



## WESTSIDE SUBWAY EXTENSION PROJECT

# Addendum to the Land Use and Development Opportunities Technical Report



August 2011



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## SUMMARY

On October 28, 2010, the Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) and authorized the preparation of the *Westside Subway Extension Final EIS/EIR* (the Final EIS/EIR) to analyze the LPA. This alternative would extend HRT, in subway, approximately nine-miles from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station. A detailed description of the LPA is provided in Chapter 2 of the Final EIS/EIR.

This addendum supplements materials in the *Westside Subway Extension Project Land Use and Development Opportunities Technical Report* (the Report) dated August 2010 and supports the Final EIS/EIR. The LPA is referred to as Alternative 2 in this addendum and the Report. Modifications to the Report incorporated into this addendum reflect responses to comments on the Draft EIS/EIR and refinements to Alternative 2 as described in Chapter 2 of the Final EIS/EIR.

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## 1.0 INTRODUCTION

No change.

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## 2.0 PROJECT DESCRIPTION

*Change* The Project description has been refined as part of the Final EIS/EIR.

On October 28, 2010, the Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) and authorized the preparation of the *Westside Subway Extension Final EIS/EIR* (the Final EIS/EIR) to analyze the LPA. This alternative would extend HRT, in subway, approximately nine-miles from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station. The extension would include a total of seven new stations:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City (Century City Santa Monica or Century City Constellation)
- Westwood/UCLA (Westwood/UCLA On-Street or Westwood/UCLA Off-Street)
- Westwood/VA Hospital (Westwood/VA Hospital South or Westwood/VA Hospital North)

The estimated one-way running time for the project would be approximately 15 minutes from the Wilshire/Western Station to the Westwood/VA Hospital Station. The extension would operate at headways of 4 minutes during peak periods and 10 minutes during off-peak periods. As part of the project, Metro is also planning



several enhancements to the Division 20 Maintenance and Storage Facility.

The construction schedule for the Project is partially dependent on the timing of Federal funding availability. Two LPA construction scenarios are considered. Both scenarios will contain the same elements with differences only in the timing of when they are built and operational. The first construction scenario assumes that under the America Fast Forward (30/10) Scenario (Concurrent Construction), the LPA would open in its entirety to the Westwood/VA Hospital Station in 2022 with the three construction segments built concurrently (Wilshire/Western to Wilshire/La Cienega, Wilshire/La Cienega to Century City and Century City to Westwood/VA Hospital). The second construction scenario assumes that under the Metro Long Range Transportation Plan (LRTP) Scenario (Phased Construction), the LPA would open in three consecutive phases (Phase 1 to Wilshire/La Cienega, Phase 2 to Century City, and Phase 3 to Westwood/VA Hospital), with the entire LPA operational to the Westwood/VA Hospital Station in 2036.

A detailed description of the LPA is provided in Chapter 2 of the Final EIS/EIR.

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### 3.0 REGULATORY FRAMEWORK

#### 3.2 Local Land Use Policies

*Add*

The following are additions of applicable land use policies for Section 3.2, Local Land Use Policies. The subsequent sections within Section 3.2 would be renumbered accordingly.

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##### 3.2.16 City of Los Angeles Historic Preservation Overlay Zones (HPOZ)

Los Angeles has developed an expansive program of Historic Preservation Overlay Zones (HPOZs) to identify and protect neighborhoods with distinct architectural and cultural resources. HPOZs, commonly known as historic districts, are a land use tool which provide for review of proposed exterior alterations and additions to historic properties within designated districts. The following HPOZs are within ½-mile of the proposed stations.

***Hancock Park HPOZ*** - The Hancock Park HPOZ is bordered by Wilshire Boulevard and Melrose Avenue to the north and south and Rossmore Avenue and Highland Avenue to the east and west. The architecture of this primarily residential HPOZ is dominated by the Spanish Colonial Revival style residences with skilled craftsmanship, decorative detailing, and individuality. The residences incorporate the characteristic use of low-pitched red tile roofs, arched doors and windows, and smooth stucco exterior finishes provides visual continuity and cohesiveness to the neighborhood.

***Carthay Circle HPOZ*** -The Carthay Circle HPOZ is bordered by Wilshire and Olympic Boulevards to the north and south and Fairfax Avenue and Schumacher Drive to the east and west. This development was the first subdivision in Los Angeles to be planned with underground utilities, maintaining the streetscape free of the clutter of telephone poles and electric wires. The architecture of this



primarily residential HPOZ is dominated by the Spanish Colonial Revival style.

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**3.2.17 City of Los Angeles Community Design Overlay Districts (CDO)**

Community Design Overlay Districts (CDO) provide guidelines and standards for public and private development projects in commercially zoned areas. The intent of the CDO is to provide guidance and direction in the design of new and rehabilitation of existing buildings and storefronts in order to improve the appearance, enhance the identity and promote the pedestrian environment of the District. The following CDO is within ½ mile of the proposed station areas.

*Miracle Mile Community Design Overlay District* - the Miracle Mile CDO is located along Wilshire Boulevard from La Brea Avenue on the east to Fairfax Boulevard on the west. The goal of the Miracle Mile CDO is to preserve the unique Art Deco character of the District.

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**4.0 AFFECTED ENVIRONMENT**

No change.

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**5.0 ENVIRONMENTAL IMPACT/ENVIRONMENTAL CONSEQUENCES**

**5.4.2.1 Division of an Established Community**

**Applicable Land Use Policies**

*Add* The following goals and polices supplement and are added to Table 5-2.

**Table 5-2: Goals and Policy Consistency for Alternative 1**

Goal and Policy	Jurisdiction Identifying Policy	Discussion
<b>Automobile (VMT) Reduction</b>		
Expand the availability of transportation options throughout the county especially those that reduce automobile dependence	County of Los Angeles General Plan	Alternative 1 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.
<b>Increased Intensity of Development and Growth Along Transit Corridors</b>		
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. The existing and planned transit system provides the opportunity to concentrate development, affect the City's form, and conserve the existing character of stable neighborhoods.
Provide incentives and development standards for residential and commercial uses in designated transit oriented districts	County of Los Angeles Transit Oriented District Ordinance	Alternative 1 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 1 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 1 would promote the efficient use of land by providing the opportunity for concentrated development in an appropriate location.
<b>Cooperation and Joint Development Opportunities</b>		
Expand inter-jurisdictional cooperation to ensure a seamless, inter-modal, and multi-modal regional transportation system	County of Los Angeles General Plan	Alternative 1 includes extensive public agency coordination across multiple jurisdictions to maximize the efficiency, and connectivity of the system.
<b>Enhance Regional Connectivity</b>		
Require a maximum level of connectivity in transportation systems and community-level designs	County of Los Angeles General Plan	Alternative 1 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 1 would link Downtown Los Angeles to major activity centers in Westwood, Century City, West Hollywood and Beverly Hills.
<b>Minimize Environmental Impacts</b>		
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 1 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.



### 5.4.3 Adjacent or Surrounding Land Uses

*Change*

The following footnote has been added to the fourth sentence of the first paragraph, “The net growth in SCAG employment and housing projections from the years 2010 to 2035 by transit analysis zone is also summarized.”<sup>1</sup>

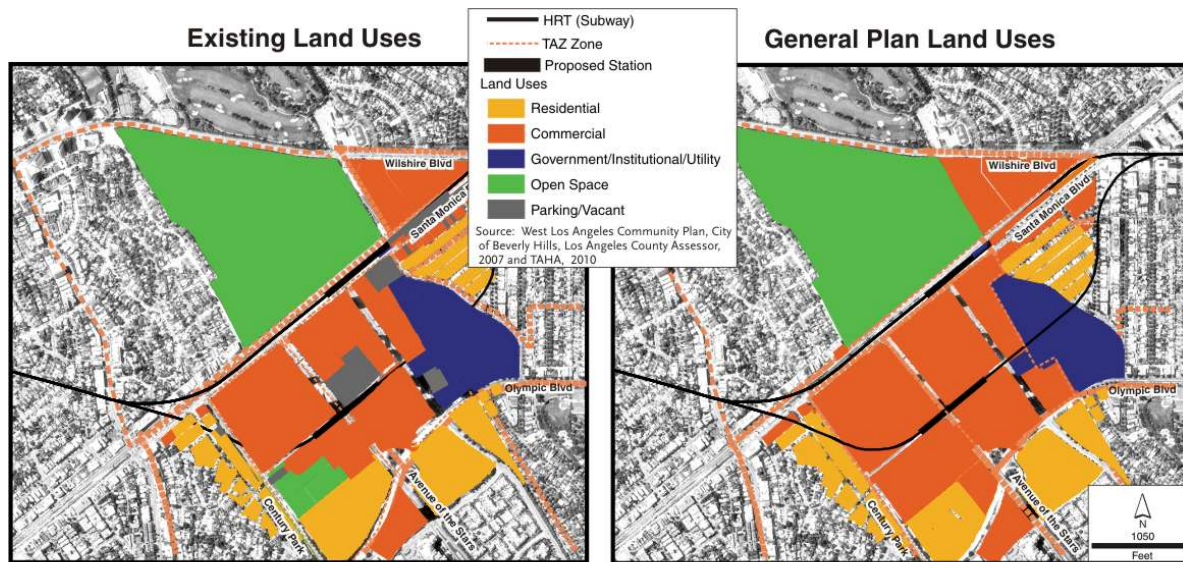
<sup>1</sup>Since the size of transit analysis zones varies, data from the transit analysis zones was included where more than 50 percent of the zone falls within ¼-mile of the station.

*Change*

The following are modifications of and replace Figure 5-6 and 5-7.

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<sup>1</sup>Since the size of transit analysis zones varies, data from the transit analysis zones was included where more than 50 percent of the zone falls within ¼-mile of the station.



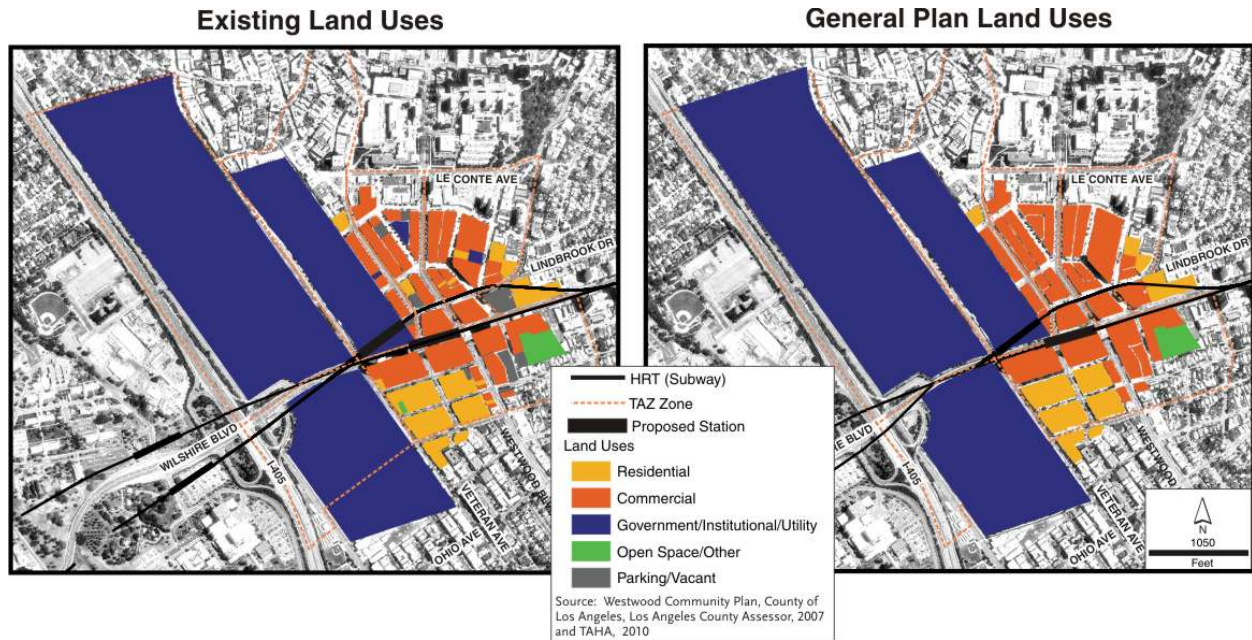
Existing Land Use Distribution	Santa Monica Option	Constellation Option
Single-Family Residential	11.3%	3.2%
Multi-Family Residential	1.8%	48.1%
Commercial	33.1%	30.1%
Government/Institutional	11.3%	8.9%
Industrial	--	--
Vacant/Parking	4.3%	9.7%
Open Space/Other	38.3%	--

Developmental Opportunities/Constraints	Santa Monica Option	Constellation Option
SCAG Projected New Employment 2035 (TAZ)	8,306	8,937
SCAG Projected New Housing Units 2035 (TAZ)	1,835	1,781
Estimated Building Square Footage (million sq ft)	6.6	10.6
Maximum Allowable Building Height (ft)	--	--
Maximum Allowable Density (FAR)	4.5/6:1	4.5/6:1
Parcels of Developable Land (Vacant/Parking)	14	17
Economically Obsolete Buildings (Non-residential structures built prior to 1970)	41	40

Adopted Plans and Policies	
<b>Planning Jurisdiction</b>	City of Los Angeles
<b>Adopted Plans</b>	West Los Angeles Community Plan
	West Los Transportation and Improvement and Mitigation Specific Plan
	Century City North Specific Plan
<b>Relevant Land Use Controls</b>	Designates four levels of commercial land uses with this station being designated as regional commercial. Encourages mixed-use projects in commercial areas.
	Provides mechanism to fund specific transportation improvements based on impacts generated by new development.
	Controls development through implementation of a two-phase development cap based on trip generation.

Impact Assessment	
<b>Existing Land Use Compatibility</b>	<b>Potential For Development</b>
This station area has a large number of high-rise office buildings (10 stories or greater) on larger lot sizes with open space between buildings and large setbacks. There are a limited number of economically obsolete buildings within this station area. This station area has implemented strict land use controls under the Century City North Specific Plan.	This station area is nearly built-out and offers one of the smaller potentials for the redevelopment of existing uses or development on vacant parcels or parking. Projections for new employment are high at both station options and projections for housing units are moderate when compared to the other proposed station areas.

Figure 5-6: Century City 1/4-Mile Station Area



Existing Land Use Distribution	On-Street Option	Off-Street Option
Single-Family Residential	2.0%	--
Multi-Family Residential	8.9%	6.9%
Commercial	13.5%	14.0%
Government/Institutional	71.5%	75.1%
Industrial	--	--
Vacant/Parking	1.9%	1.7%
Open Space/Other	2.2%	2.3%

Developmental Opportunities/Constraints	On-Street Option	Off-Street Option
SCAG Projected New Employment 2035 (TAZ)	7,938	7,938
SCAG Projected New Housing Units 2035 (TAZ)	1,282	1,282
Estimated Building Square Footage (million sq ft)	5.5	4.6
Maximum Allowable Building Height (ft)	55/75	55/75
Maximum Allowable Density (FAR)	3/6:1	3/6:1
Parcels of Developable Land (Vacant/Parking)	17	15
Economically Obsolete Buildings (Non-residential structures built prior to 1970)	44	27

Adopted Plans and Policies	
<b>Planning Jurisdiction</b>	City of Los Angeles
<b>Adopted Plans</b>	Westwood Community Plan
	Westwood Village Specific Plan
	Wilshire-Westwood Scenic Corridor Specific Plan
<b>Relevant Land Use Controls</b>	Designates station area as regional commercial.
	Establishes list of cultural resources in the area and limits building heights to 40 feet and FAR of 2:1 in area to the northeast of the station.
	Limits area to the east of the station to 100 dwelling units per acre and a FAR of 8:1.

Impact Assessment	
<b>Existing Land Use Compatibility</b>	<b>Potential For Development</b>
This station area has a large number of high-rise office buildings (10 stories or greater) on small lot sizes with little open space or setbacks between buildings. There are a limited number of economically obsolete buildings within this station area. The northeastern part of this station area has strict land use controls established under the Westwood Village Specific Plan.	This station area is nearly built out and offers one of the smaller potentials for the redevelopment of existing uses or development on vacant parcels or parking. Projections for new employment are high and projections for housing units are average when compared to the other proposed station areas.

Figure 5-7: Wilshire/Westwood 1/4-Mile Station Area



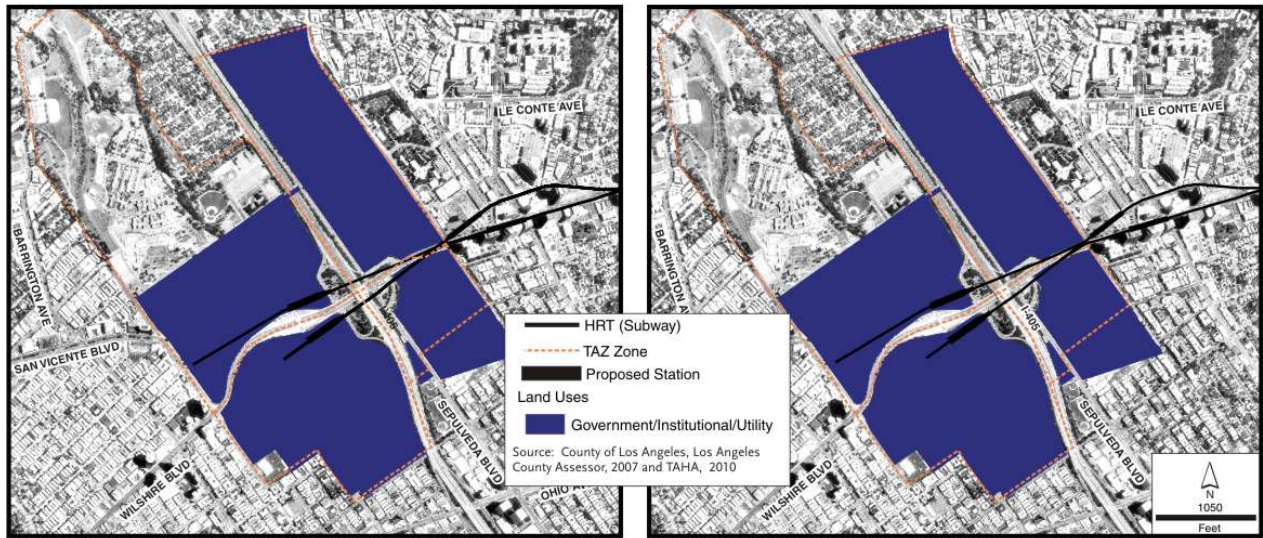
**5.5.3 Adjacent or Surrounding Land Uses**

*Change* The following are modifications of and replace Figure 5-8.



Existing Land Uses

General Plan Land Uses



Existing Land Use Distribution	South Station Option	North Station Option
Single-Family Residential	--	--
Multi-Family Residential	--	0.83%
Commercial	--	0.84%
Government/Institutional	100.0%	98.31%
Industrial	--	--
Vacant/Parking	--	0.02%
Open Space/Other	--	--

Developmental Opportunities/Constraints	South Station Option	North Station Option
SCAG Projected New Employment 2035 (TAZ)	4,142	4,142
SCAG Projected New Housing Units 2035 (TAZ)	688	688
Estimated Building Square Footage (million sq ft)	0.038	0.827
Maximum Allowable Building Height (ft)	35	35
Maximum Allowable Density (FAR)	n/a	n/a
Parcels of Developable Land (Vacant/Parking)	0	1
Economically Obsolete Buildings (Non-residential structures built prior to 1950)	42*	44

Adopted Plans and Policies	
Planning Jurisdiction	County of Los Angeles
Adopted Plans	County of Los Angeles General Plan
Relevant Land Use Controls	Promotes 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.

Impact Assessment	
<b>Existing Land Use Compatibility</b>	<b>Potential For Development</b>
This station area is comprised of a large hospital and related facilities. There are several surface parking areas on the VA Hospital property. There are 42 buildings on the VA Hospital that were built before 1950. There are two historic districts on the VA Hospital property, including the Wadsworth Chapel which was built in 1900.	The large federally-owned institutional use contains two historic districts and would be unlikely to be redeveloped or altered significantly from its current configuration. Therefore, there is little potential for intensification of the existing land use. The proximity of the two station options would not alter the projected housing and employment data for the surrounding TAZs. The projected increase in housing and employment is low when compared to the other proposed station areas.

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



### **5.5.1 Regional Land Use and Development**

*Change*

The following are modifications of and replace Section 5.5.1.

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 forecasts 11,881 new housing units and 39,261 new jobs for the proposed station areas (1/4-mile radius) identified under Alternative 2. This represents approximately 8 percent of the new housing units and 14 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. Therefore, no direct or indirect adverse effects associated with regional land use would result.

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## **6.0 CEQA DETERMINATION**

No change.