



Alternative 1 would be constructed underneath existing transportation right-of-ways and is centered along the Wilshire Corridor. The primary effect is likely to be felt immediately adjacent to stations (less than 1/4-mile), diminishing with increasing distance from the station. Potential station area conflicts including, but not limited to noise, safety, security, lighting, traffic are addressed individually in the relevant sections that analyze traffic, visual quality, and noise. Factors which shape existing and future land use development around transit stations include, but are not limited to, density, land use mix, accessibility, infrastructure and design. Discussion of surrounding land uses will characterize these factors and assess the potential impacts of establishing a heavy rail transit system in areas near potential stations.

5.4.3.1 Direct Impacts

The proposed station locations under Alternative 1 have existing bus transit service, would occur along an existing transit route, and would not introduce a new land use type into the area. Figure 5-1 through Figure 5-7 show that the proposed stations would be located in areas developed with a mix of land uses that would be compatible with a transit system. Station portals located in or adjacent to open plazas will be integrated into current and future developments. The stations identified under Alternative 1 would not result in adverse direct effects associated with land use compatibility.

5.4.3.2 Indirect Impacts

The proposed project would provide transit service to a densely developed Corridor. The proposed stations may indirectly provide an opportunity for transit oriented development. Initial development opportunities would be limited to vacant parcels and parking lots. Metro would acquire several parcels during construction of the proposed project for the storage of equipment and materials and other construction-related activities. These parcels would be vacant and available after the construction process is complete. These parcels would affect the inventory of existing vacant land and parking areas, land uses which can be characterized as developable at some future date. Under Alternative 1, approximately 17 additional parcels would be added to the inventory of vacant land near station areas identified in Figure 5-1 and Figure 5-7. The only station area that would be substantially altered from the existing inventories of vacant land or parking areas would be at the Wilshire/Fairfax Station, where an additional nine parcels would be added to the existing inventory.

Experience gained from the existing Metro projects such as the Metro Purple and Red Lines suggests that developers in the Los Angeles area are interested in creating transit-and pedestrian-oriented mixed-use development, and that these types of developments can be very successful. Examples of successful transit-oriented development include, but are not limited to housing and mixed use development, along the Metro Purple Line at the Wilshire/Western, The Metro Red Line at Wilshire/Vermont Station and along the Metro Gold Line at the Del Mar and Memorial Park Stations. The Metro Red Line Hollywood/Highland Station is an additional example of a successful regional commercial/entertainment joint development project. The experience in other cities with similar transit infrastructure also supports this idea. As stated above, however, policies supportive of the desired type of development must usually be in place. Because these parcels would be Metro-owned and adjacent to station areas, they would create additional opportunity for transit oriented development. Metro's role in the ownership of these parcels would be limited to that of a property owner and the parcels would be subject to the land use controls of the local jurisdictions.



Since the Corridor is located in a dense urban area, most of the opportunity for development would come from the redevelopment of lower-density uses. This is a slow process that would occur over the span of several decades. Economically obsolete buildings could provide an additional opportunity for the redevelopment of existing uses. The redevelopment of existing uses would also be constrained by the amount of residential land uses and existing land use controls, such as density requirements and limits on the number of vehicle trips generated by buildings within the planning area, known as trip caps. SCAG growth housing and employment projections by transit analysis zone were also used to characterize the development potential. As shown in Figure 5-1 and Figure 5-7, the highest growth is projected to occur near the Wilshire/Fairfax and Wilshire/Rodeo Stations. The areas with the most vacant parcels and least restrictive land use controls are at Wilshire/La Brea and Wilshire/Fairfax. These areas would conceivably provide the highest potential for development. Low-density residential areas like Wilshire/Crenshaw and fully built-out areas like Wilshire/Westwood and Century City would provide the lowest opportunity for development. The SCAG growth projections, as well as the information provided in Figure 5-1 and Figure 5-7 show the development pressures of accommodating any potential future growth in these fully built-out areas. While the proposed project may make areas near transit stations more attractive, the growth has been projected and the patterns would be determined through the land use controls of the local planning jurisdictions. In the Wilshire/Fairfax, Wilshire/Rodeo, and Westwood areas, the forecasted employment and housing appear to be beyond the land use capability of the station area. To ensure future station area growth occurs in a structured timeframe, the applicable local jurisdictions would coordinate with each other and Metro during the station area planning process. The applicable local jurisdictions would coordinate and implement policies during station area planning to address the development pressure of accommodating potential growth. Any transit oriented development that could occur as a result of the proposed project is anticipated to be consistent with current growth projections and would not significantly alter the composition and character of existing land uses. Therefore, Alternative 1 would not result in adverse indirect effects associated with land use compatibility.

5.4.4 Mitigation Measures

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

5.5 Alternative 2—Westwood/VA Hospital Extension

This 8.96-mile alternative extends from the existing Metro Purple Line Wilshire/Western Station to the Westwood/Veterans Administration Campus. This alternative follows the same alignment as Alternative 1 (see Alternative 1 alignment description above) but extends beyond the Westwood/UCLA Station, terminating at the VA Station (described below). All optional stations along Alternative 1 could be used for this alternative as well.

From the Westwood/UCLA Station, under UCLA Parking Lot 36, the alignment travels westerly under Veteran Avenue, angling toward the southern edge of Wilshire Boulevard once across Veteran Avenue. The alignment travels under the I-405 ramps on the eastern side of the freeway, under I-405, under ramps on the western side of the freeway, and under the VA Hospital property at Bonsall Avenue, terminating at this station.

**5.5.1 Regional Land Use and Development**

Similar to Alternative 1, the Wilshire/VA Hospital Extension Alternative could have an indirect role in the pattern of growth and development within the study area by making those areas around the stations attractive as transit-oriented type development. In general, growth is constrained by access and circulation as well as land use controls within the Westside Corridor. The existing transportation network is constrained by the high volume of automobiles that are attracted to this job rich area. Alternative 2 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. SCAG projects 688 new housing units and 4,142 new jobs within the proposed station area under Alternative 2. This represents less than one percent of the new housing units and new jobs within the Westside Corridor. The proposed project would serve the corridor by providing a linkage to the larger regional transportation network and expanded travel options and reduced congestion. The project would not affect land use compatibility at the regional level. Therefore, no direct or indirect adverse effects associated with regional land use would result.

5.5.2 Local Land Use and Development**5.5.2.1 Division of an Established Community****Direct Impacts**

Under the Alternative 2, 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. The additional station in Alternative 2 would connect Westwood with West Los Angeles and the County of Los Angeles by adding a connection across the I-405, an existing barrier within the community. Thus, Alternative 2 would not result in adverse direct effects related to the division of an established community.

Indirect Impacts

Similar to Alternative 1, Alternative 2 would not introduce any new barriers which could divide the community. Stations and station area development would enhance circulation and connectivity resulting in more unification of the existing community. Thus, Alternative 2 would not result in indirect adverse effects related to the division of an established community.

Applicable Land Use Policies

Table 5-3 provides a discussion of additional related local land use policies involving the County of Los Angeles. Policies listed in Table 5-2 would also apply to Alternative 2. Alternative 2 would be consistent with the goals and policies of the applicable jurisdictions along the alignment. Alternative 2 would reduce automobile usage, provide opportunity for joint development and cooperation, enhance regional connectivity, minimize environmental impacts, and maximize transit ridership. Therefore, Alternative 2 would be consistent with applicable local land use policies and no adverse effects would result.



5.5.3 Adjacent or Surrounding Land Uses

Alternative 2 would include one additional station, the Wilshire/VA Hospital Station. Figure 5-8 shows the surrounding land uses and development potential within 1/4-mile of the additional proposed station area under Alternative 2.

5.5.3.1 Direct Impacts

The proposed station would occur along an existing transit route and would not introduce a new land use type into the area. The proposed station portal would be located in an area developed with numerous surface parking lots and institutional uses that would be compatible with a transportation system. The station portal would be integrated into the existing open space. Use of this station would be primarily limited to people accessing VA facilities, since most of the surrounding land uses are greater than 1/2-mile from the station portal. Alternative 2 would not result in direct adverse effects associated with land use compatibility near the Wilshire VA Hospital station.

5.5.3.2 Indirect Impacts

The proposed station is located in the middle of the large VA Hospital area and would serve the existing community by provided increased accessibility in a highly congested travel corridor. Under Alternative 2, no full parcels takes at the Wilshire/VA Hospital Station would be necessary during construction. Because the station area consists only of hospital-related facilities owned by the United States Department of Veterans Affairs, it is not likely to lead to increased intensity of development. Alternative 2 would not result in indirect adverse effects associated with land use compatibility near the Wilshire VA Hospital station.

5.5.4 Mitigation Measures

Alternative 2 would not result in direct or indirect adverse effects related to land use, and no mitigation measures are necessary.

5.6 Alternative 3—Santa Monica Extension

This 12.38-mile alternative extends from the existing Metro Purple Line Wilshire/Western Station to the Santa Monica/4th Station in Santa Monica. This alternative follows the same alignment as Alternative 1 (see Alternative 1 alignment description above) but extends beyond the Westwood/UCLA Station, terminating at the Wilshire/4th Street Station (see description below). All optional stations along Alternative 1 could be applied to this alternative as well.

From the Westwood/UCLA Station, under UCLA Parking Lot 36, the alignment travels westerly under Veteran Avenue, angling toward the southern edge of Wilshire Boulevard once across Veteran Avenue. The alignment travels under the I-405 ramps on the eastern side of the freeway, under I-405, under ramps on the western side of the freeway, and under the VA Hospital property. It then connects back to Wilshire Boulevard at San Vicente Boulevard where the alignment continues westerly under the center of Wilshire Boulevard to the City of Santa Monica, terminating at the Wilshire/4th Street Station, between 3rd and 5th Streets.

Table 5-3. Additional Goals and Policy Consistency for Alternative 2

Goal and Policy	Jurisdiction Identifying Policy	Discussion
Automobile (VMT) Reduction		
Expand the availability of transportation options throughout the county especially those that reduce automobile dependence	County of Los Angeles General Plan	Alternative 2 would expand the availability of transportation options by establishing a heavy rail transportation system which would reduce automobile dependency and would continue to do so as multi-modal links throughout the region continue to be developed.
Increased Intensity of Development and Growth Along Transit Corridors		
Provide incentives and development standards for residential and commercial uses in designated transit oriented districts	County of Los Angeles Transit Oriented District Ordinance	Alternative 2 would enable the creation of transit-oriented districts which would allow for increased smart development along a transit corridor.
Promote and develop transit oriented districts along major transit corridors	County of Los Angeles General Plan	Alternative 2 would enable the creation of transit-oriented districts which would allow for increased smart development along an existing transit corridor.
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	County of Los Angeles General Plan	Alternative 2 would promote the efficient use of land by providing the opportunity for concentrated development in an appropriate location. .
Cooperation and Joint Development Opportunities		
Expand inter-jurisdictional cooperation to ensure a seamless, inter-modal, and multi-modal regional transportation system	County of Los Angeles General Plan	Alternative 2 includes extensive public agency coordination across multiple jurisdictions to maximize the efficiency, and connectivity of the system.
Enhance Regional Connectivity		
Require a maximum level of connectivity in transportation systems and community-level designs	County of Los Angeles General Plan	Alternative 2 would increase the connectivity of the existing fixed guideway system and establishing a foundational base on which to build upon in the future.
Promote the development of an improved public transportation system to link regional centers and support urban revitalization	County of Los Angeles General Plan	Alternative 2 would link Downtown Los Angeles to major activity centers in Westwood, Century City, West Hollywood, Santa Monica, and Beverly Hills.
Minimize Environmental Impacts		
Support the development of a transportation system that will make a positive contribution to the improvement of air quality	County of Los Angeles General Plan	Alternative 2 would include a mix of uses which support pedestrian activity and reduce the need for the automobile. Reduction in VMT would lead to an improvement in air quality.

Source: County of Los Angeles, 2009.

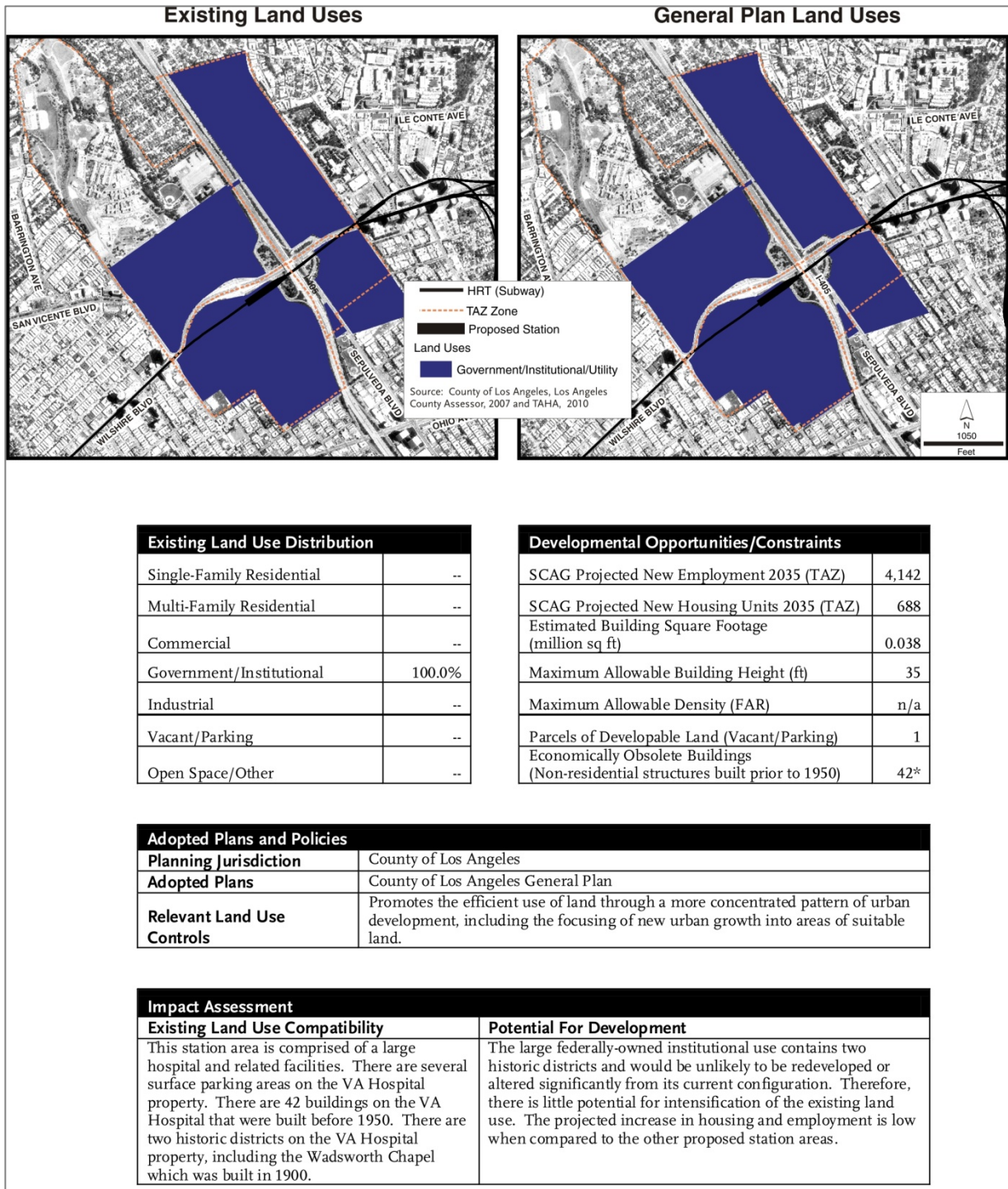


Figure 5-8. Wilshire/VA Hospital 1/4-Mile Station Area



5.6.1 Regional Land Use and Development

Similar to Alternatives 1 and 2, the Santa Monica Extension Alternative could have an indirect role in the pattern of growth and development within the study area by making those areas around the stations attractive as transit-oriented type development. In general, growth is constrained by access and circulation as well as land use controls within the Westside Corridor. The existing transportation network is constrained by the high volume of automobiles that are attracted to this job rich area. Alternative 3 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. SCAG forecasts 2,331 new housing units and 12,661 new jobs for the proposed station areas (1/4-mile radius) identified under Alternative 3. This represents one percent of the new housing units and four percent of the new jobs within the Westside Corridor. The proposed project would serve the corridor by providing a linkage to the larger regional transportation network and expanded travel options and reduced congestion. The project would not affect land use compatibility at the regional level. Therefore, no direct or indirect adverse effects associated with regional land use would result.

5.6.2 Local Land Use and Development

5.6.2.1 Division of an Established Community

Direct Impacts

Under the Alternative 3, 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. The additional segment in Alternative 3 would connect Santa Monica with neighboring communities along the Wilshire Corridor. Thus, Alternative 3 would not result in direct adverse effects related to the division of an established community.

Indirect Impacts

Similar to Alternatives 1 and 2, Alternative 3 would not introduce any new barriers which could divide the community. Stations and station area development would enhance circulation and connectivity resulting in more unification of the existing community. Thus, Alternative 3 would not result in indirect adverse effects related to the division of an established community.

Applicable Land Use Policies

Table 5-4 provides a discussion of additional related local land use policies involving the City of Santa Monica and community of Brentwood-Palisades. Policies listed in Table 5-2 and Table 5-3 would also apply to Alternative 3. Alternative 3 would be consistent with the goals and policies of the applicable jurisdictions along the alignment. Alternative 3 would reduce automobile usage, provide opportunity for joint development and cooperation, enhance regional connectivity, minimize environmental impacts, and maximize transit ridership. Therefore, Alternative 3 would be consistent with applicable local land use policies and no adverse effects would result.



5.6.3 Adjacent or Surrounding Land Uses

Figure 5-9 through Figure 5-12 show the surrounding land uses within a 1/4-mile of the additional proposed station areas under Alternative 3.

5.6.3.1 Direct Impacts

The proposed stations under Alternative 3 would occur along an existing transit route and would not introduce a new land use type into the area. Figure 5-9 through Figure 5-12 show that the proposed stations would be located in vibrant areas developed with a mix of commercial, office, and residential land uses. Station portals located in or adjacent to open plazas will be integrated into current and future developments. While the density of uses would not be as high as those identified under Alternative 1, the mix of uses would be compatible with a transportation system. The proposed stations identified under Alternative 3 would not result in direct adverse effects associated with land use compatibility.

5.6.3.2 Indirect Impacts

Alternative 3 includes all stations in Alternatives 1 and 2 plus four additional stations in West Los Angeles and the City of Santa Monica. As with Alternatives 1 and 2, the additional stations may provide an opportunity for new transit oriented development; these opportunities would be expected to occur near the stations. The first opportunities would be on vacant lands, followed by properties that would be redeveloped. Approximately 14 parcels would be acquired by Metro for construction staging and equipment storage under Alternative 3. However, few of these properties would be located in the City of Santa Monica. Therefore, the inventory of vacant land near the station areas identified in Figure 5-9 through Figure 5-12 would not be substantially altered as a result of these acquisitions.

As shown in Figure 5-9 through Figure 5-12, most of the projected growth is forecast to occur near the Wilshire/Bundy and Wilshire/26th Stations. The areas with the most vacant parcels are at the Wilshire/4th and Wilshire/16th Stations. All of the station areas under Alternative 3 have stricter land use controls and are not expected to result in significant housing growth. Any potential development that could occur would likely be employment related. To ensure future station area growth occurs in a structured time frame, the applicable local jurisdictions would coordinate with each other and Metro during the station area planning process. The transit oriented development that could occur as a result of the proposed project is anticipated to be consistent with current growth projections and would not significantly alter the composition and character of existing land uses. Therefore, Alternative 3 would not result in indirect adverse effects associated with land use compatibility.

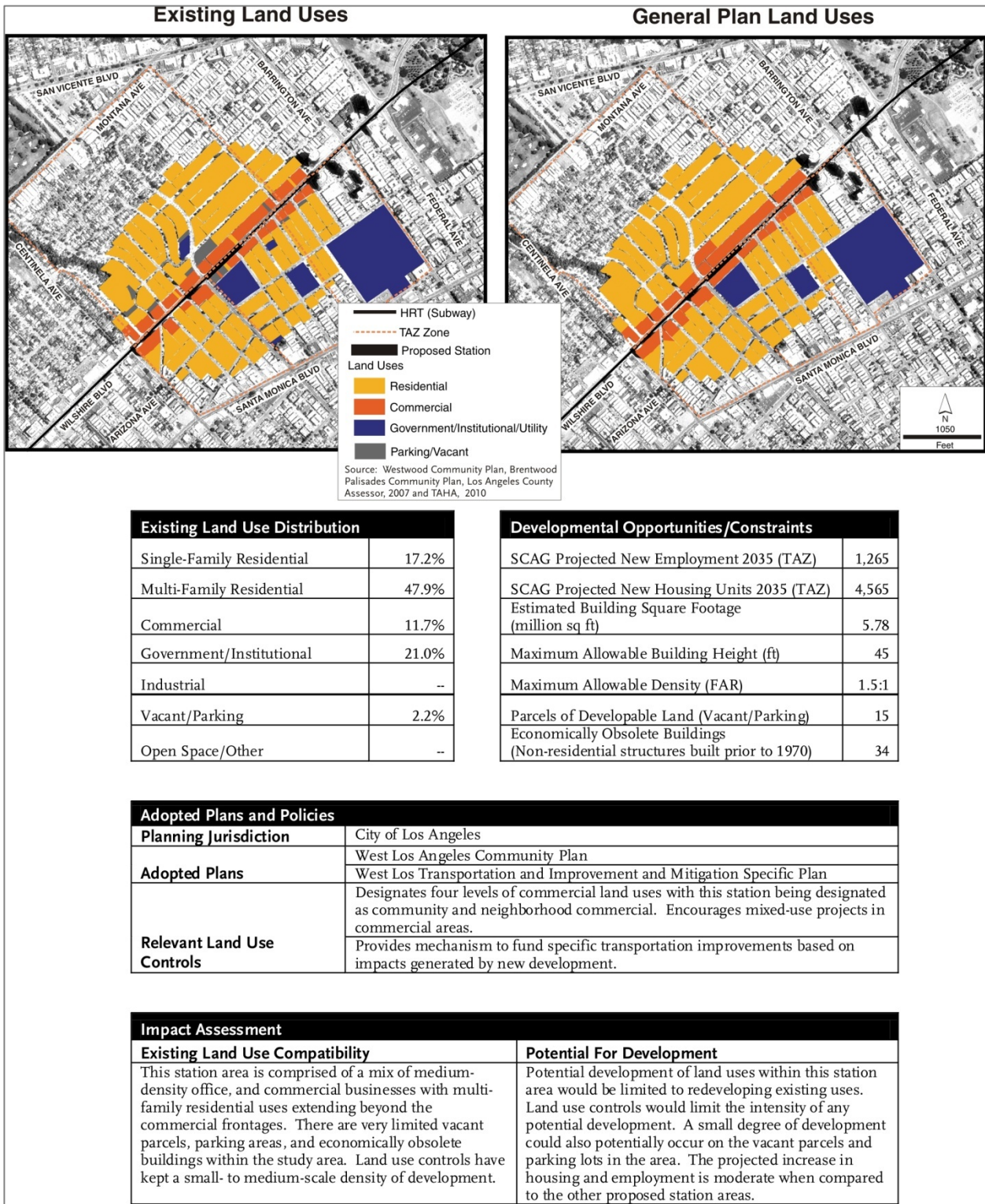
5.6.4 Mitigation Measures

Alternative 3 would have no direct or indirect adverse effects related to land use, and no mitigation measures are necessary.

Table 5-4. Additional Goals and Policy Consistency for Alternative 3

Goal and Policy	Jurisdiction Identifying Policy	Discussion
Increased Intensity of Development and Growth Along Transit Corridors		
Encourage multiple residential development in specified commercial zones	Brentwood-Palisades Community Plan	Alternative 3 would complement the development of a specified commercial zone suitable for multi-family residential development.
Theme-integrating land use and transportation-locate new activity centers along existing and proposed transit corridors	City of Santa Monica General Plan	Alternative 3 is located within an existing transit corridor and contains numerous activity centers that draw people from across the region.
Enhance Regional Connectivity		
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	City of Santa Monica General Plan	Alternative 3 stations would be compatible with the surrounding land uses of each particular area.
Maximize Ridership Through Design and Location		
Travel on bicycle and transit should be time-competitive with autos, where possible	City of Santa Monica General Plan	Alternative 3 would be fully underground and not subject to the congestion delays of arterial traffic. Bicycle facilities would be integrated to allow storage or parking of bicycles, enabling access to the heavy rail system. This would result in a time competitive and reliable transit system.
The City shall work with transit providers to pursue direct transit connections for Santa Monica residents to regional destinations	City of Santa Monica General Plan	Alternative 3 includes two alternatives which would provide three stations in the City of Santa Monica. These stations would become part of the regional fixed-guideway system which connects to numerous regional destinations
The City shall support transit-oriented development patterns and uses that are known to generate a high level of transit ridership	City of Santa Monica General Plan	Alternative 3 incorporates heavy rail transit service. This type of transit service provides the highest level of ridership and attracts the highest level of adjacent commercial development.
Rail stations shall be designed and located to support bus access and to reduce the transfer penalty between buses and rail	City of Santa Monica General Plan	Alternative 3 is located along the Wilshire Corridor which has a large volume of connecting bus service.

Source: Cities of Los Angeles and Santa Monica, 2009.


Figure 5-9. Wilshire/Bundy 1/4-Mile Station Area

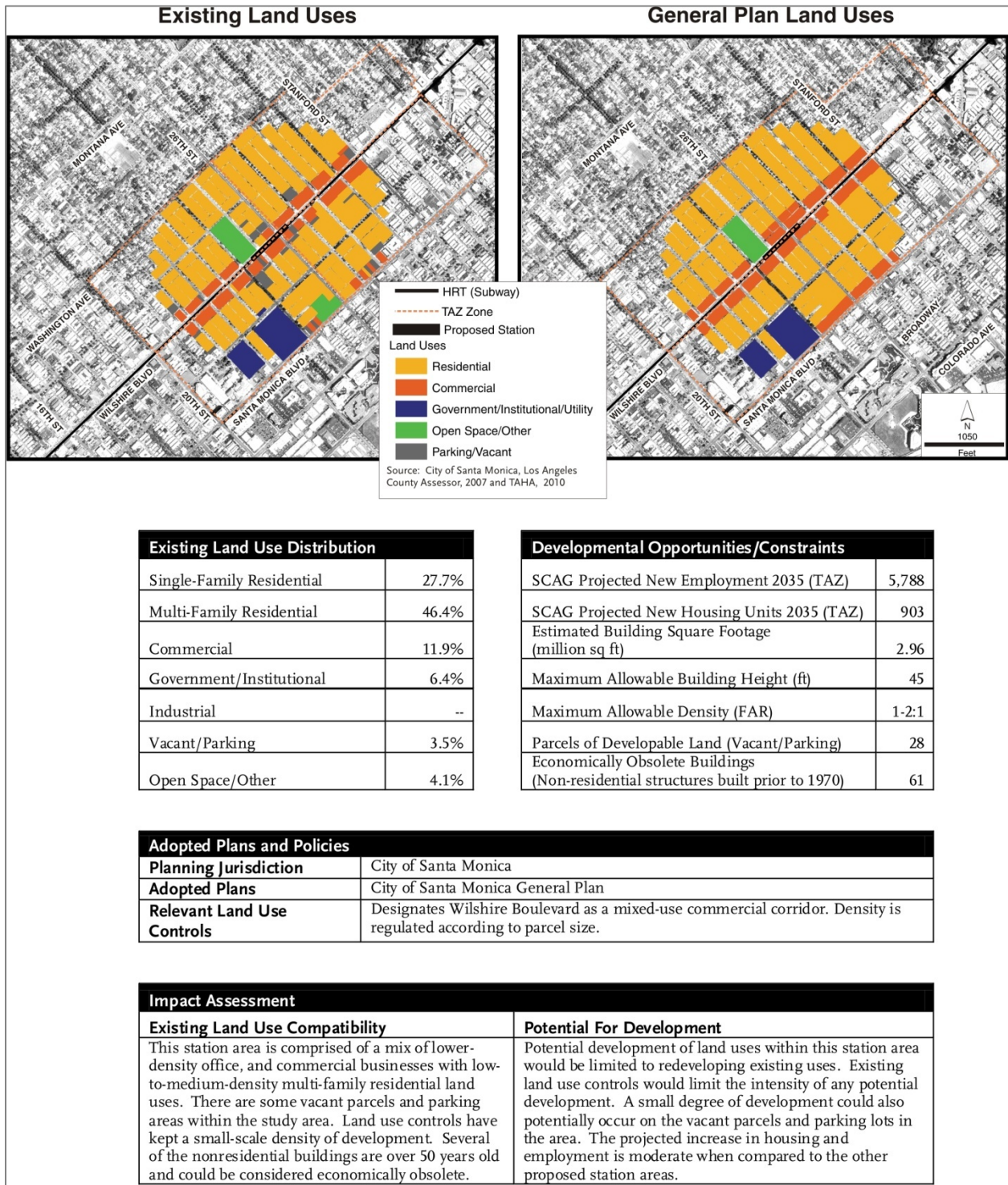
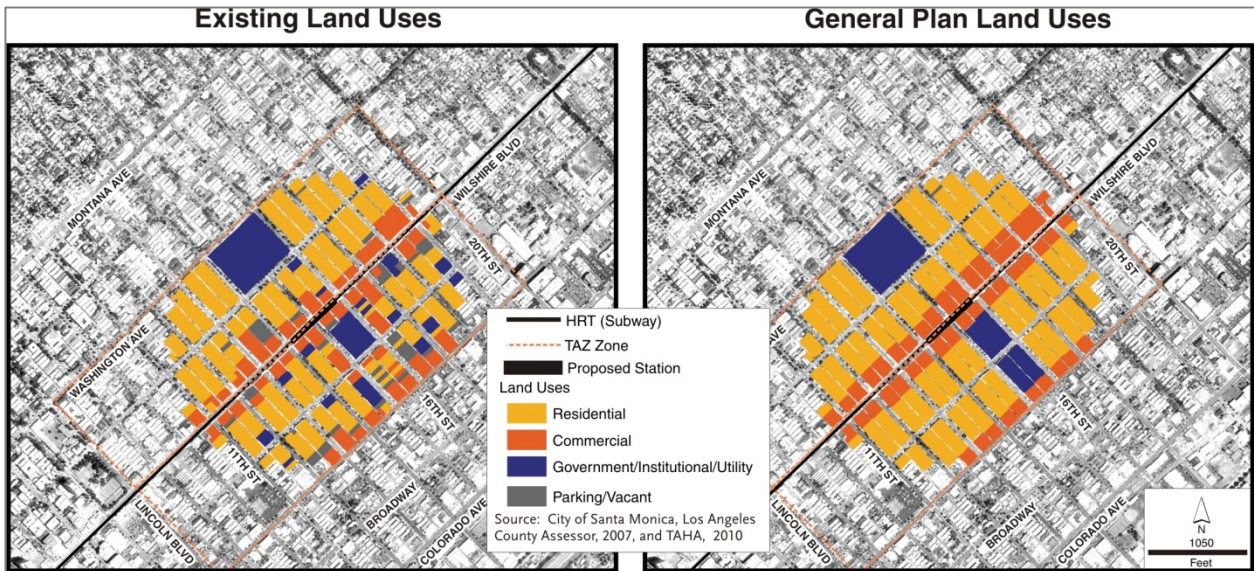


Figure 5-10. Wilshire/26th 1/4-Mile Station Area



Existing Land Use Distribution	
Single-Family Residential	2.0%
Multi-Family Residential	53.5%
Commercial	22.6%
Government/Institutional	16.2%
Industrial	--
Vacant/Parking	5.7%
Open Space/Other	--

Developmental Opportunities/Constraints	
SCAG Projected New Employment 2035 (TAZ)	67
SCAG Projected New Housing Units 2035 (TAZ)	596
Estimated Building Square Footage (million sq ft)	3.51
Maximum Allowable Building Height (ft)	45
Maximum Allowable Density (FAR)	1-2:1
Parcels of Developable Land (Vacant/Parking)	34
Economically Obsolete Buildings (Non-residential structures built prior to 1970)	96

Adopted Plans and Policies	
Planning Jurisdiction	City of Santa Monica
Adopted Plans	City of Santa Monica General Plan
Relevant Land Use Controls	Designates Wilshire Boulevard as a mixed-use commercial corridor. Density is regulated according to parcel size.

Impact Assessment	
Existing Land Use Compatibility	Potential For Development
This station area is comprised of a low-density commercial with low- to-medium-density multi-family residential land uses. There are some vacant parcels and parking areas within the study area. Existing land use controls have kept a small-scale density of development. Several of the nonresidential buildings are over 50 years old and could be considered economically obsolete.	Potential development of land uses within this station area would be limited to redeveloping existing uses. Existing land use controls would limit the intensity of any potential development. A small degree of development could also potentially occur on the vacant parcels and parking lots in the area. The projected increase in housing and employment is one of the lowest when compared to the other proposed station areas.

Figure 5-11. Wilshire/16th 1/4-Mile Station Area

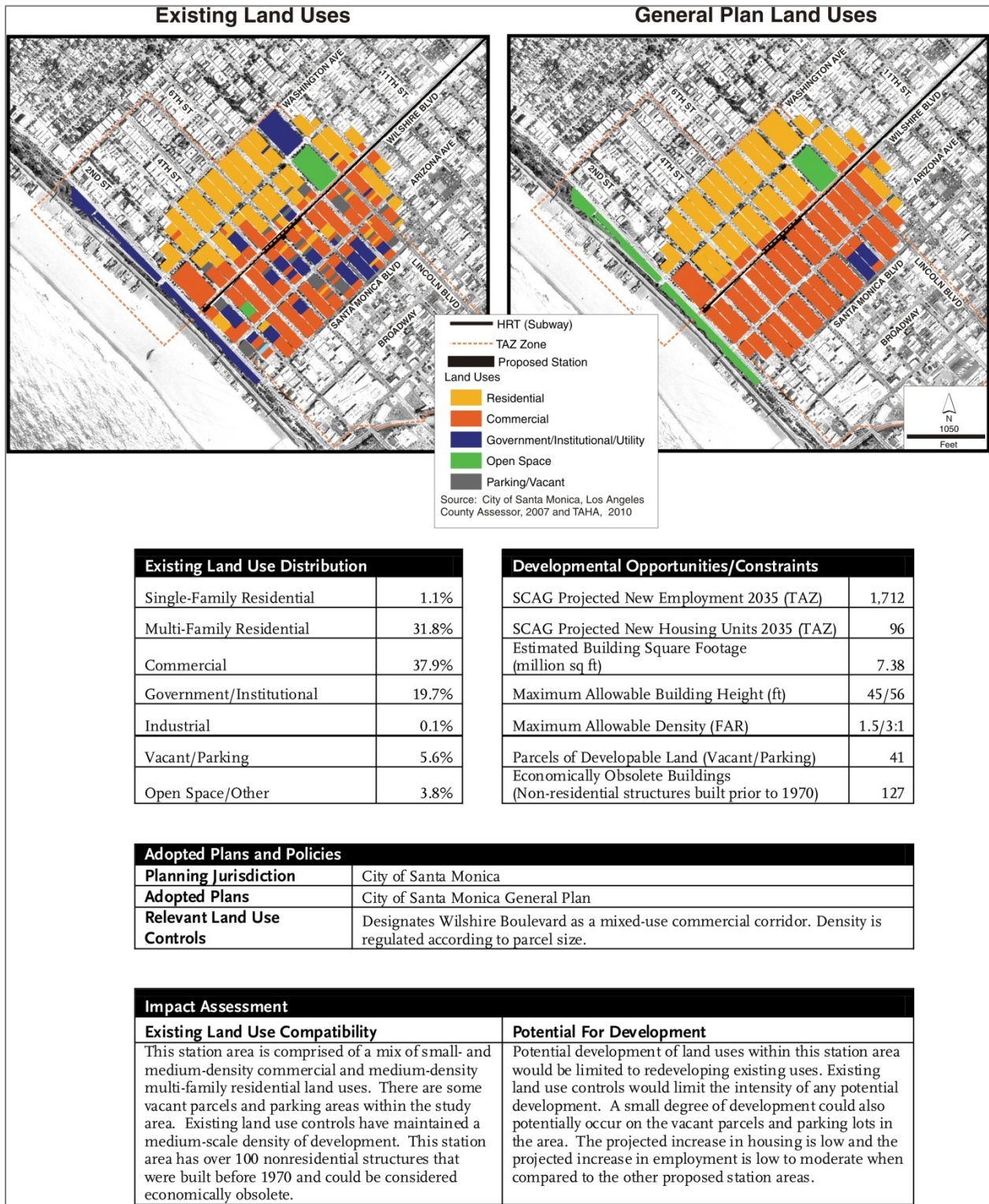


Figure 5-12. Wilshire/4th 1/4-Mile Station Area