

Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment;

Support local plans to increase density of future development located at strategic points along regional commuter rail, transit systems, and activity centers;

Support local jurisdictions' strategies to establish mixed-use clusters and other transit orientated developments around transit stations and along transit corridors; and

Encourage developments in and around activity centers, transportation corridors, and underutilized systems.

3.2 Local

The Westside Extension Transit Corridor study area is east-west oriented and includes portions of five jurisdictions: the Cities of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, and portions of unincorporated County of Los Angeles around the Veterans Administration (VA) Hospital. The study area generally extends north to Sunset and Hollywood Boulevards, east to Western Avenue, south to Pico Boulevard, and west to Ocean Avenue. The individual character of the neighborhoods and communities within these jurisdictions are discussed in detail in the Community Impacts section. The study area and corresponding jurisdictions are shown in Figure 3-1.

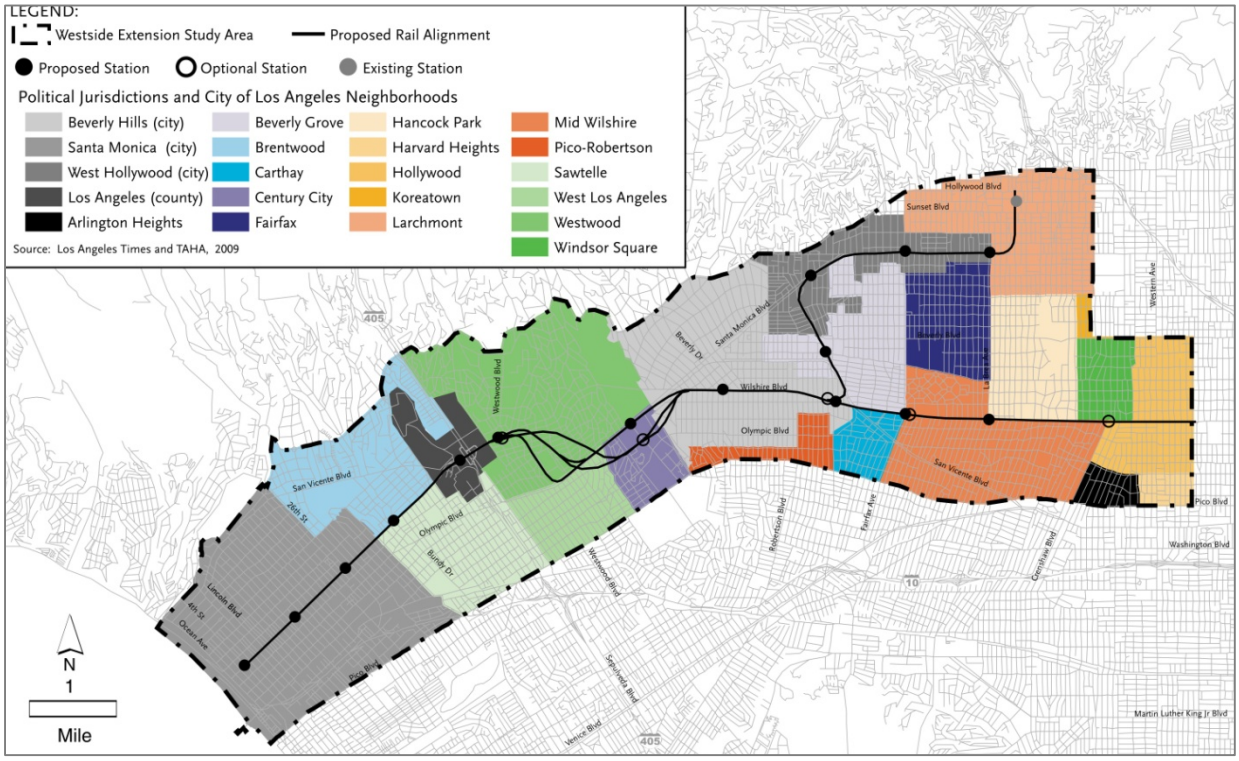


Figure 3-1. Jurisdictions and City of Los Angeles Neighborhoods

3.2.1 City of Los Angeles, Land Use/Transportation Policy

The City of Los Angeles Land Use/Transportation Policy, adopted in November 1993, is a joint effort of Metro and the City of Los Angeles to coordinate land use and transportation investment decisions. The Policy seeks to establish transit centers and station areas as focal points for the future growth of Los Angeles. The Policy fosters the development of higher-density, mixed-use projects within 1/4-mile of rail and major bus facilities. Mixed-use projects generally include a combination of commercial, residential, civic and employment-generating uses. The policy recognizes a variety of station area types ranging from a neighborhood center to a major urban center. Levels of development would be consistent with these station area types to make stations compatible with surrounding areas. A secondary area extending to 1/2-mile from rail and major bus facilities serves as an area of transition while protecting and preserving surrounding low-density neighborhoods from being located near incompatible uses. This policy recognizes that not all stations are planned for intense growth.

The Land Use/Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a City form that complements and maximizes the utilization of the region's transit system. Objectives of the Land Use/Transportation Policy include:

Focus future growth of the City around transit stations;

Increase land use intensity in transit station areas, where appropriate;

Create a pedestrian oriented environment in the context of an enhanced urban environment; and

Accommodate mixed-use (commercial/residential) development.

3.2.2 City of Los Angeles, Residential/Accessory Services Zones and Density Bonus Ordinance

Chapter 1, Article 2, Sections 12.11.2 and 12.11.5 of the *City of Los Angeles Municipal Cod*e describe RAS3 and RAS4 Residential/Accessory Services (RAS) Zones, respectively. The purpose of RAS zones is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS3 and RAS4 zones are intended as tools to accommodate projected population growth in mixed-use and residential projects that is compatible with existing residential neighborhoods along existing transportation corridors. The Density Bonus Ordinance was adopted by the City of Los Angeles and became effective on April 15, 2008 to comply with density requirements prescribed by Senate Bill 1818. Under the ordinance, density bonuses are provided for residential development projects that are located near transit stops leading to the increased development potential of transit corridors.

Many transportation corridors in the study area are compatible with the RAS and Density Bonus ordinance requirements and would enhance the residential component of these corridors by supporting walking, bicycling and transit use, as well as potentially reducing the need to drive to services provided within the community. Based on existing land use conditions within the study area, opportunities for the use of this ordinance exist at station areas in the City of Los Angeles. These opportunities would be explored under station area planning efforts conducted during the Preliminary Engineering Design phase of the project.

3.2.3 City of Los Angeles, Citywide General Plan Framework

The *Citywide General Plan Framework* (*Framework*), an element of the *City of Los Angeles General Plan* adopted in December 1996, is intended to guide the City's long-range growth and development through the year 2010. The *Framework* establishes Citywide planning policies regarding land use, housing development, transportation, and provision of infrastructure and public services. The *Framework*'s transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Together, the *Framework*'s land use and transportation policies encourage development in these "targeted growth areas" by allowing transit-oriented development and calling for streamlined transportation analysis and mitigation procedures. The purpose of these development nodes is to allow the maintenance of existing land uses that are not located next to public transit to preserve existing neighborhoods.

Three broad themes run throughout the *Framework*: sustained mobility with greater accessibility, economic opportunity, and environmental quality. Major land use and transportation policies include:

Expand neighborhood transportation services and programs to enhance neighborhood accessibility;

Provide improved transportation services to support Citywide economic development activities related to economic revitalization initiatives;

Promote the development of transportation facilities and services that encourage transit ridership, including enhanced transit services, improved transit safety, and merchant incentives;

Support development in regional centers, community centers, major economic activity centers, and along mixed-use boulevards as designated in the Community Plans;

Encourage and seek the formation of public/private partnerships when developing centers and districts and provide appropriate transportation facilities and programs;

Seek opportunities for joint development projects that integrate land use and transportation facilities;

Promote the development of transit alignments and station locations that maximize transit service to activity centers and which permit the concentration of development around transit stations;

Promote the provision of shuttles and other services that increase access to and within regional centers and major economic activity areas to encourage growth and to mitigate traffic impacts of that growth;

Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards;

Enhance pedestrian circulation in neighborhood districts, community centers, appropriate locations in regional centers, and along mixed-use boulevards; and

Promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.

The Framework's land use policies identify transportation corridors and stations as the primary focal point of the City's development. It is intended that a considerable mix of uses be accommodated to provide population support and enhance activity near transit stations. This encompasses a range of retail commercial, offices, personal services, entertainment, restaurants, and housing that serve both transit users and local residents. In 1974, the City allocated potential growth to activity centers, which were based strictly by density, and did not reflect the diversity of their functionality, land uses, physical form, character, and users. To represent this diversity, these centers have been redefined to neighborhood districts, mixed-use boulevards, and community, downtown and regional centers. Within these areas, the highest development intensities are targeted generally within one quarter mile of the transit stations. It is intended that a considerable mix of uses be accommodated to provide population support and enhance activity near the stations. This may encompass a range of retail commercial, offices, personal services, entertainment, restaurants, and housing that serve both transit users and local residents.

The *Framework's* transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Together, the *Framework's* land use and transportation policies encourage development in targeted growth areas by allowing more intense development than in non-targeted areas and calling for streamlined traffic analysis and mitigation procedures.

3.2.4 City of Los Angeles General Plan's Transportation Element

The *Transportation Element* of the *City of Los Angeles General Plan,* adopted in September 1999*,* establishes the following policies applicable to the proposed alternatives:

Establish high capacity transit service post-2010, and develop programs to foster transit ridership along the Wilshire Corridor (Wilshire/Western to I-405, serving Century City and Westwood);

Continue transit restructuring studies and other inter-agency efforts to reduce the cost and enhance the effectiveness of transit service, and improve coordination with adjoining jurisdictions in implementation of feasible measures as recommended in the transit restructuring studies; give full consideration to establishing separate transit zones;

Develop interactive transit information systems that bring customers more timely, accurate, and complete transit information;

Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes; and

Identify and develop transit priority streets which serve regional centers, major economic activity areas and rail stations to enhance speed, quality, and safety of transit service.

3.2.5 City of Los Angeles General Plan's Land Use Element

For land use planning purposes, the City of Los Angeles is divided into 35 Community Planning Areas. For each of these areas, a community plan has been adopted to establish land use designations, policies, objectives, and implementation programs. These plans are considered to be part of the Land Use Element of the Los Angeles General Plan and are the means through which Citywide land use policies are applied to specific development proposals. The individual plans relevant to the proposed project are discussed in greater detail in the following sections.

The study area contains the Brentwood-Pacific Palisades, Westwood, West Los Angeles, Hollywood, and Wilshire Community Plan Areas within the City of Los Angeles. These community plan areas contain numerous land use policies that encourage mixed-use and transit supportive uses. Community plan areas within the study area are shown in Figure 3-1.

The community plans within the study area discuss goals and objectives for developing and maintaining strong and competitive commercial sectors. Development would include a mixture of land uses, promote economic vitality, and serve the needs of the community through well-designed, safe, and accessible areas, while preserving historic and cultural character. The community plans indicate that new development should be focused around future transit systems, while minimizing adverse impacts.

Each of the community plans include goals, objectives, and policies regarding the appropriate land uses that would support a public transit system that improves mobility with convenient alternatives to automobile travel, fostering of transportation demand strategies, the development of non- motorized transportation options, and the coordination of activities with other jurisdictions.

3.2.6 Brentwood-Palisades Community Plan

The *Brentwood-Palisades Community Plan* is consistent with the City of Los Angeles' Land Use/Transportation Policy and includes the following policies which seek to develop a public transit system that improves mobility with convenient alternatives to automobile travel:

Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation;

Promote housing in mixed-use projects in pedestrian-oriented areas and transit corridors; and

Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

3.2.7 Westwood Community Plan

The *Westwood Community Plan* is consistent with the City of Los Angeles' Land Use/Transportation Policy and includes the following policies which seek to increase transit mode share:

Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where facilities and infrastructure will support this development;

Develop an intermodal mass transportation plan to implement linkages to future mass transit service; and

Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

3.2.8 West Los Angeles Community Plan

The *West Los Angeles Community Plan* is consistent with the City of Los Angeles' Land Use/Transportation Policy and includes the following policies to reduce vehicular trips and congestion and develop new housing in proximity to adequate services and facilities:

Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development;

Promote mixed-use projects along transit corridors and in appropriate commercial areas;

Develop an intermodal mass transportation plan to implement linkages to future mass transit service; and

Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

3.2.9 Hollywood Community Plan

The *Hollywood Community Plan* is consistent with the City of Los Angeles' Land Use/Transportation Policy and includes the following policies:

Prepare station area plans for higher density development around proposed Metro rail stations; and

Continue planning and improving the public transportation system for the community, including people-mover systems in high intensity areas as well as the proposed Metro rail system.

3.2.10 Wilshire Community Plan

The *Wilshire Community Plan* is consistent with the City of Los Angeles' Land Use/Transportation Policy and includes the following policies to guide development:

Encourage higher density residential uses near major public transportation centers;

Develop coordinated intermodal mass transportation plan to implement linkages to future public transit services; and

Promote the development of transportation facilities and services that encourage higher transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

3.2.11 Specific Plans

A specific plan is a tool for the systematic implementation of the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision. Specific Plans from differing jurisdictions would guide the design and development of the proposed project at defined locations along the alignment.

3.2.12 Park Mile Specific Plan

The Park Mile Specific Plan was adopted in 1980 and amended in 1987 by the City of Los Angeles Planning Commission. The Park Mile area is located along Wilshire Boulevard bound by Wilton Place to the east, Highland Avenue to the west, 6th Street to the north, and 8th Street to the south. The *Park Mile Specific Plan* was adopted to preserve the low-density, single-family residential nature of the area and promote a park-like setting.

3.2.13 West Los Angeles Transportation Improvement and Mitigation Specific Plan

The West Los Angeles Transportation Improvement and Mitigation Specific Plan was adopted on March 8, 1997 to provide a funding mechanism for transportation improvements through transportation impact assessment fees, which become necessary as a result of projected new development within the plan area. The specific plan area includes all or parts of the Westwood, West Los Angeles, Brentwood-Palisades, and the Palms-Mar Vista-Del Rey district plan areas generally bounded by the City of Beverly Hills, Beverwil Drive, Castle Heights Avenue, National Boulevard, and Hughes Avenue on the east; Sunset Boulevard on the north; the City of Santa Monica and Centinela Avenue on the west; and Venice Boulevard on the south. The specific plan also establishes a phased development of land uses and promotes transportation options which mitigate the impacts of traffic.

3.2.14 Wilshire-Westwood Scenic Corridor Specific Plan

The Wilshire-Westwood Corridor Specific Plan was adopted on March 2, 2005 to minimize traffic and parking problems along Wilshire Boulevard, enhance the aesthetic qualities of

the specific plan area, encourage more open space, reduce the impact of high-density development, and reduce the impact of shadows caused by high-rise buildings within the specific plan area. The specific plan area is generally bounded by Linbrook Drive to the north, Club View Avenue to the east, Ashton Avenue to the south, and Glendon Avenue to the west. The specific plan contains restrictions on development intensity, parking, shadow impacts, and excavation during construction.

3.2.15 Century City North Specific Plan

The Century City North Specific Plan (CCNSP) was adopted on November 24, 1981, to guide development and redevelopment to ensure adequate transportation and other public facilities for the high-density center of Century City, while addressing compatibility with nearby low-density residential areas. The CCNSP establishes a phasing strategy, consisting of two development phases, to guide development and provide adequate infrastructure with the build-out of the existing zoning for the area. The CCNSP limits development in Century City through the assignment of development rights called Cumulative Automobile Trip Generation Potential (CATGP) Trips to parcels within the CCNSP. The first phase of the CCNSP (Phase I) allowed development until projects had used a certain number of development rights or CATGP Trips and required specific street dedications and roadway improvements on Avenue of the Stars, Century Park East, Century Park West, Constellation Boulevard, Pico Boulevard, and Santa Monica Boulevard. The CCNSP also has a second phase of development to allow for additional development after the Phase I is completed. The second phase of development began when the maximum allowable building permits had been issued for Phase I (15,800 trips) and when all public improvements set forth in the CCNSP Ordinance were completed. Pursuant to City of Los Angeles Case No. CF 98-0672, all Phase I improvements have been completed and the CCNSP is now in the second phase, which has a maximum of 10,156.789 allowable trips.

3.2.16 Westside Cities Multimodal Mobility Study

The Westside Cities Multimodal Mobility Study was adopted in October of 2005 and aims to identify multimodal mobile interface opportunities for the Westside Cities, which includes but is not limited to developing transportation networks, maximizing transit efficiency, balancing the use of public right-of-way, and linking facilities and coordinating services. The organization of Westside Cities includes the Cities of Beverly Hills, Culver City, Santa Monica, and West Hollywood. The study contains the following applicable policies:

Creation of a rail line through West Hollywood connected to regional rail system;

Creation of major transportation hubs to link Metro, pedestrian, bicycle, parking, and car sharing resources;

Addition of multi-modal capacity in Lincoln, Venice, and Robertson/La Cienega/Fairfax corridors;

Creation of land use and parking incentives coordinated among cities

Creation of extensive local public transit circulators on fixed or flexible routes between neighborhoods and major bus and rail transit lines

Creation of alternative multi-modal linkage from Westside to San Fernando Valley

3.2.17 Redevelopment Plans

Many neighborhood areas become dilapidated and need revitalization. The principal goal of a redevelopment plan is to guide an agency's redevelopment efforts to eliminate blighting influences. In addition, the affordable housing component of redevelopment plans provides a mechanism to monitor its progress in meeting affordable housing obligations under the California Redevelopment Law and the affordable housing needs of a community.

3.2.18 CRA/LA Hollywood Redevelopment Project

The Hollywood Redevelopment Plan was adopted by the Los Angeles City Council on May 7, 1986. This plan sets forth an array of goals that include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; preserving and expanding housing for all income groups; meeting social needs of area residents; providing urban design guidelines; and preserving historically significant structures. The Hollywood Redevelopment Project area is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south and La Brea Avenue on the west. The Hollywood Redevelopment Project supports and encourages a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.

3.2.19 CRA/LA Mid-City Recovery Redevelopment Project

The Mid-City Redevelopment Project was adopted by the Los Angeles City Council on May 10, 1996. This plan sets forth goals that include increasing employment, business and investment opportunities; encouraging the development of social service facilities; attracting private investment and promoting a thriving commercial environment to enhance economic opportunities. The project area consists of five non-contiguous areas, including the commercial corridors along Pico, Venice, Washington, Adams, and Jefferson Boulevards generally between Western Avenue and Fairfax Avenue, and Crenshaw Boulevard between the Santa Monica Freeway and Martin Luther King, Jr. Boulevard. The Mid-City Redevelopment Project supports and encourages a circulation system which will improve the quality of life in Mid-City, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.

3.2.20 CRA/LA Wilshire Center-Koreatown Redevelopment Project

The Wilshire Center-Koreatown Redevelopment Project was adopted by the Los Angeles City Council on December 13, 1995. This plan sets forth goals that promote business retention and expansion, attracting new businesses and developing public improvements. The Wilshire Center-Koreatown Redevelopment Project area is generally bounded by Fifth Street on the north, Twelfth Street on the south, Hoover Street on the east, and Eastern Avenue and Wilton Place on the west. The project contains policies that provide for an efficient circulation system coordinated with land uses and densities to accommodate traffic, and encourages the improvement of public transit services in coordination with other public improvements.

3.2.21 City of West Hollywood, General Plan

The West Hollywood General Plan, originally adopted in 1988 is a long-term policy document that balances the commercial, residential and development needs of the community. The City of West Hollywood is currently in the beginning phase of updating the General Plan. The General Plan Update seeks to create a sustainable infrastructure that will help the development of the inter-modal transportation system, and keep the city economically robust, socially equitable, and environmentally healthy. The following policies of the existing General Plan apply to the proposed project:

Encourage residents, employers, and employees to minimize automobile use and use public transportation;

Join as a committed supporter of Westside initiatives for light rail which benefit and do not adversely impact the City of West Hollywood;

Continue to coordinate with Southern California Regional Transit District (SCRTD), Los Angeles (LACTC)[1], and other regional transit agencies to assess the need for the expansion or adjustment of fixed-route service; and

Coordinate planning efforts with SCRTD to provide efficient public transportation to future Metro transit stations to serve both local residents and users destined to the City of West Hollywood.

3.2.22 City of Beverly Hills, General Plan

The Beverly Hills General Plan was adopted by the Beverly Hills City Council on May 17, 1977, and seeks to preserve the neighborhoods and facilitate through travel traffic. The General Plan supports a mass transit system that is underground, does not use existing right-of way on arterials, and does not interfere with automobile traffic. The City of Beverly Hills has been in the process of updating the General Plan since 2005 and released a Draft General Plan in August of 2008. The Draft General Plan Update contains the following applicable policies:

Collaborate with local transit agencies to: develop programs and educate employers about employee rideshare and transit; promote mass transit ridership through careful planning of routes; and develop a local point of contact for potential ride-sharers;

Support the extension of the Metro subway extension along Wilshire Boulevard through the city with stations at Beverly/Rodeo and La Cienega to enhance transit service and increase transit ridership within the city and West Los Angeles;

Consider a variety of transit services including heavy rail, light rail transit, bus rapid transit, trolleys, enhanced buses, express buses, local buses, school buses, and neighborhood shuttles to meet the needs of residents, workers, and visitors;

Support a well-designed transit system to meet the mobility needs of residents and visitors including seniors, the disabled, and transit-dependent persons;

Work collaboratively with regional agencies and adjacent jurisdictions to improve transit service, accessibility, frequency, and connectivity, resulting in increased ridership and fewer personal automobile trips;

[1]The SCRTD and LACTC have since merged to become the Los Angeles County Metropolitan Transportation Authority.

Support increased frequency transit service and capital investment to serve high-density employment, commercial, residential, and mixed-use areas and activity centers;

Require developer contributions for transit facilities and improvements;

Review development projects in consideration of transit right-of-way needs;

Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking;

Prioritize growth and accommodate the highest development densities in proximity to major transit corridors and rail transit stations as developed in the future;

Accommodate a balanced mix of land uses and require that development be located and designed to enable residents access by walking, bicycle, or public transit to jobs, commerce, entertainment, services, and recreation, thereby reducing automobile use, energy consumption, air pollution, and greenhouse gases;

Allow the greatest development on properties in proximity of public transit stops, stations, and corridors to facilitate its access and use in lieu of the automobile;

Accommodate office, retail, residential, mixed use, live/work and live/work development that facilitates access to and by public transit and reduce automobile trips, pollution, and energy consumption;

Require the inclusion of affordable housing units as a component of any residential development in proximity of the transit station;

Promote the development of more parking structures to serve transit riders, building tenants, and residents and require that its ground floor be occupied by retail uses that induce pedestrian activity; and

Accommodate higher density development to maximize transit access and use on implementation of future rail transit improvements, with maximum intensities in buildings using the air rights above the transit station/portal that provide direct linkages to the transit line.

3.2.23 City of Santa Monica, General Plan.

The City of Santa Monica General Plan was adopted in 1984, and seeks to preserve the existing neighborhoods and focus growth to downtown Santa Monica, the Special Office District (Olympic Boulevard, east of 20th Street), and Wilshire Boulevard. The Circulation Element of the existing General Plan identifies Wilshire Boulevard as one of three potential corridors for mass transit and promotes a transit station located in downtown Santa Monica. The City of Santa Monica is in the process of updating the Land Use and Circulation Elements of the General Plan. The Framework for this Land Use and Circulation Element contains the following applicable policies:

Travel on bicycle and transit should be time-competitive with autos, where possible;

The City shall develop design guidelines and management tools for all its streets, to ensure that each street supports the land uses along it and provides an optimal accommodation for all modes of transportation;

The City shall continue to collaborate with regional transit partners to achieve seamless transfers between systems, including scheduling, ticketing and shared fare systems;

The City shall work with transit providers to pursue direct transit connections for Santa Monica residents to regional destinations;

The City shall support a future Westside subway extension as a desirable project, with the City's priority for first completing of the Exposition Light Rail line to downtown Santa Monica;

The City shall support transit-oriented development patterns and uses that are known to generate a high level of transit ridership;

Rail stations shall be designed and located to support bus access and to reduce the transfer penalty between buses and rail;

The City shall design incentives to focus development in locations best served by transit; and

Integrating land use and transportation and locating new activity centers along existing and proposed transit corridors.

3.2.24 County of Los Angeles, General Plan

The Los Angeles County General Plan was adopted on November 25, 1980 and provides guidelines for unincorporated areas of Los Angeles County that are located within the study area. Jurisdiction of this plan applies to the area near West Los Angeles, named the Sawtelle/VA Hospital district, located in the western portion of the study area. The Los Angeles County Department of Regional Planning is in the process of updating the General Plan, and released a Draft General Plan in 2008. Both plans contain goals, objectives, and policies relative to the development of the unincorporated areas of Los Angeles County and the integration of transit into this framework. These policies include:

3.2.25 Existing County of Los Angeles General Plan

Promote the development of an improved public transportation system to link regional centers and support urban revitalization;

Promote a more concentrated urban pattern, focus new development in suitable locations, adopt a moderate population growth equivalent to natural increase;

Promote the efficient use of land through a more concentrated pattern of urban development, including the focusing of new urban growth into areas of suitable land;

Maintain a balance between increased intensity of development and the capacity of needed facilities, such as transportation, water and sewage systems;

Revitalize declining portions of existing urban development, with particular attention to deteriorated industrial and low-income residential areas;

Focus intensive urban uses in an interdependent system of activity centers located to effectively provide services throughout the urban area and supported by adequate public transportation facilities;

Encourage the location of medium and high density housing in close proximity to regional multipurpose centers;

Emphasize the location of low and moderate income housing within easy commuting range of multipurpose and single purpose centers with high concentrations of employment; and

Support the development of a transportation system that will make a positive contribution to the improvement of air quality.

3.2.26 Draft County of Los Angeles General Plan Update 2008

Promote and develop transit oriented districts along major transit corridors;

Expand the availability of transportation options throughout the county especially those that reduce automobile dependence;

Maximize the level of connectivity in transportation systems and community-level designs; and

Expand inter-jurisdictional cooperation to ensure a seamless, inter-modal, and multi-modal regional transportation system.

3.2.27 Transit Oriented District Ordinance

Title 22 of the County of Los Angeles Code contains a Transit Oriented District Ordinance (22.44.400) which contains incentives and development standards for residential and commercial uses in designated transit oriented districts. Incentives focus on a 25 percent reduction in fees and up to a 40 percent reduction on parking requirements, while specific development standards are provided for lighting, design, parking, pedestrian areas, public spaces, and streets and sidewalks.

4.0 AFFECTED ENVIRONMENT

4.1 Existing Land Uses

The SCAG region is expected to grow in population by 33 percent (or 5.9 million people) between 2005 and 2035[2]. Likewise, employment in the region is expected to grow by 32 percent during the same time period. Existing land uses within the study area are varied and include a combination of residential, commercial, transportation and utilities, industrial, and public/institutional uses. Table 4-1 shows the distribution of land use types within the study area. The primary land uses in the approximately 58,000-acre study area are residential (87percent), the majority of which are single-family residential (80 percent). Commercial land uses comprise five percent of the study area and are concentrated along major roadways, such as Wilshire, La Cienega, and Santa Monica Boulevards and Fairfax Avenue. Public facilities and institutional land uses occupy four percent of the study area acreage.

Table 4-1. Land Use Distribution within the Study Area

Type of Land Use	Acreage	Percentage of Total Area
Low-Density Residential	46,470	80
Medium-to-High Density Residential	4,017	7
Commercial	2,868	5
Public Facilities and Institutions	2,174	4
Vacant/Miscellaneous	1,494	3
Open Space and Recreation	632	1
Industrial	223	<1
Utilities	52	<1
Agriculture	1	<1
Total Acres	57,931	100

Source: TAHA, 2010

4.2 Existing Land Uses – Station Areas

Table 4-2 summarizes the existing land uses around the proposed station areas. Surrounding land uses listed are the uses that are within 1/4-mile of the potential station locations, while adjacent uses are those uses located in the immediate vicinity of the station area.

[2]Southern California Association of Governments, *Regional Transportation Plan,* 2008.

Table 4-2. Existing Land Uses at Potential Station Locations

Potential Station Location	Adjacent Land Uses	Surrounding Land Uses
Wilshire Blvd/Crenshaw Blvd	Office, Vacant, Parking Lots, Commercial, Single- and Multi-Family Residential	Commercial, Institutional, Hotel, Vacant, Single- and Multi-Family Residential
Wilshire Blvd/La Brea Ave	Office, Bank, Storefront Retail, Government, Church, Multi-family Residential, Parking Lots	Commercial, Institutional, Single- and Multi-Family Residential
Wilshire Blvd/Fairfax Ave	Office, Museums, Restaurant, Storefront Retail, Multi-Family Residential	Commercial, Institutional, Open Space, Single- and Multi-Family Residential
Wilshire Blvd/La Cienega Ave	Office, Restaurant, Medical, Theater, Commercial, Multi-Family Residential	Commercial, Office, Single- and Multi-Family Residential, Open Space
Wilshire Blvd/Rodeo Dr	Office, Commercial, Bank, Gallery Multi-Family Residential	Commercial, Parking Lot, Hotel, Office, Multi-Family Residential
Century City	Office, Commercial, Open Space	Commercial, Open Space, Single- and Multi-Family Residential, Institutional
Westwood	Office, Storefront Retail, Institutional, Vacant, Parking	Institutional, Commercial, Multi-Family Residential, Open Space
Wilshire Blvd/VA Hospital	Office, Storefront Retail, Strip retail, Service Station	Commercial, Single- and Multi-Family Residential, Institutional
Wilshire Blvd/Bundy Dr	Office, Restaurant, Supermarket, Storefront Retail, Storage	Commercial, Single- and Multi-Family Residential, Fitness, Vacant, Parking, Institutional
Wilshire Blvd/26th Street	Office, Restaurant, Drugstore, Storefront Retail	Commercial, Single- and Multi-Family Residential, Restaurant, Open Space, Institutional
Wilshire Blvd/16th Street	Storefront Retail, Office, Auto Dealership, Medical, Institutional, Multi-Family Residential	Commercial, Institutional, Multi-Family Residential
Wilshire Blvd/4th Street	Office, Storefront Retail, Multi-Family Residential	Commercial, Restaurant, Single- and Multi-Family Residential, and Institutional
Hollywood Blvd/Highland Ave	Regional Shopping Center, Museums, Transportation, Storefront Commercial, Multi-Family Residential, Lodging, Entertainment Venues, Restaurants	Commercial, Institutional, Multi-Family Residential
Santa Monica Blvd/La Brea Ave	Shopping Center, Strip Retail, Fast Food Restaurant, Storage, Auto Rental/Repair	Commercial, Industrial/ Manufacturing, Multi-Family Residential, Parking, Office
Santa Monica Blvd/Fairfax Ave	Storefront Retail, Grocery, Institutional, Auto Sales	Commercial, Office, Multi-Family Residential, Institutional, Parking,
Santa Monica Blvd/San Vicente Blvd	Office, Storefront Retail Public Facility/ Transportation, Open Space	Commercial, Single- and Multi-Family Residential, Open Space, Institutional, Bank, Fitness, Hotel
Beverly Center	Regional Shopping Center, Parking, Multi-Family Residential, Medical Center	Commercial, Single- and Multi-Family Residential, Institutional

Source: TAHA, 2010

5.0 ENVIRONMENTAL IMPACT/ENVIRONMENTAL CONSEQUENCES

5.1 Methodology

This section describes the anticipated effects of the No Build Alternative, the TSM Alternative, and Alternatives 1 through 5 on existing land uses, and their compatibility with existing plans, policies, and guidelines that may affect future land use in the study area. The potential adverse effects are identified based on the status of regional and local planning efforts at this time and on currently available information. Options A through H involve slight variations in the station locations. The surrounding land uses for these options would not be substantial different and would be similar in character and compatibility. Therefore, additional land use station graphics for these options were not warranted. These options are evaluated separately after Alternatives 1 through 5 and MOS-1 and MOS-2.

It is Metro's experience that the land use effects of a heavy rail transit system are generally limited to a 1/4-mile radius around station areas. The proposed project could adversely affect land use and development if it would:

Physically divide an established community;

Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; and/or

Conflict with the compatibility of surrounding land uses or adversely affect the development of surrounding land uses within the project area.

SCAG housing and employment projections give an indication that additional development will occur within the Westside Corridor, whether or not the proposed project is implemented. Fully developed urban areas, like the Westside Corridor, face challenges in accommodating any new development. One of the more successful and emerging ways to accommodate this growth is through transit oriented development. Transit oriented development is generally compact, medium- to high-density development near transit facilities and high-quality walking environments. Transit oriented development leverages transit infrastructure to promote economic development and smart growth, and is focused on creating sustainable communities where people of all ages and incomes have transportation and housing choices. "Smart growth," or "smart density", is a concept that emphasizes creating enough critical mass to support transit, retail, commercial and service uses all within walking distance of each other and of housing options. This means that density should be concentrated around transit stations to create a significant number of residents and jobs per acre. This should go hand-in-hand with ensuring transit accessibility, increasing the diversity of development and housing types and seeking out quality urban design and building practices. For Westside Extension, this also means that the "smart density" will be aimed at meeting the smart growth objectives of the appropriate jurisdiction, for example what may be considered smart density in West Hollywood would likely be different in Beverly Hills. Transit oriented development increases transit ridership and reduces automobile trips, providing value for both the public and private sectors, while creating a sense of community and place. The potential for transit oriented development to

occur near station areas under the proposed project will be analyzed as an indirect impact in the discussion of land use compatibility.

5.2 No Build Alternative

5.2.1 Regional Land Use and Development

The No Build Alternative includes all existing highway and transit services and facilities, and the committed highway and transit projects in the 2009 Metro LRTP and the 2008 SCAG RTP. By 2035, several approved urban rail projects are expected to be in operation and are considered as part of the No Build Alternative. These projects will be funded in part by revenues provided by Measure R, a half-cent sales tax for Los Angeles County passed by voters in November 2008. Measure R commits a projected $40 billion to traffic relief and funds dozens of critical transit projects throughout the county over the next 30 years. The Exposition Light Rail Phase II is the only one of these projects that would be constructed within the Westside Corridor. The alignment enters the project area in the southwest boundary along the Exposition right-of-way and generally follows Colorado Avenue near the southern edge of the project area. The No Build Alternative also considers future plans for restructuring the Metro bus system by 2035. Metro plans to restructure its bus routes system-wide by eliminating duplicate service or reducing service of bus routes that will be serviced by the urban rail lines. An estimated 600,000 annual revenue bus hours are expected to be reduced. Metro Rapid Bus lines 711, 714, 715, 740, 757, 760, 762, 770, 794, and 920 are expected to be discontinued. The 715, 757 and 920 provide service within the project corridor.

Under the No Build Alternative, no additional transit infrastructure would be built within the study area, aside from projects currently under construction, or funded for construction, environmentally cleared and in operation by 2035 and identified in the Metro LRTP. The Exposition Light Rail Phase II alignment is located approximately one mile south of Wilshire Boulevard and would not directly serve the mix of commercial, office, and residential uses along Wilshire and Santa Monica Boulevards. The Exposition Light Rail Phase II Project is scheduled to begin construction in 2010 and begin operating in 2015. Under the No Build Alternative, planned transportation services, facilities, and infrastructure that would be implemented by 2035 would utilize the existing rights-of-way and transportation corridors in the communities of the Westside Transit Corridor and would involve similar work to the typical roadway and utility work currently occurring within the SCAG region. With the No Build Alternative, regional development would be anticipated to occur according to SCAG growth forecasts. SCAG's RTP and regional growth forecast includes Metro's LRTP. Therefore, the existing SCAG forecasts represent the No Build scenario. As such, no adverse effects associated with regional land use development would result.

5.2.2 Local Land Use and Development

The No Build Alternative would result in a continuation of current development patterns and trends, in addition to projects that are currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2035, and identified in the Metro LRTP. The No Build Alternative would limit transportation options, and as a result, the opportunities for transit-oriented land uses within the project corridor would be limited. With the No Build Alternative, development and redevelopment would be anticipated to occur pursuant to local land use plans and programs. Most of the Westside

Corridor is perceived as built to capacity, however, local jurisdictions would continue to approve new development projects according to existing plans. Therefore, new development would occur in a piecemeal fashion throughout the corridor with few opportunities for maximizing transportation/land use connections or minimizing traffic congestion. Nonetheless, changes to land use that would occur would be anticipated to be consistent with local land use plans. As such, no potential adverse effects associated with local land use and development within the Westside Corridor would result.

5.2.2.1 Division of an Established Community

Under the No Build Alternative, planned development and redevelopment would adhere to local plans and zoning ordinances and would not be likely to alter or divide the existing community. Thus, no adverse effects related to the division of an established community would result for the No Build Alternative.

5.2.2.2 Applicable Land Use Policies

Land use policies for all of the jurisdictions traversed by the proposed project would not be met under the No Build Alternative. The goals of these policies, which are to seek to reduce automobile usage, increase intensity of development along transit corridors, seek cooperation and joint development, enhance regional connectivity, minimize environmental impacts, and maximize transit ridership, would not be achieved with the No Build Alternative. The limited number of transportation improvements that would occur under the No Build Alternative would not allow local jurisdictions to take full advantage of transit oriented development. As a result, local jurisdictions would have to find new opportunities for achieving the policies included in their plans. Thus, potential adverse effects related to consistency with applicable policies would result for the No Build Alternative.

5.2.2.3 Adjacent or Surrounding Land Uses

Under the No Build Alternative, no new transit infrastructure would be built within the study area, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2035, and identified in the Metro LRTP. In addition, several bus routes would be eliminated from the study area, further limiting transportation choices. Development patterns would continue according to local jurisdictions' plans. Any incompatibilities that arose would be site specific and at the discretion of the local jurisdiction. As land uses would only be expected to change according to existing plans and policies, the compatibility of land uses would not be negatively affected. As such, no adverse effects associated with local land use would result under the No Build Alternative.

5.3 Transportation System Management Alternative

5.3.1 Regional Land Use and Development

The TSM Alternative enhances the No Build Alternative by expanding the Metro Rapid and local bus services operating in the Westside Transit Corridor. This alternative emphasizes more frequent service to reduce delay and enhance mobility. Service frequency is proposed to be improved to between 2 and 12 minutes on selected routes. The TSM Alternative is similar to the No Build Alternative and would result in regional development according to SCAG growth projections. As such, no adverse effects associated with regional land use development would result.

5.3.2 Local Land Use and Development

The TSM Alternative would result in a continuation of current development patterns and trends. Land use patterns that exist today in several sections of the corridor, especially those not in redevelopment areas, would be slow to change. With the TSM Alternative, development and redevelopment would occur in an environment built close to capacity. The opportunity for growth would be limited and would be anticipated to occur according to local plans and programs and consistent with SCAG projections. As such, no potential adverse effects associated with land use and development within the Westside Corridor would result.

5.3.2.1 Division of an Established Community

Under the TSM Alternative, planned development and redevelopment would adhere to local zoning ordinances and would not be likely to alter or divide existing communities. Thus, no adverse effects related to the division of an established community would result for the TSM Alternative.

5.3.2.2 Applicable Land Use Policies

Land use policies for all of the jurisdictions traversed by the proposed project would not be met under the TSM Alternative. The goals of these policies, to reduce automobile usage, increase intensity of development along transit corridors, seek cooperation and joint development, enhance regional connectivity, minimize environmental impacts, and maximize transit ridership would not be achieved with the TSM Alternative. Thus, potential adverse effects related to consistency with applicable policies would result for the TSM Alternative.

5.3.2.3 Adjacent or Surrounding Land Uses

The TSM Alternative expands the Metro Rapid and local bus services operating in the Westside Transit Corridor and places an emphasis on more frequent service. Without the HRT system, development patterns would continue to reflect current trends and the compatibility of land uses would not be negatively affected. As such, no adverse effects associated with local land use would result under the TSM Alternative.

5.4 Alternative 1—Westwood/UCLA Extension

This 8.60-mile alternative extends from the existing Metro Purple Line Wilshire/Western Station to Westwood/UCLA. The alternative travels westerly from this station, centered below Wilshire Boulevard, to the Wilshire Boulevard/Santa Monica Boulevard intersection. At this location, the alignment curves northwesterly from Wilshire Boulevard to Santa Monica Boulevard, traversing first along the northern edge of Santa Monica Boulevard, then the center, and then the southern edge of Santa Monica Boulevard to the station in Century City.

From there, the alignment crosses Beverly Glen Boulevard, turns northwesterly at Pandora Avenue toward Thayer Avenue, and traverses under the properties at a northwest angle until Westholme Avenue, where it turns westerly under Wilshire Boulevard to Malcolm Avenue. At Malcolm Avenue, the alignment angles northward toward Lindbrook Drive and extends under the center of Lindbrook Drive, crossing under Gayley Avenue and terminating under UCLA's Lot 36 (bordered by Veteran, Kinross, and Gayley Avenues, and Wilshire Boulevard).

5.4.1 Regional Land Use and Development

5.4.1.1 Direct Impacts

As shown in Table 5-1, Alternative 1 would be consistent with SCAG regional polices. Alternative 1 would be located underground and therefore would not change existing land uses beyond those at station portal locations for entrances and other ancillary uses. Therefore, the discussion of land use impacts focuses on local land use around station portals. Land acquisition would be required for the siting of station portals which would provide vertical circulation to the system. Location of these station portals would occur in or adjacent to commercial development and would not conflict with regional land use compatibility.

Table 5-1. Comparison of the Proposed Project (Alternatives 1–5) to SCAG Regional Policies (*Regional Comprehensive Plan*)

Policy Type and Goals	Conclusion	Discussion
Growth Management Chapter		
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent with this policy.	The proposed project is an improvement to the regional transportation system and supports SCAG's regional growth policies.
Growth Management Policies to Improve the Regional Standard of Living		
3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent with this policy.	The proposed project is a transit improvement that would serve a highly developed area thereby maximizing use of existing facilities.
3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Consistent with this policy.	Metro has coordinated with the cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, as well as the County of Los Angeles to expedite the processing of the proposed project.
Growth Management Policies Related to Improve the Regional Quality of Life		
3.12 Encourage existing or proposed local jurisdiction's programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	Consistent with this policy.	The proposed project is in a transit corridor, which would provide the opportunity for a reduction in auto trips and vehicle miles traveled, and create opportunities for residents to have alternative means of transportation.
3.13 Encourage local jurisdiction's plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	Consistent with this policy.	The proposed project would increase accessibility to urbanized areas and would maximize use of urban areas by reducing auto trips and vehicle miles traveled.
3.14 Support local plans to increase density of future development located at strategic points along regional commuter rail, transit systems, and activity centers.	Consistent with this policy.	The proposed project would support increased density near the transit corridor, where appropriate, and increase accessibility to commercial and activity centers.

Table 5-1. Comparison of the Proposed Project (Alternatives 1–5) to SCAG Regional Policies (*Regional Comprehensive Plan*) (continued)

Policy Type and Goals	Conclusion	Discussion
3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit oriented developments around transit stations and along transit corridors.	Consistent with this policy.	The proposed project would support transit oriented development, inclusive of residential and commercial uses along the entire transit corridor.
3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Consistent with this policy.	The proposed project would support development in and around the proposed transportation corridor.
3.18 Encourage planned development in locations least likely to cause environmental impact.	Consistent with this policy.	The proposed project would provide support for development, where appropriate, such as along mixed-use corridors that connects many commercial centers. The urban nature of the corridor reduces the potential for environmental impacts.
3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	Consistent with this policy.	The proposed project is located in a highly urbanized and developed area that would not be likely to encounter such resources. Nonetheless, the proposed project would contain provisions to preserve vital resources, as appropriate.
3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Consistent with this policy.	The proposed project would include measures to preserve and protect cultural and archaeological resources.
3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	Consistent with this policy.	The proposed project does not contain areas with steep slopes, or high fire or flood hazards. The proposed project would contain provisions to safeguard against seismic hazards.
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Consistent with this policy.	The proposed project contains mitigation measures to reduce noise. The proposed project is in a fully developed area and would not result in any biological and ecological impacts. It would be built in accordance with all current earthquake standards and emergency plans would be submitted for approval to applicable agencies prior to operations.
Growth Management Policies Related to Social, Political, and Cultural Equity		
3.10 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Consistent with this policy.	The proposed project would provide mass transit service and reduce automobile usage, which would create more sustainable communities. The transit system would provide regional access to additional medical, social, and recreational services within the Wilshire Corridor.

Table 5-1. Comparison of the Proposed Project (Alternatives 1–5) to SCAG Regional Policies (*Regional Comprehensive Plan*) (continued)

Policy Type and Goals	Conclusion	Discussion
Regional Transportation Plan		
4.01 Transportation Investments shall be based on SCAG's adopted Regional Performance Indicators.	Consistent with this policy.	The proposed project would be responsive to SCAG's Regional Performance Indicators.
4.02 Transportation Investments shall mitigate environmental impacts to an acceptable level.	Consistent with this policy.	The proposed project provides mitigation measures to reduce adverse environmental effects to acceptable levels.
4.04 Transportation Control Measures shall be a priority.	Consistent with this policy.	The proposed project meets the requirements of a Transportation Control Measure.
4.16 Ensuring safety, maintenance and efficacy of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.	Consistent with this policy.	The proposed project is planned within the existing regional transportation system and is vital to ensure, safety, adequate maintenance and operational efficiency in the existing multi-modal transportation system.
Air Quality Chapter Core Actions		
5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	Consistent with this policy.	The proposed project would incorporate all applicable source reduction and control measures including Air Quality Management District (AQMD) Rule 403 - Fugitive Dust Control, and would strive to identify other programs and actions throughout the life of the proposed project so that options to command and control regulations can be assessed.
5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	Consistent with this policy.	The interrelationship between air quality, land use, and transportation is addressed specifically in the air quality conformity analysis. In addition, economic relationships are weighed together with environmental impacts in the cost and performance analysis.
Open Space Chapter Ancillary Goals		
9.02 Increase the accessibility to open space lands for outdoor recreation.	Consistent with this policy.	The proposed project would increase access to open space and recreation centers, such as Hancock Park, La Cienega Park, Beverly Gardens Park, and Palisades Park.
9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.	Consistent with this policy.	The proposed project would be located below-grade and would not be subject to hillsides, canyons, high fire areas, flood zones, or emergency access routes hazards. The design of proposed project would comply with all earthquake safety standards to safeguard against seismic hazards.

Source: TAHA, 2010.

5.4.1.2 Indirect Impacts

The creation of a subway system in the Westside Corridor 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 1 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 Boulevard Corridor, and in particular, within a 1/4-mile radius from stations. The existing Corridor is already served by a network of buses that serve major activity centers within the Corridor, particularly along Wilshire and Santa Monica Boulevards. The extent to which Alternative 1 results in a redistribution of projected regional growth would depend on market conditions and supportive public policies. SCAG housing and employment projections by transit analysis zone were used for the years 2010 and 2035 to determine the net growth that is forecast to occur within the Corridor and within 1/4-mile of station areas. The SCAG forecasts do not contemplate the proposed project and therefore should be viewed as a way to understand potential changes that could occur in a specific area over time. According to SCAG growth projections, the Westside Corridor is forecast for an increase of 155,812 housing units and 285,143 new jobs during this period. SCAG forecasts 11,193 new housing units and 35,119 new jobs for the proposed station areas (1/4-mile radius) identified under Alternative 1. This growth and development would be consistent with the following RTP SCAG overall goals:

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

Alternative 1, when considered as part of Metro's LRTP, would play an important role in expanding regional transportation choices and in improving regional quality of life, image, and overall mobility. Therefore, no adverse effects associated with regional land use would result.

5.4.2 Local Land Use and Development

5.4.2.1 Division of an Established Community

Direct Impacts

Under Alternative 1, the rail system would be fully underground and would not introduce any physical barriers that could divide a community. Planned development and redevelopment near station portals would adhere to local zoning ordinances and would not likely be to introduce barriers which would alter or divide the existing community. Thus, no adverse direct effects related to the division of an established community would result for Alternative 1.

Indirect Impacts

Stations and adjacent station area development would be anticipated to enhance pedestrian circulation patterns and connectivity to maximize transit ridership and would result in a more unified community. Thus, no adverse indirect effects related to the division of an established community would result for Alternative 1.

Applicable Land Use Policies

Table 5-2 provides a discussion of applicable local land use policies and corresponding jurisdictions and the extent they are consistent with Alternative 1. Alternative 1 would be consistent with the goals and policies of the applicable jurisdictions along the alignment. Alternative 1 would reduce automobile usage, provide opportunity for joint development and cooperation, enhance regional connectivity, minimize environmental impacts, and maximize transit ridership. Therefore, Alternative 1 would be consistent with applicable local land use policies and no adverse effects would result.

5.4.3 Adjacent or Surrounding Land Uses

Alternative 1 would include seven stations, including an optional station at Crenshaw Boulevard. Figure 5-1 through Figure 5-7 show the surrounding land uses and development potential within 1/4-mile of the proposed station areas under Alternative 1. These figures show the existing land uses and the general plan land uses by the applicable planning jurisdiction. A distribution of existing land uses within 1/4-mile of the potential stations is provided. The net growth in SCAG employment and housing projections from the years 2010 to 2035 by transit analysis zone is also summarized. Station areas with high projected employment and housing provide a better opportunity to accommodate this projected growth with future development that is higher density in character. When compared with the estimated building square footage and local development restrictions (floor to area ratios and building heights), a characterization of how fully developed each station area is, and what potential exists for future growth can be determined. The identification of developable land, such as vacant parcels and surface parking lots, gives an indication of where the opportunity for projected growth could occur.[3] Additional development opportunity would come from the redevelopment of existing older or lower-density uses. Nonresidential buildings beyond 40 years which are nearing the end of their functional economic life, known as economically obsolete buildings, provide an avenue of opportunity where the redevelopment of existing uses could occur to accommodate potential growth. These economically obsolete buildings, due to their age, may also be eligible as historic buildings and are discussed in detail in the Historic, Archeological, and Paleontological Resources Report. The classification of an economically obsolete building as a historic building would act as an additional land use control that would restrict potential development. While vacant parcels, parking lots, lower density uses, and economically obsolete buildings may provide an opportunity for future development, it does not guarantee that this development would occur and would continue to be restricted by existing land use controls.

[3]Areas designated as vacant land also include projects under construction.

Table 5-2. Goals and Policy Consistency for Alternative 1

Goal and Policy	Jurisdiction Identifying Policy	Discussion
Automobile (VMT) Reduction		
Create a pedestrian oriented environment in the context of an enhanced urban environment	City of Los Angeles, Land Use/ Transportation Policy	Alternative 1 is located in a mass transit corridor, which would provide the opportunity for a reduction in auto trips and vehicle miles traveled, and create opportunities for residents to walk to necessary services.
Supporting walking, bicycling and transit use, as well as potentially reducing the need to drive to services provided within the community	City of Los Angeles, Residential/Accessory Services (RAS) Zones and Density Bonus Ordinance	Alternative 1 would create opportunities for residents to utilize transit, and walking and biking as secondary modes, to necessary services, eliminating the need to drive to many destinations.
Enhance pedestrian circulation in neighborhood districts, community centers, appropriate locations in regional centers, and along mixed-use boulevards	City of Los Angeles, General Plan Framework	Alternative 1 would provide the opportunity for increased pedestrian circulation along the alignment which includes a mix of neighborhood districts, community centers, regional centers and mixed-use boulevards.
Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access	Westwood, West Los Angeles, and Wilshire Community Plans, West Los Angeles Transportation Improvement and Mitigation Specific Plan	Alternative 1 would establish a dedicated heavy rail system that would link residents and commercial centers, reducing automobile dependency and providing a more suitable environment for pedestrians and bicycles.
Promote the development of more parking structures to serve transit riders, building tenants, and residents and require that its ground floor be occupied by retail uses that induce pedestrian activity	City of Beverly Hills General Plan	Alternative 1 would create opportunities for joint development at station locations which would include land uses to stimulate pedestrian activity.
Allow increased development near public transit stops, stations, and corridors to facilitate access and use in lieu of the automobile	City of Beverly Hills General Plan	Alternative 1 would facilitate the creation of transit-oriented districts which provide incentives and opportunity for smart development within close proximity to transit stations.
Increased Intensity of Development and Growth Along Transit Corridors		
Increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors	City of Los Angeles, Residential/Accessory Services (RAS) Zones and Density Bonus Ordinance	Alternative 1 would reflect a substantial capital investment along the alignment that would revitalize the older sections of the commercial corridors and improve the character of the surrounding neighborhoods.

Table 5-2. Goals and Policy Consistency for Alternative 1 (continued)

Goal and Policy	Jurisdiction Identifying Policy	Discussion
Accommodate mixed-use (commercial/residential) development	City of Los Angeles, Land Use/Transportation Policy	Alternative 1 would increase the attractiveness of potential development sites along the corridor to provide mixed-use development which would cater to the increased pedestrian circulation that would occur near station portals.
Increase land use intensity in transit station areas, where appropriate	City of Los Angeles, Land Use/Transportation Policy, Wilshire Community Plan	Alternative 1 would enable the creation of transit-oriented districts which would allow for increased intensity of development.
Promote the development of transit alignments and station locations that maximize transit service to activity centers and which permit the concentration of future growth and development around transit stations	City of Los Angeles, General Plan Framework, Land Use/Transportation Policy	Alternative 1 would support smart density within the transit corridor, where appropriate, and increase accessibility to commercial and activity centers.
Retain higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support such development and circulation	Westwood and West Los Angeles Community Plans	Alternative 1 would facilitate locating higher residential densities near commercial centers by improving circulation and access along the Wilshire Corridor. These commercial corridors represent the areas with the most capability to support smart density, a feature that is often combined with heavy rail systems.
Promote housing in mixed use projects in pedestrian-oriented areas and transit corridors	West Los Angeles Community Plan	Alternative 1 is a transit project located within a transit corridor and would provide the opportunity for adjacent mixed-use development containing commercial and residential uses.
Prepare station area plans and prioritize growth to accommodate the highest development densities in proximity to major transit corridors and rail transit stations as developed in the future	City of Beverly Hills General Plan	Alternative 1 has initiated station area planning workshops and solicited community support and involvement to ensure that station areas are located in areas that can support the smart development intensity and maximize transit ridership.
Support increased frequency transit service and capital investment to serve high-density employment, commercial, residential, or mixed-use areas and activity centers	City of Beverly Hills General Plan	Alternative 1 represents a significant capital investment that would significantly increase frequency of service and better serve the existing employment, commercial, residential and mixed-use areas.
Require the inclusion of affordable housing units as a component of any residential development in proximity of the transit station	City of Beverly Hills General Plan	Alternative 1 would create transit stations along the Corridor and does not contain a residential component.

Table 5-2. Goals and Policy Consistency for Alternative 1 (continued)

Goal and Policy	Jurisdiction Identifying Policy	Discussion
Accommodate higher density development to maximize transit access and use on implementation of future rail transit improvements, with maximum intensities in buildings using the air rights above the transit station/portal that provide direct linkages to the transit line	City of Beverly Hills General Plan	Alternative 1 establishes station areas that are located in areas that can support smart development intensity and maximize transit ridership. Metro will continue to pursue joint development agreements as final design plans are completed, which would provide direct linkages to the transit line.
Cooperation and Joint Development Opportunities		
Support development in regional centers, community centers, major economic activity centers, and along mixed-use boulevards as designated in the Community Plans	City of Los Angeles, General Plan Framework	Alternative 1 has sited station locations in close proximity to regional centers, activity centers, and areas of major economic activity.
Encourage and seek the formation of public/private partnerships when developing centers and districts and provide appropriate transportation facilities and programs that integrate land use and transportation facilities	City of Los Angeles, General Plan Framework	Metro would actively pursue joint development opportunities for the project, which would further integrate land uses and transportation facilities.
Continue transit restructuring studies and other inter-agency efforts to reduce the cost and enhance the effectiveness of transit service, and improve coordination with adjoining jurisdictions in implementation of feasible measures as recommended in the transit restructuring studies; and give full consideration to establish separate transit zones	City of Los Angeles General Plan's Transportation Element	Alternative 1 includes extensive public agency coordination across multiple jurisdictions to maximize the efficiency and potential ridership of the system.
Improve the pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs	CRA/LA Mid-City Recovery Redevelopment Project	Alternative 1 would significantly improve the existing transit corridors increasing the attractiveness of sites in need of revitalization along the corridor to developers.
Enhance Regional Connectivity		
Expand neighborhood transportation services and programs to enhance neighborhood accessibility	City of Los Angeles, General Plan Framework	Alternative 1 would expand transportation services and enhance neighborhood accessibility.
Provide improved transportation services to support Citywide economic development activities related to economic revitalization initiatives	City of Los Angeles, General Plan Framework	Alternative 1 represents a significant capital investment that would support Citywide economic development and revitalization initiatives.
Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards	City of Los Angeles, General Plan Framework	Alternative 1 would increase transit access to neighborhood districts, community and regional centers, and mixed-use boulevards at up to 7 potential station locations.
Develop an intermodal mass transportation plan to implement linkages to future mass transit service	West Los Angeles, Westwood, and Wilshire Community Plans	Alternative 1 would represent the mass transit service that these community plans would plan linkages to.

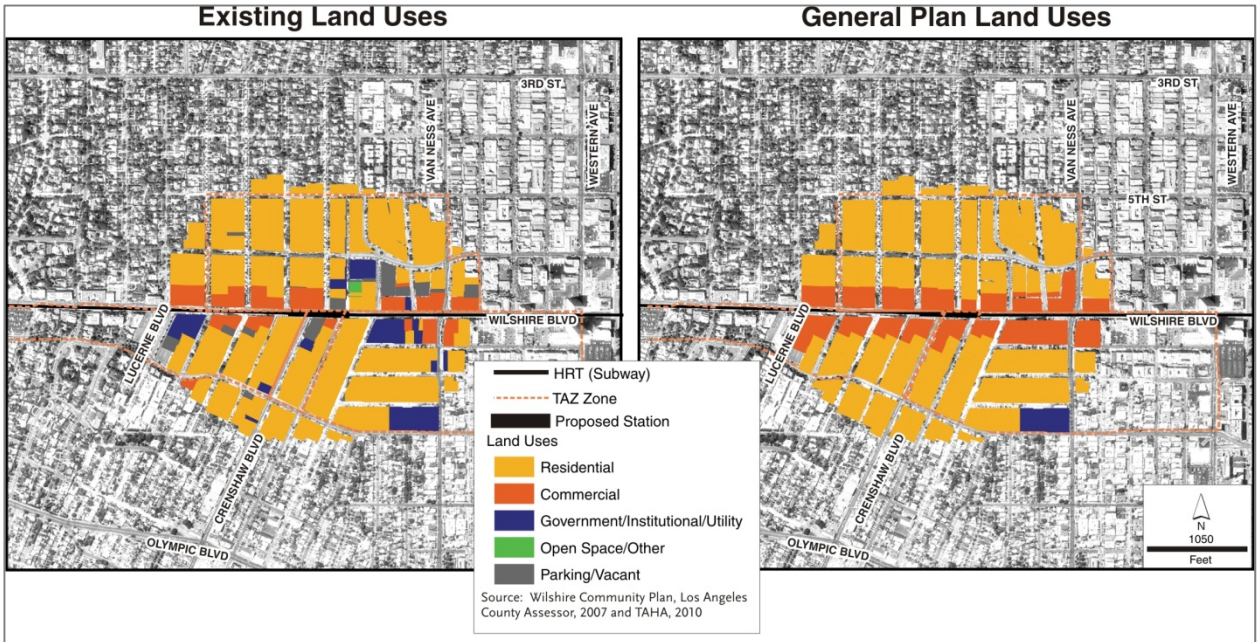
Table 5-2. Goals and Policy Consistency for Alternative 1 (continued)

Goal and Policy	Jurisdiction Identifying Policy	Discussion
Creation of a rail line through West Hollywood connected to regional rail system	Westside Cities Multimodal Mobility Study	Alternative 1 would create a heavy rail transit system which would include up to three potential stations in the City of West Hollywood
Creation of major transportation hubs to link metro, pedestrian, bicycle, parking, and car sharing resources	Westside Cities Multimodal Mobility Study	Alternative 1 would create a heavy rail transit system with up to 7 potential stations. These station areas would serve as major transportation hubs to link multiple modes of transport.
Add multi-modal capacity in Lincoln, Venice, and Robertson/La Cienega/Fairfax corridors	Westside Cities Multimodal Mobility Study	Alternative 1 would establish multi-modal capacity in the La Cienega and Fairfax Corridors.
Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking	City of Beverly Hills General Plan	Alternative 1 would create a heavy rail transit system that would serve multiple jurisdictions, activity centers, and neighborhoods along a densely populated corridor. This system would provide an alternative to automobile travel for a multitude of people.
Minimize Environmental Impacts		
Enhance the aesthetic qualities, encourage more open space, reduce the impact of high-density development, and reduce the impact of shadows caused by high-rise buildings	Wilshire-Westwood Scenic Corridor Specific Plan	Alternative 1 would support smart development, in an appropriate location, along a mixed-use corridor that connects many commercial centers. The urban nature of the corridor reduces the potential for environmental impacts.
Accommodate a balanced mix of land uses and require that development be located and designed to enable residents access by walking, bicycle, or public transit to jobs, commerce, entertainment, services, and recreation, thereby reducing automobile use, energy consumption, air pollution, and greenhouse gases	City of Beverly Hills General Plan	Alternative 1 would encourage smart development, in an appropriate location, along a corridor that connects many commercial centers. Development would include a mix of uses which support pedestrian activity and reduce the need for the automobile. Reduction in VMT would lead to better air quality and less energy usage.
Maximize Ridership Through Design and Location		
Promote the development of transportation facilities and services that encourage transit ridership, including enhanced transit services, improved transit safety, and merchant incentives	City of Los Angeles, General Plan Framework	Alternative 1 would establish a fully underground system that provides the highest and safest levels of transit service.
Promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design	City of Los Angeles, General Plan Framework	Alternative 1 has undergone extensive station area planning efforts to ensure that station portal locations maximize direct linkages to adjacent commercial development.

Table 5-2. Goals and Policy Consistency for Alternative 1 (continued)

Goal and Policy	Jurisdiction Identifying Policy	Discussion
Establish the following priority corridors for high capacity transit service post-2010, and develop programs to foster transit ridership along the Wilshire Corridor (Wilshire/Western to I-405, serving Century City and Westwood)	City of Los Angeles General Plan's Transportation Element	Alternative 1 serves the high priority Wilshire corridor, including Century City and Westwood.
Develop interactive transit information systems that bring customers more timely, accurate, and complete transit information	City of Los Angeles General Plan's Transportation Element	Alternative 1 would create a fully underground heavy rail transit system that would provide timely and reliable service along the Wilshire Corridor.
Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes	City of Los Angeles General Plan's Transportation Element	Alternative 1 would create a heavy rail transit system with up to 7 potential stations. These station areas would serve as major transportation hubs to link multiple modes of transport.
Identify and develop transit priority streets which serve regional centers, major economic activity areas and rail stations to enhance speed, quality, and safety of transit service	City of Los Angeles General Plan's Transportation Element	Previous studies have identified the Wilshire Corridor as the priority corridor with highest ridership potential due to the large concentration of employment and surrounding residential neighborhoods. The proposed project would fully serve this high priority transit corridor.
Provide for an efficient circulation system coordinated with land uses and densities to accommodate traffic, and encouraging the improvement of public transit services in coordination with other public improvements	CRA/LA Wilshire Center Koreatown Redevelopment Project	Alternative 1 would create an efficient transit system that would serve multiple jurisdictions, activity centers, and neighborhoods along a densely populated corridor without affecting the existing number of travel lanes on arterials.
Support the extension of the metro subway extension along Wilshire Boulevard through the City with stations at Beverly/Rodeo and La Cienega to enhance transit service and increase transit ridership within the City and West Los Angeles	City of Beverly Hills General Plan	Alternative 1 would increase transit ridership within the City of Beverly Hills and the Los Angeles area. Stations are located at Wilshire/Rodeo and Wilshire/La Cienega.
Consider a variety of transit services including rail, light rail transit, bus rapid transit, trolleys, enhanced buses, express buses, local buses, school buses, and neighborhood shuttles to meet the needs of residents and workers	City of Beverly Hills General Plan	Alternative 1 would create a heavy rail transit system with up to 7 potential stations. These station areas would serve as major transportation hubs to meet the needs of residents, workers, and visitors.
Support a well-designed transit system to meet the mobility needs of residents and visitors including seniors, the disabled, and transit-dependent persons	City of Beverly Hills General Plan	Alternative 1 would create a heavy rail transit system with up to 7 potential stations and would meet all ADA requirements. These station areas would be available to serve residents and visitors, including seniors, the disabled and transit-dependent persons.

Source: Cities of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, and County of Los Angeles, 2009.



Existing Land Use Distribution	
Single-Family Residential	54.8%
Multi-Family Residential	22.1%
Commercial	10.6%
Government/Institutional	8.1%
Industrial	--
Vacant/Parking	4.1%
Open Space/Other	0.3%

Developmental Opportunities/Constraints	
SCAG Projected New Employment 2035 (TAZ)	4,742
SCAG Projected New Housing Units 2035 (TAZ)	369
Estimated Building Square Footage (million sq ft)	3.43
Maximum Allowable Building Height (ft)	45
Maximum Allowable Density (FAR)	3:1
Parcels of Developable Land (Vacant/Parking)	40
Economically Obsolete Buildings (Non-residential structures built prior to 1970)	29

Adopted Plans and Policies	
Planning Jurisdiction	City of Los Angeles
Adopted Plans	Wilshire Community Plan
	Park Mile Specific Plan
	Windsor Square HPOZ
Relevant Land Use Controls	Establishes residential uses as primary land use along this area known as Park Mile.
	Limits building heights to 45 feet and seeks to preserve overall residential character
	Requires building design to adhere to developmental guidelines to preserve historic residential community north of Wilshire Boulevard.

Impact Assessment	
Existing Land Use Compatibility	**Potential For Development**
This station area is comprised of low-density office, and commercial businesses with surrounding residential uses. There are several vacant parcels and parking areas along Wilshire Boulevard.	The proximity of surrounding single-family residences would limit the opportunity for intensification or redevelopment of existing offices and commercial business along the Wilshire Boulevard frontage. Potential development would be limited to the vacant parcels and parking lots in the area. The projected increase in housing units is one of the lowest forecasted for all of the proposed station areas.

Figure 5-1. Wilshire/Crenshaw 1/4-Mile Station Area